



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

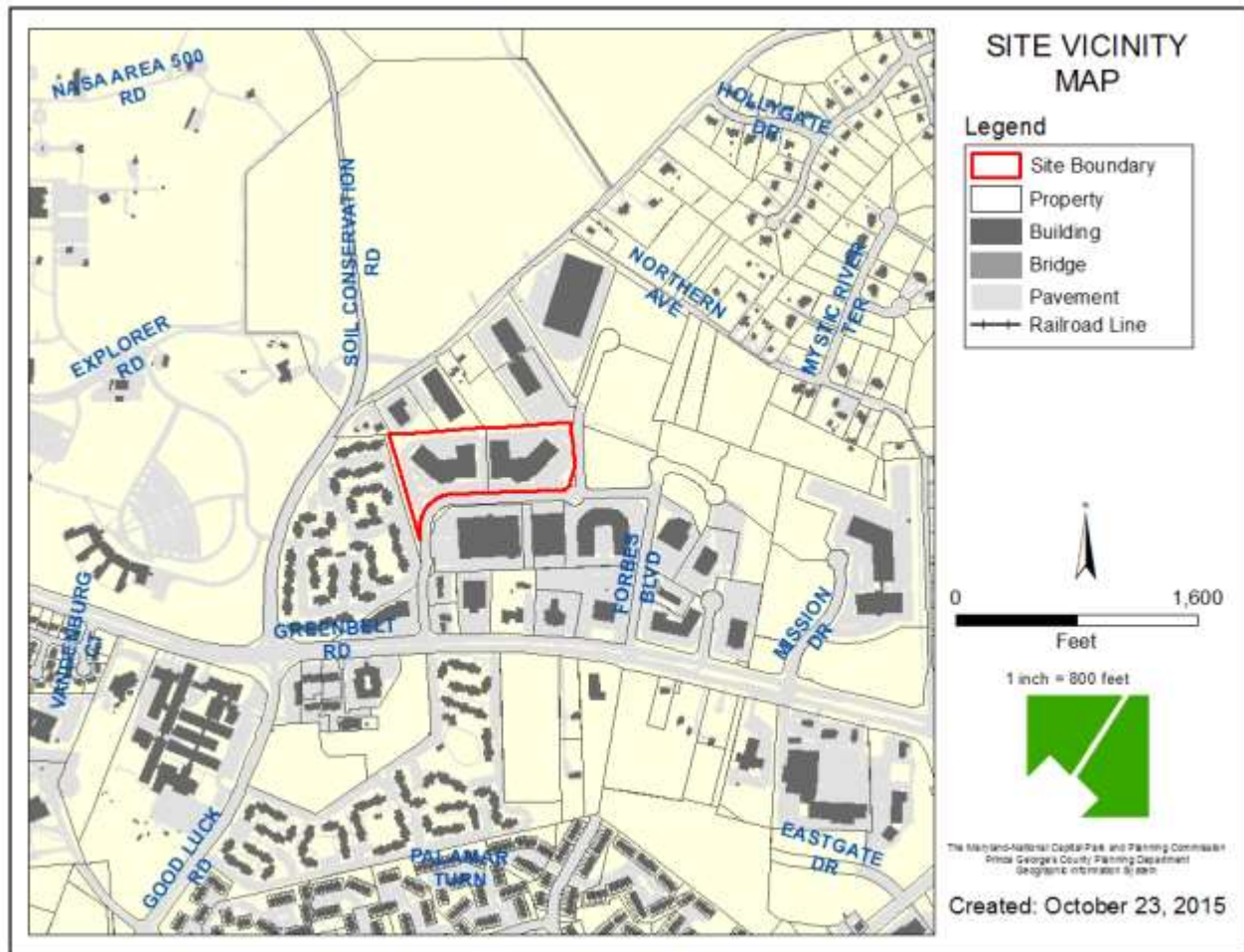
Detailed Site Plan

DSP-06072-01

| Application | General Data | |
|--|------------------------------|----------|
| Project Name: Glenn Dale Commons, Phase 1 Location: In the northwestern quadrant of the intersection of Aerospace Road and Hubble Drive. Applicant/Address: SLDM, LLC. 448 Viking Drive Virginia Beach, VA 23452 | Planning Board Hearing Date: | 05/19/16 |
| | Staff Report Date: | 05/05/16 |
| | Date Accepted: | 02/04/16 |
| | Planning Board Action Limit: | Waived |
| | Plan Acreage: | 11.89 |
| | Zone: | M-X-T |
| | Dwelling Units: | 172 |
| | Gross Floor Area: | N/A |
| | Planning Area: | 70 |
| | Council District: | 04 |
| | Election District | 14 |
| | Municipality: | N/A |
| | 200-Scale Base Map: | 210NE09 |

| Purpose of Application | Notice Dates | |
|---|------------------------|----------|
| For approval of a detailed site plan (DSP) for 108 townhouses and 32 two-family dwellings (a total of 172 units). Variance from the requirements of Section 27-548(h) of the Zoning Ordinance. | Informational Mailing: | 10/26/15 |
| | Acceptance Mailing: | 01/27/16 |
| | Sign Posting Deadline: | 04/12/16 |

| | | | |
|-----------------------------|--------------------------|--|------------|
| Staff Recommendation | | Staff Reviewer: Ruth Grover, M.U.P., A.I.C.P. Phone Number: (301) 952-4317 E-mail: Ruth.Grover@ppd.mncppc.org | |
| APPROVAL | APPROVAL WITH CONDITIONS | DISAPPROVAL | DISCUSSION |
| | X | | |



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-06072-01
Type 2 Tree Conservation Plan TCP2-156-03-06
Glenn Dale Commons, Phase 1

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This detailed site plan application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) Zone, variance and site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-06001 and CSP-06001-01;
- c. The requirements of Preliminary Plan of Subdivision 4-16010;
- d. The requirements of Detailed Site Plan DSP-06072;
- e. The requirements of the Prince George's County Woodland Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance (TCC);
- g. The requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual); and
- h. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design Section recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) application is for approval of 108 townhouses and 32 two-family dwellings (a total of 172 units). This DSP is the townhouse and two-family dwelling component of the larger Glenn Dale Commons project. This application also includes a variance from the requirements of Section 27-548 of the Zoning Ordinance.
2. **Development Data Summary:**

| | EXISTING | PROPOSED |
|------------------------------------|-----------------------|-----------------|
| Zone | M-X-T | M-X-T |
| Use(s) | Industrial/Commercial | Residential |
| Acreage | 11.89 | 11.89 |
| Net Tract Area | 11.89 | 11.89 |
| Dwelling Units | | |
| Townhouse (one unit per) | 68 | 108* |
| Two-family (two units per) | 71 | 32 |
| Total | 139 | 140 |
| Total Units | 210 | 172 |
| Lots | 0 | 108 |
| Parcels | 0 | 21 |
| Gross Floor Area (GFA) square feet | 571,904 | 471,200 |
| Floor Area Ratio (FAR) | .99 | 0.91 |

Note: * The increase in the number of fee-simple townhouse lots is allowed only if PPS 4-16010, which is scheduled to be heard by the Planning Board on the same day (May 12, 2016), but prior to, the current application. In the event the approval of the PPS does not occur, a proposed condition in the Recommendation section of this technical staff report would require that 43 of the proposed 108 townhouses be located on parcels to be sold in a condominium regime. Otherwise, the conversion of the additional 43 townhouses will not be permitted per the requirements of Section 24-108(6), Preliminary Plan exemptions, of the Subdivision Regulations. See Finding 9 for a discussion of this nonconformance.

FLOOR AREA RATIO (FAR) IN THE M-X-T ZONE

| | |
|------------------------------------|---|
| Base Density Allowed | 0.40 FAR |
| Residential Bonus Incentive Factor | 1.00 FAR |
| Total FAR Permitted | 1.40 FAR (Optional Method of Development) |
| Total FAR Proposed | 0.91 FAR* |

Note * FAR permitted is being increased at the time of detailed site plan in accordance with the provisions of Section 27-545(b), Bonus Incentives, of the Zoning Ordinance.

OTHER DEVELOPMENT DATA

Parking Schedule

| Description | Parking Rate | Number of Spaces Proposed |
|-------------------------|----------------------|---------------------------|
| 108 Townhouses | 2.04 spaces per unit | 221 |
| 32 Two-family Dwellings | 2.00 spaces per unit | 128 |
| | Total | 355 |

Note: * The first square footage is for the rear-loaded version of the model; the second is for the front-loaded version of the model.

Architectural Model

| Model Name | Elevations to be Offered | Base Finished Area (s.f.) |
|-----------------------------|--------------------------|---------------------------|
| Lafayette Townhouse | 6 | 2,702/2,156* |
| McPherson Townhouse | 11 | 2,237/2,307* |
| Matisse Two-family (Bottom) | 11 | 1,606 |
| Picasso Two-family (Top) | 11 | 2,617 |

3. **Location:** Phase 1 of the Glenn Dale Commons project is located in the northwestern quadrant of the intersection of Aerospace Road and Hubble Drive in the central western portion of the larger Glenn Dale Commons development as approved in Conceptual Site Plan CSP-06001-01. The subject project is also located in Council District 4 and Planning Area 70, within the “Focus Area” of the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) and the 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area*.
4. **Surrounding Uses:** The subject site is bounded to the south by Aerospace Drive with existing commercial development in the I-1 (Light Industrial) Zone and an existing commercial building in the M-X-T Zone beyond; to the east by Hubble Drive, with the southern portion of Phase 3 of the Glenn Dale Commons development beyond; to the north by commercial and Industrial development in the I-1 Zone and residential development in the R-R (Rural Residential) Zone; and to the west by multifamily residential land use in the R-18 (Multifamily Medium Density Residential) Zone.
5. **Previous Approvals:** The property is the subject of a number of prior approvals. The 2006 East Glenn Dale Sector Plan and SMA retained the previous zoning on the property, the I-1 (Light Industrial) and I-3 (Planned Industrial/Employment Park) Zones. However, Prince George’s County Council Resolution CR-23-2006 rezoned the subject property to the M-X-T Zone on March 28, 2006.

On December 7, 2006, the Planning Board approved Conceptual Site Plan CSP-06001. On February 1, 2007, the Planning Board adopted PGCPB Resolution No. 06-282, subject to 22 conditions, formalizing that approval. On March 13, 2008, the Planning Board approved Preliminary Plan of Subdivision 4-06123 for the subject property. On January 17, 2008, the Planning Board approved Detailed Site Plan DSP-06072 (PGCPB Resolution No. 08-09 and District Council Order dated October 27, 2008). Subsequently, on April 3, 2008, the Planning Board adopted PGCPB Resolution No. 08-09, formalizing that approval. On October 27, 2008, the District Council issued an Order, finally approving the case. On December 10, 2015, the

Planning Board approved Conceptual Site Plan CSP-06001-01, subject to 11 conditions, and adopted PGCPB Resolution No. 15-127, formalizing that approval, specifying that the approval was to supersede entirely that of Conceptual Site Plan CSP-06001. Preliminary Plan of Subdivision 4-16010 is scheduled to be heard by the Planning Board at the same Planning Board hearing as, but prior to, the subject application (May 12, 2016). The approval of Preliminary Plan of Subdivision 4-16010 would allow the proposed number of townhomes in the subject DSP. The subject site also has an approved Stormwater Management Concept Plan (15253-2006-01) which is valid through May 4, 2017.

6. **Design Features:** The subject development provides two vehicular accesses to the site. The first, located in the southwestern corner of the development and running in a north/south direction, provides access to/from Aerospace Road. The second access, running in an east/west direction, provides access from the northern end of Hubble Drive. Dorsey Lane, a private road within the site, connects the two accesses by taking a 90-degree turn in the northwestern corner of the development, where a tot-lot, provided for the development, is currently proposed. The location of the proposed tot-lot is of concern as it would be tucked between the side elevations of two units and its visibility from the remainder of the development would be limited. According to Crime Prevention Through Environmental Design (CPTED) principles, the safety of common areas is greatly increased by “natural surveillance.” Therefore, staff would recommend, and a proposed condition in the Recommendation section of this technical staff report would require, that the tot-lot be relocated to the central green on-site, which is the focal point of the development.

A private road branches off Dorsey Road to the east, approximately 100 feet north of its intersection with Aerospace Road, running parallel to the east/west portion of Dorsey Lane. The unnamed private road provides rear access to 34 townhouses on its southern side and to seven two-family dwellings (14 units) on its northern side.

As Dorsey Lane runs to the north from Aerospace Road, it provides frontage for 15 front-loaded townhouses on its western side and to seven rear-loaded townhouses on its eastern side. Dorsey Lane, running east to west through the development, provides frontage for 25 front-loaded townhouses on its northern side and, on its southern side, will have the syncopating rhythm as the northern side of the unnamed private road. Dorsey Lane, running east to west, provides a centrally-located 21,073-square-foot green area on its southern side in the geographical center of the development. The two-family units in this development are strategically located around the central green so that more aesthetic views of the front elevations of the two-family units will be available from the green. The units include those numbered 20/21 through 56/57 (Block B) on the eastern, western and southern side of the central green area. In this manner, the open space provided by the green is more proximate to the denser portion of the development. Rear-loaded two-family units in Block A, bound the green to the north and are located in the central portion of the development. These units are accessed by Alley E (which leads north from Dorsey Lane to Alley F) and Alley F which terminates to the east and west with hammerhead turnarounds.

The central green area provides a venue for both passive and active recreational activities. It includes two benches in each corner of the green and a deck, which might be utilized for performances, among other things, in good weather. The rectilinear green has a five-foot-wide sidewalk on its northern side and a four-foot-wide sidewalk on its eastern, western, and southern sides, and provides an open play area. While two striped crosswalks are provided from the common green to the north across Dorsey Lane, and five additional crosswalks are shown across the unnamed road in Parcel C.

Townhouses predominate on the site, with two-family dwellings located in the central portion of

the site on all four sides of the central green. The architecture for the project includes the following models.

Recreational facilities: “Eagle Play Structures” by Sport Systems to be included in the tot-lot are as follows:

- A four-seat bouncer;
- A mini-spinner;
- A multi-play structure (Model 16-02 GCMP-C);
- A single-bay mono-post swing set with two belt seats; and
- A balance beam.

Additional amenities in the tot-lot area include:

- Two benches;
- A sign;
- Two light bollards; and
- Engineered wood fiber safety surface, with polytimber borders.

Additional passive recreational facilities proposed for the central green include:

- Eight benches; two in each corner of the central green;
- A performance deck; and
- An open play area
- Five-foot-sidewalk on the northern side and four-foot-wide sidewalk on the eastern, southern and western side.

Note that a proposed condition, in the Recommendation section of this staff report, would require, per Condition 2(c) of the approval of CSP-06001-01 (PGCPB Resolution No. 15-127), that enhanced paving be utilized for the gathering space on Parcel H and all crosswalks included in the project. To further enhance the pedestrian realm, per Condition 2(c) of CSP-06001-01 (PGCPB Resolution No. 15-127), a proposed condition, in the Recommendation section of this report, would require that decorative hardscape be utilized for the project.

Architecture: A total of four models is proposed in this DSP. The main features of each model or model combination are discussed below:

Lafayette Townhouse—The Lafayette townhouse has balanced fenestration and variety in window size and design. More particularly, some windows have keystones in their lintels, some have shutters and some have projecting bays. This model includes both an all brick and a partial brick façades. On both, brick is the predominant material, with siding utilized on the upper two stories of some of the units on the partial brick elevations. On the partial brick elevation, the roofline is articulated by two pediments, with small decorative windows under their apexes. On the all-brick elevation, dormers further articulate the roofline. A third version of the Lafayette townhouse is front loaded with a white, two-car garage, which creates an expanse of white on the first story, which would benefit from the addition of carriage-house style hardware.

The McPherson Townhouse—The McPherson townhouse design is almost symmetrical in design, simpler than the Lafayette. Dormers are included on the central unit and a single pediment on each end of the stick articulate the roofline. The doorways are regularized, with a transom window above each. Like the Lafayette model, the front-loaded version of the McPherson townhouse has a white, two-car garage, which creates an expanse on the first story, which would

benefit from the addition of carriage-house style too.

Matisse/Picasso Two-family Attached Unit—The Matisse/Picasso two-family attached units are included in rear-loaded full and partial brick. The architectural appearance, including use of architectural design and detail, falls somewhere between the Lafayette and McPherson design. The roofline is articulated by two pediments but only one has a decorative window in its apex. Two units in a five-unit stick have architectural details including keystone arches above the windows, variety in window design and decorative brick providing horizontal definition to some of the stories. The remaining three units in the stick have the rectilinear design of the McPherson townhouse, with one bay window with brick lintels, shutters and variety in window style and type found generally across the first story of the units.

To visually articulate the expanse of the white garages on the front-loaded units, staff recommends a proposed condition in the Recommendation section of this technical staff report to require that carriage-style hardware be included on all front-loaded units.

Note that the applicant proposes to preset the order of the models on a townhouse stick so there will be some regularity to the manner in which the various models and elevations of those models are arranged. As is often the case in projects of this type, the developer rather than the purchaser of the unit decides which unit is to be placed on a given lot. Review of the DSP for the site would indicate that a number of the lots will be highly visible from the perimeter roads of Aerospace Road and Hubble Drive and the internal roads, Dorsey Lane and the second unnamed road. Additionally, the units on certain lots will be highly visible from the limited open space provided in the development. The Urban Design Section has provided a list of the lots that the applicant labeled as highly visible. Added to the list in **boldface** type are lots that the Urban Design Section would suggest as the highly-visible units and that should receive an enhanced architectural treatment. The criteria used in making this determination included whether the units were located on a side of a townhouse or two-family stick that will be clearly visible from one of the roads and/or public areas.

| Block | Applicant and Additionally Identified Highly-Visible Lots |
|-------|---|
| A | 1, 15, 16, 39/40, 41/42, 66 |
| B | 1, 7, 8, 13, 14, 19, 20/21, 30/31, 32/33, 44/45, 46/47, 56/57, 58, 63, 64, 69, 70 |
| C | 1, 6, 7, 13, 14, 21, 22, 28, 29, 34 |

Per Condition 2 of the approval of Conceptual Site Plan CSP-06001-01, the units to be placed on highly-visible lots are required to have a predominant use of brick and masonry, or any combination of both finish materials and be objectively well-designed façades with regular and attractive patterns of fenestration and a varied roofline. Additionally, the units should use architectural details such as, but not limited to, tower elements, keystone arches, or decorative lintels on the elevations. The side elevations of units to be placed on highly-visible lots shall have a minimum of three architectural features.

A proposed condition in the Recommendation section of this report would require the above described enhanced elevations to be utilized on the highly-visible lots.

The applicant has included a gateway sign for the project. It is proposed to be constructed largely of brick with a central rectangular area approximately three by 19 feet or 57 square feet. The sign, at its highest point, will measure seven feet tall, sloping down on each end to five feet tall. The

length of the sign is periodically punctuated by square piers with a decorative emblem on each. The taller part of the sign has four of these piers and the lower portion of the sign has one. The entire sign including the six piers is capped in masonry. Overall, the sign will provide an aesthetically-pleasing feature at the project's entrance.

The applicant is proposing two types of fencing for the development: vinyl board-on-board and rod iron atop of a knee wall of brick, with brick columns. The vinyl fence is plain in appearance and the rod iron/brick fence is decorative. Staff would recommend, and a condition in the Recommendation section of this report, would require that the decorative fencing be utilized in the highly-visible portions of the development.

Green building techniques incorporated into the project include the following:

- Energy-saving appliances are installed in the homes which use up to 50 percent less water and energy than standard appliances.
- Water conservation features such as low-flow faucets, toilets and shower heads that reduce usage and save money without sacrificing performance are included in the homes.
- Use of native plant species in landscaping to reduce the need for extra irrigation.
- Energy-efficient air conditioning in the homes conserves energy.
- High-efficiency heating including high-efficiency furnaces and sealed ductwork reduce energy needs.
- Energy-saving light bulbs including low emitting diode (LED) lights which last seven to ten times longer than conventional light bulbs.
- Insulated exterior doors and low-e argon-filled windows reduce energy use and solar heat gain during summer months.
- Heating and cooling systems that have programmable thermostats so as to be more efficient.
- Heating, ventilating and air conditioning (HVAC) systems with sealed air ducts.
- Superior Insulation is utilized to increase energy efficiency.
- Airflow venting in the roof's ridgeline helps cool the home in the summer by releasing excess heat.
- Insulated finished basements keep out excess moisture and stay warmer in the winter.
- Advanced construction methods are used that result in straighter walls, tighter-fitting joints and higher quality.
- Many components are built in a climate-controlled environment to protect them from exposure during construction and significantly reduce waste.
- Quality Assurance Inspection by a third party ensures an independent assessment for

quality assurance in green building techniques.

- Exterior house wrap provides a weather-resistant barrier that protects walls from air and moisture infiltration.
- Eco-friendly building practices are used to minimize the use of resources, create less waste, and improve efficiency.
- Panelized and stick-frame programs are used by NVR uses highly sophisticated material take-off and sourcing techniques to reduce waste.
- Eco-friendly building materials are sourced from sustainable forests and engineered lumber not plywood is used for floors, walls and sheathing which results in a greater resource efficiency by using the entire tree as well as recaptured lumber waste.
- The applicant will source environmentally-friendly materials from manufacturers in cabinetry, carpeting, siding, paint and landscaping to decrease impact on natural resources.
- Eco-friendly paint with low-VOC (Volatile Organic Compound) interior and exterior paints to reduce solvents in the air and meet LEED (Leadership in Energy and Environmental Design) criteria.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the following requirements of the Zoning Ordinance:

a. **Section 27-543.–Uses.**

The uses allowed in the M-X-T Zone are as provided for in the Table of Uses (Division 2 of this Part), including the mix of uses required by Section 27-547(d).

Comment: The proposed townhouse and two-family attached residential development is a permitted use in the M-X-T Zone subject to Footnote 7, which requires that the maximum number and type of dwelling units be determined at the time of Conceptual Site Plan approval. The subject project is in conformance with this requirement as the maximum number and type of dwelling units (70 single-family detached dwelling units, 200 townhouse dwelling, 100 two-family units, and 300 multifamily dwelling units) was determined when the conceptual site plan (CSP-06001-01) was approved for the project on December 10, 2015.

- b. The Planning Board must make the following findings in order to approve a DSP:

Section 27-546. Site Plans

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;**

Comment: The proposed development conforms to the purposes as stated in Section 27-542(a) of the Zoning Ordinance and other provisions of the Division of the Zoning Ordinance that pertains to Mixed-Use Zones. The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

Comment: The project promotes the orderly redevelopment of the subject property by redeveloping it with townhouse and two-family attached units in an organized pattern that provides the two-family attached units around a central green and the townhouses around the periphery of that central core. The subject project will contribute to the enhancement of the economic status of the county by providing and expanding source of desirable living opportunities for its citizens. Employment opportunities for its citizens will be provided by other phases of the Glenn Dale Commons development.

- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

Comment: The project implements the vision of the 2006 Approved East Glenn Dale Sector Plan and SMA by providing a portion of the residential component of the above vision. Other portions of the larger Glenn Dale Commons development will provide a mix of commercial, office, and residential medium-, and high-density development to create the desired compact and walkable community in accordance with this requirement.

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

Comment: The subject project comprises part of the residential portion of the larger mixed-use development, Glenn Dale Commons. In its entirety, the project will conserve the value of land and buildings by creating a compact mixed-use development in which people can live, shop, and work, thereby maximizing the public and private development potential in the subject location. Otherwise, the property might be developed with a single use, with the remaining uses located on separate

sites throughout the County, without the benefit of being proximate to complementary distinct land uses.

(4) To promote the effective and optimum use of transit and other major transportation systems;

Comment: In an email dated April 20, 2016, the Transportation Planning Section stated that the plan conforms to the underlying conceptual site plan and preliminary plan and that any outstanding conditions on the conceptual and preliminary plans will be enforced at the time of building permit. Therefore, the subject project promotes the effective and optimum use of transit and other major transportation systems in accordance with this requirement.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

Comment: The DSP will bring in a medium-density housing type. The larger CSP includes low and high-density housing types and new commercial/ retail use, in addition to the existing office use, that will complement each other to create a 24-hour environment to ensure continuing functioning of the project after workday hours through an increase in activity and the interaction between the uses and those who live, work in, or visit the area.

(6) To encourage diverse land uses which blend together harmoniously;

Comment: The proposal is solely for residential land use. However, the larger Glenn Dale Commons development will offer office and retail land uses enabling the subject development to be one of several diverse land uses that will blend together harmoniously in conformance with this requirement. Future phases of the Glenn Dale Commons development will be encouraged to be harmonious in design, to the extent practical, and to be coordinated visually through the site design processes.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

Comment: The subject DSP will provide a medium-density residential development component of a development that will create dynamic, functional relationships among individual uses within a distinctive character and identity. More particularly, the larger Glenn Dale Commons development as approved in Conceptual Site Plan CSP-06001-01 is organized in pods of development. The subject DSP is in what is designated as the “West Cluster.” It, together with the other five clusters, includes diverse land uses will together create dynamic,

functional relationships among individual uses. Distinctive visual character and identity will be ensured, as in the subject DSP, through the development review process and the Planning Board's approval.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

Comment: Green building techniques are being employed in the subject project, similar to those employed in Leadership in Energy and Environmental Design (LEED) as included in Finding 6.

- (9) To permit a flexible response to the market; and**

Comment: The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. The DSP includes 108 townhouses and 32 two-family attached residential units which the applicant has indicated will market well in tandem with the amenities, enhanced design and diverse land uses to be provided in the larger Glenn Dale Commons project. The applicant is proposing to change the unit mix in other portions of the Glenn Dale Commons project, but evidently believes the 108 townhouses and 32 two-family attached residential units will market well in this location.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Comment: The applicant is proposing four models for the subject DSP exhibiting aesthetically pleasing architectural design utilizing brick, stone, and vinyl siding. Also provided are multiple elevations of each model resulting in approximately 28 different elevations that could be built within the project's boundaries. This will certainly offer variety. Staff was concerned, however, that enhanced treatment of the units to be placed on highly-visible lots was not proffered. Therefore, a proposed condition in the Recommendation section of this report that would require that, prior to certificate approval, the applicant include for highly-visible units alternative elevations that include enhanced architecture to be approved by the Planning Board or its designee in accordance with Condition 2 of the approval of CSP-06001-01. More specifically, the condition requires predominant brick and masonry on well-designed façades with regular and attractive patterns of fenestration, use of architectural detail, a minimum of three architectural features and a varied roofline.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept**

recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

Comment: The subject property was rezoned to the M-X-T Zone by Amendment 6 of Council Resolution CR-23-2006 that adopted the 2006 Approved East Glenn Dale Sector Plan and SMA. There were no design guidelines or standards prescribed for the property therein. However, such standards were established in the approval of Conceptual Site Plan CSP-06001-01. The development proposed by this DSP is subject to the applicable requirements of the Zoning Ordinance for the M-X-T Zone including required findings for approval of a DSP, and the conditions of prior approvals as discussed in Findings 7, 8, 9, 14 and 15 of this technical staff report.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

Comment: The subject project has an outward orientation in that front elevations of the townhouses generally face the roads on its periphery, Hubble Drive and Aerospace Road. Additionally, the units located so that a side elevation is highly visible from one of the periphery roads (Block A, Lots 1, 15, 16, 34, 39/40, 41/42, and 66, Block B, Lots 1, 7, 8, 9, 13, 14, 19, 20/21, 30/31, 32/33, 44/45, 46/47, 56/57, 58, 63, 64, 69 and 70 and Block C, Lots 1, 6, 7, 13, 14, 21, 22, 28, 29, and 34) and will be required by condition of this approval to use enhanced architecture. This, together with generous buffering along common property lines, would assist in physically and visually integrating the project with the existing adjacent development in accordance with this requirement.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

Comment: The proposed residential development is compatible with the proposed future phases of the larger Glenn Dale Commons development. The proposed residential development will be buffered from commercial and industrial development to the north and the multifamily residential land use to the west through the use of landscaping as required by Section 4.7 of the Landscape Manual. Conformance with the requirements of that portion of the Landscape Manual is demonstrated on the landscape plan submitted for the subject project.

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

Comment: The subject project involves exclusively residential use. However, the future phases of the Glenn Dale Commons development will provide a complement of diverse uses including commercial, retail and office which will be designed to create a development capable of sustaining an independent environment of high quality and stability in accordance with this requirement.

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

Comment: The subject project is to be completed in a single phase. Therefore, this requirement is not applicable to the subject project.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

Comment: Sidewalks are provided on both sides of the private road within Parcel B. However, they are noticeably absent from the private road to be located in Parcel C and along the road frontages of existing Aerospace Road and Hubble Drive. The existing roads are County-owned and maintained; provision of sidewalks would be in their domain. However, staff would recommend, as a condition of this approval, that a sidewalk be provided along the northern side of the private road to be located in Parcel B in conformance with this requirement.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Comment: Areas to be used for pedestrian activities for this DSP would include the sidewalks, crosswalks, the tot-lot in the northwestern corner of the site and the central passive recreational area provided. A review of the submitted plans indicates that no enhanced paving has been offered. Additionally, only a single detail of hardscape, a black decorative powder coat bench, has been provided. While staff finds the design of the bench acceptable, staff would recommend, as a proposed condition in the Recommendation section of this report, that prior to certificate approval of the plans, the details of lighting fixtures, decorative paving, and additional hardscape features such as bicycle racks or trash receptacles, be provided for evaluation.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the**

Planning Board from later amending this finding during its review of subdivision plats.

Comment: This requirement was met at time of CSP.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

Comment: Conceptual Site Plan CSP-06001-01 was approved for the subject property on December 10, 2015 and a new finding of adequacy was made. Therefore, the subject project is within the six-year limitation stipulated above. No new finding regarding the development being adequately served within a reasonable period of time with existing or programmed facilities need to be made.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

Comment: As the property included in subject Detailed Site Plan DSP-06072-01 measures 11.89 acres and the property included in the larger CSP-06001-01 measures 74.56 acres, neither exceeds the above-stated acreage of 250 acres. This requirement is not applicable to the DSP.

- c. The subject DSP is in general conformance with the site design guidelines in Section 27-283, which further cross references to the same guidelines in Section 27-274 of the Zoning Ordinance.
- d. The subject project conforms to the above-discussed requirements of the Zoning Ordinance for development in the M-X-T Zone with the exception of the 20 percent cap on the number of building groups containing more than six units. Therefore, the applicant has requested a variance from Section 27-548(h), which limits the number of building with more than six units to three, to allow seven of the 17 proposed townhouse building groups to include more than six units. Each required finding for the approval of a variance is included below in **boldface** type, followed by staff comment:

Section 27-230 – Criteria for granting appeals involving variances.

- (a) **A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds**

that:

- (1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

Comment: The extraordinary situation or condition presented by the subject application is that it redevelops underused commercial and industrial buildings and provides well located residential housing proximate to the Capital Beltway and the District of Columbia. Additionally, the shape of the subject project is narrow, making site planning a challenge so as to both provide quality housing in the County while making the project financially viable. Further, the site has the extraordinary condition of being constrained on two sides by Aerospace Road to the south and Hubble drive to the east and is further constrained by the grid network of streets and alleys to provide access to the units while leaving adequate land for open space, recreational space and landscaping.

- (2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and**

Comment: The required provision of landscaping and recreational facilities and the necessary provision of streets and alleys result in a reduced land area in which to include units. Provision of more than six units per building group will allow the applicant to create a more dense development. This first revision of Detailed Site Plan DSP-06072 reduces the total proposed units from 210 to 175. Requiring the applicant to stay within the 20 percent requirement for sticks of townhouses above six units, would cause the applicant to have to reduce the number of lots included in the DSP even further. This would create a hardship on the owner of the property.

- (3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.**

Comment: The site is subject to *Plan Prince George's 2035 Approved General Plan*, which replaced the *2002 Prince George's County Approved General Plan*, and modified the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA. In a memorandum dated April 7, 2016, the Community Planning Division stated that the application is consistent with Plan Prince George's 2035 and noted a single inconsistency with respect to the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA regarding the architecture, which would be ameliorated by a proposed condition in the Recommendation section of this report. Additionally, the subject project would provide residential opportunities which will complement the existing industrial and commercial land uses and proposed in both the larger Glenn Dale Commons and the area covered by the sector plan, in accordance with the vision of the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA. Therefore, the variance will not substantially impair the intent, purpose, or integrity of the 2002 General Plan/Plan Prince George's 2035 or the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA.

In summary, the Urban Design Section supports the variance application and recommends that the Planning Board approve the request.

8. **Conceptual Site Plan CSP-06001 and its revision:** The Planning Board approved Conceptual Site Plan CSP-06001 on December 7, 2006, subject to 11 conditions and PGCPB Resolution No. 15-127 was adopted, formalizing that approval and specifying that the approval of Conceptual Site Plan CSP-03006-01 would supersede Conceptual Site Plan CSP-06001. Therefore, the requirements of Conceptual Site Plan CSP-06001 have been superseded by those of CSP-06001-01. The relevant condition of CSP-06001-01 are included in **boldface** type below, followed by staff comment:

2. Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:

a. If the front façade of the buildings shall be oriented toward all public roadways and other side elevations fronting public roadways shall be treated as highly-visible elevations to include the following:

- (1) A predominant use of brick and masonry, or any combination of both finish materials.**
- (2) Objectively well-designed façades with regular and attractive patterns of fenestration. For the vertically mixed-use buildings, the ground level shall be predominantly store fronts.**
- (3) Use of architectural detail such as, but not limited to, tower elements, keystone arches, or decorative lintels on the elevations.**
- (4) For the side elevations, a minimum of three architectural features shall be provided.**
- (5) A varied roofline.**

Comment: The submitted elevations for architectural models for the subject DSP did not include enhanced side elevations to be utilized on the highly-visible lots, defined above as those side elevations fronting public roadways. Therefore, a proposed condition in the Recommendation section of this staff report would both designate the highly-visible lots in the DSP and require that, prior to certificate approval, the applicant submit for review and approval side architectural elevations for each unit approved for the subdivision that meet the above requirements.

b. Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.

Comment: Green building techniques being included in the subject project are included in the above Finding 6.

c. In the areas of the development which are to be used for pedestrian corridors and/or as gathering places for people, adequate attention shall be paid to human-scale, high-quality urban design, shade trees and landscaping

types and textures of paving materials, street furniture, trash facilities, and lighting.

Comment: Standard sidewalks are provided along both sides of the internal roads, excluding alleys. However, staff recommends, and a condition in the Recommendation section of this report would require, the provision of a sidewalk along the northern side of the private road within Parcel C. Provision of a sidewalk on the northern side of this private road is advisable at this location because, though it serves as an alley for the lots which front on Aerospace Road (Block B, Lots 32–45), also provides a major vehicular and pedestrian connection internal to the site. Further, the above-referenced private road largely runs along the sides of residential lots and is free of rear-loaded garages for the majority of its length and the sidewalk would serve to connect the termini of sidewalk which occurs at five points along the above-referenced stretch of roadway.

Additionally, no specialty pavement is utilized and the images provided for the hardscape elements of the design vary. Therefore, in keeping with the requirement that pedestrian corridors and/or gathering spaces be designed with attention to human-scale, high-quality urban design, including textures of paving materials, street furniture, and trash facilities, staff recommends, and a proposed condition in the Recommendation section of this staff report would require, that enhanced paving be utilized for the gathering space on Parcel H and all crosswalks included in the project. Also, in keeping with this requirement staff would recommend and a proposed condition in the Recommendation section of this report would require that a more ornate bench and trash receptacle be provided for the project. Specifically, staff recommends, and a proposed condition in the Recommendation section of this report would require, that the DuMor, Inc. trash receptacle (Drawing Number 102-32-FTO) and the Belson Outdoors bench (Model#ASP76) as included on page 11 of the landscape plan set currently under consideration for the DSP-15000, Glenn Dale Commons, Phase 3 application be utilized for the hardscape of the subject project.

Adequate attention has been paid to shade trees and landscaping by demonstrated conformance to the requirements of the Landscape Manual.

d. Full cut-off lighting fixtures shall be used.

Comment: As a detail of the typical lighting fixture has not been included in the subject plans, a proposed condition in the Recommendation section of this staff report would require, that the applicant revise the plans to include a typical lighting fixture and that it be a full cut-off lighting fixture, prior to signature approval.

e. The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and the subdivider's heirs, successors, and/or assignees.

Comment: Condition 15 of the approval of PPS 4-06123 (PGCPB Resolution 08-38) requires that a recreational facilities agreement (RFA) be submitted for approval prior to the submission of final plats. Recreational facilities approved with the DSP-15001, Glenn Dale Commons, Phase 3, which will be available to residents of the subject DSP-06072-01, Phase 1, to be located on Parcel D, include two 60-foot by 90-foot or 5,400-square-

foot open play areas, a combined tot and pre-teen-lot, six benches, a community garden, a trail with six exercise stations, a picnic area with grills and picnic tables, and a pavilion. Staff would recommend, and a proposed condition in the Recommendation section of this staff would require that the above-listed recreational facilities be installed in accordance with the following:

| | Recreational Facility | Completion Prior to Issuance of Building Permit No. ____ for DSP-06072-01 |
|---|---|---|
| 1 | Two 5,400-square-foot-open-play areas | 50 |
| 2 | Six benches | 70 |
| 3 | A community garden | 80 |
| 4 | A trail with six exercise stations | 60 |
| 5 | A picnic area with grills and picnic tables | 90 |
| 6 | A pavilion | 172 |

f. Provide bicycle parking at appropriate locations for the proposed nonresidential and multifamily buildings.

Comment: As the subject project involves only townhouse and two-family attached residential development, this requirement is inapplicable to the subject project.

g. The following standards shall apply to the development:

Standards

| | SFA | SFD | MF |
|--|-----------------|------------------|----------------|
| Lot Size | 1,800 sf | 5,000 sf | N/A |
| Minimum width at front street R-O-W | N/A | 50 feet | N/A |
| Minimum frontage on culs-de-sac | N/A | 25 feet | N/A |
| Maximum lot coverage | N/A | 60% | 60% |
| Minimum front setback from R-O-W | 15 feet | 20 feet* | 30 feet |
| Minimum side setback | None | 5 feet** | 30 feet |
| Minimum rear setback | None | 20 feet** | 50 feet |
| Minimum corner setback to side street R-O-W | 10 feet | 12 feet | N/A |
| Maximum residential building height | 50 feet | 35 feet | 60 |
| Minimum Green area | N/A | N/A | 60% |

Footnote: Modifications to any of the standards may be permitted on a case-by-case basis by the Planning Board at the time of detailed site plan if circumstances warrant.

*** To be determined at Detailed Site Plan review**

**** Garages may be as close as 4 feet**

Comment: The subject project conforms to the above standards for single-family attached development as established in Conceptual Site Plan CSP-06001-01 approval for the subject project. It is noted, however, that all standards approved in the DSP become the standards for the development.

h. Provide standard sidewalks along all internal roads, excluding alleys.

Comment: Standard sidewalks are provided along all internal roads, excluding alleys, except for the private road located within Parcel C. Therefore, staff is recommending and a condition of this report would require that sidewalk be provided along the northern side of the private road on located within Parcel C on the northern side of Parcel C. If the approval is adopted with the above-discussed proposed conditions, the approval would be in conformance with this requirement.

- i. **Explore the possibility to establish a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among different pods of the proposed development.**

Comment: If the project is approved with the proposed condition requiring installation of sidewalk along the northern side of the private road included within Parcel C on the DSP, it would be in conformance with this requirement.

- 3. **At the time of detailed site plan for single-family detached units and the two pods of the townhouses and the two-family dwellings (two-over-two condominiums), whichever is applicable, the applicant shall:**

- a. **Provide adequate on-site recreational facilities to serve the future residents in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**
- b. **Provide sufficient green open spaces around the centrally-located stormwater management pond to design it as a focal point and meeting place for future residents in this cluster of the Glenn Dale Commons project.**
- c. **Provide a minimum 60-foot landscape buffer and a minimum 75-foot building setback between the proposed single-family community and Northern Avenue. The buffer and setback shall be measured from the public utility easement along Northern Avenue.**

Comment: Adequate on-site recreational facilities are being provided for the development and to be constructed in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. The subject DSP is providing a tot-lot in its northwestern corner and a passive recreational/open play area proximate to the two-family units where density will be the greatest. Additionally, the residents of the subject DSP will have the central recreational facilities available to them to be constructed in the central recreational facilities area for the greater Glenn Dale Commons area which were approved by the Planning Board in Detailed Site Plan DSP-15001, Glenn Dale Commons, Phase 3. Those facilities include two 5,400-square-foot open-play areas, six benches, a community garden, a trail with six exercise stations, a picnic area with grills and picnic tables, and a pavilion. Both subpart b and c of the above condition were met in the approval of DSP-15001, Glenn Dale Commons, Phase 3 and are not relevant to the subject approval

- 9. **Any development with an impact beyond that identified herein above shall require additional conceptual plan approval with a new determination of the adequacy of transportation facilities.**

Comment: The most recent determination of adequacy included only 68 townhomes which under a provision of the Subtitle 24, the Subdivision Regulations, may be converted from the condominium regime they were approved under to fee simple lots. However, in the subject application, the applicant is requesting the conversion of 111 townhouse lots, 43 more than previously approved. Therefore, the applicant is required in accordance with this condition to procure a new determination of the adequacy of transportation facilities. Therefore, the applicant has applied for approval of a new preliminary plan and that application (4-16061) is being considered on the Planning Board's May 12, 2016 agenda, prior to the subject DSP. If the Preliminary Plan of Subdivision 4-16061 is approved by the Planning Board, the applicant will have fulfilled this condition. However, if Preliminary Plan of Subdivision 4-16061 is not approved, a proposed condition, in the Recommendation section of this report would require that the 41 additional townhouse lot applied be shown on the DSP prior to certificate approval on a single parcels and sold in the condominium regime. If that occurs, it may also be said that the applicant has conformed to this requirement.

9. **Preliminary Plan of Subdivision:** Preliminary Plan of Subdivision 4-16010 will be heard by the Planning Board on May 12, 2016. The DSP should be in full conformance with the approved Preliminary Plan of Subdivision.

During the review phase for the required new preliminary plan, it was discovered that approximately 2,794 square feet of the site is zoned Light Industrial (I-1). As townhouses are not a permitted use in the I-1 Zone, staff would recommend and a condition of this approval would require that the I-1-zoned property and the three townhouses on-site (Lots 73, 74 and 75) be removed from the subject DSP. Note that the technical staff report has been adjusted to reflect reduction by 2,794 square feet to the size of the site and the inclusion of 108 townhouses instead of 111. All information/calculations in this technical staff report have been adjusted to account for the difference in square footage and number of units included. The applicant should also revise the rest of the DSP application to exclude the I-1 Zone property prior to certification.

10. **Detailed Site Plan DSP-06072:** Detailed Site Plan DSP-06072 was approved by the Planning Board on January 17, 2008. Subsequently, the Planning Board adopted PGCPB Resolution No. 08-09, formalizing that approval. Each relevant requirement of that approval is included in **boldface** type below, followed by staff comment:

3. **Prior to certificate approval of DSP-06072, the TCPII shall be revised as follows:**
 - a. **Show the limits of disturbance symbol as it is shown on TCP1/03/002-01 so there is only one LOD symbol.**
 - b. **After the revision above has been made, the qualified professional who prepared it shall sign the plan and date it and update the revision boxes.**

Comment: The Environmental Planning Section staff indicated that the TCP2 being considered with the subject DSP shows a single limit of disturbance and has been signed by a Qualified Professional in conformance with this requirement.

4. **Total development within the subject property shall be limited to uses within the M-X-T Zone that generate no more than 458 AM or 424 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein above shall require an additional preliminary plan of subdivision with a new determination of transportation adequacy.**

Comment: Pursuant to this condition, the applicant filed an application for Preliminary Plan of Subdivision 4-16010, which will be included on the Planning Board's agenda meeting of May 12, 2016 and heard prior to the public hearing on the subject DSP. If the Planning Board approves Preliminary Plan of Subdivision 4-16010, the subject application will be in conformance with this condition.

7. Prior to certification, the following revisions shall be made to the plans:

- e. All rear-loaded garage townhouses shall be built with a minimum 20-foot-wide by eight-foot-deep standard feature deck at the rears of the units.**

Comment: This requirement has been brought forward as a proposed condition in the Recommendation section of this report with the additional requirement that this standard be included on the Development Standards chart on the cover sheet of the DSP.

- 10. Prior to the complete construction of 50 percent of the total units in the DSP, an alternative recreation facility/community space will be available in Unit 1, which is a townhouse, that shall be ADA accessible and will include community meeting space and exercise equipment. However, if the central recreation area approved in the CSP is constructed prior to that event, Unit 1 can be constructed as a residential unit. If Unit 1 is converted to a recreation facility/community space, it shall remain available until the recreation facility is completed.**

Comment: Detailed Site Plan DSP-15001, Glenn Dale Commons, Phase 3, which includes the central recreational facilities, was approved by the Planning Board on April 21, 2016. The proposed resolution PGCPB 16-53 formalizing this approval will be adopted on April 28, 2016. It is the applicant's intention to construct the central recreation first, in which case, the applicant will not be required to provide an ADA community meeting space in Unit 1. However, should Phase 3 not go forward as planned, the applicant would be required to provide the recreational facility in Unit 1. Therefore, this condition is being brought forward to the Recommendation section of this staff report.

- 11. Prince George's County Woodland Conservation Ordinance:** The project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the project has previously approved Type I and Type II Tree Conservation Plans associated with it, TCP1-03-02-01 and TCPII-156-03-01, respectively. A "06" revision to TCPII-156-03-01 was submitted and reviewed together with the DSP application. The Environmental Planning Section has reviewed the submitted TCPII and found it is acceptable, provided certain conditions are included in the approval. As those conditions have been included in the Recommendation section of this technical staff report, it may be said that the subject project conforms to the relevant requirements of the Prince George's County Woodland Conservation Ordinance.
- 12. Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. The subject site measures 11.89 acres (or 517,748 square feet), requiring approximately 1.2 acres (or 52,272 square feet) of tree canopy. The subject project is providing approximately 3.6 acres or 156,816 square feet, exceeding the requirement.

13. **2010 Prince George's County Landscape Manual:** Per Section 27-548 of the Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Each applicable section of the Landscape Manual is listed below, followed by a discussion of how the subject DSP meets those requirements.
- a. **Section 4.1, Residential Requirements**—Section 4.1 requires that two-family attached units arranged vertically provide 2 shade and 1.5 evergreen or ornamental trees per building. As the subject project includes 32 of this unit type and the applicant is required to provide 64 shade trees and 48 evergreen or ornamental trees. The applicant is meeting this requirement by providing 64 shade trees, 12 ornamental trees and 36 evergreen trees. Section 4.1 also requires that townhouses provide 1.5 shade trees and 1 evergreen/ornamental trees per building. As the subject project includes 108 units of this type 162 shade and 108 evergreen/ornamental trees are required. The applicant is meeting this requirement by providing 167 shade trees, 86 ornamental trees and 25 evergreen trees.
 - b. **Section 4.7, Buffering Incompatible Uses**—Section 4.7 of the Landscape Manual requires that incompatible uses be buffered. As the subject townhouse and two-family attached development adjoins multifamily development to the west and professional offices, an indoor athletic field and a single-family detached residential family unit along its northern boundary, buffering is required. The applicant has identified five boundary areas where the applicability of Section 4.7 is warranted. Each boundary area as identified on the landscape plan submitted for the project is discussed as follows:

Bufferyard A: 'Bufferyard A' which is located along the project's western boundary where the proposed townhouses abut multifamily land use, requiring a Type "A" bufferyard, which is defined in Table 4.7-3 of the Landscape Manual as requiring a minimum building setback of 20 feet, a minimum landscaped yard of ten feet and 40 plant units per 100 linear feet of property line. As this boundary measures 752, the normal requirement would be 301 plant units. However, the applicant has specified that 31 percent of the bufferyard along this boundary is to be provided by existing trees, which is allowed, and a six-foot-high fence is to be included in the bufferyard, which further reduces the required planting units by 50 percent, or to 104 plant units. The applicant is choosing to meet this requirement as allowed by including three shade trees, six evergreen trees, six ornamental trees and 14 shrubs in the subject buffer.

Bufferyard B: 'Bufferyard B' which is located along the project's northern boundary where it abuts office land use, requiring a Type 'C' bufferyard as defined in the Table 4.7-3 of the Landscape Manual as including a 40-foot building setback, a minimum 30-foot landscaped yard and 120 plant units for every 100 linear feet of shared property line. As the shared property line for bufferyard Type 'B' measures 327 linear feet, 392 plant units would be required. However, the applicant has specified that 41 percent of the bufferyard along this boundary is to be provided by the existing trees, which is allowed, and a six-foot-high fence is to be included in the bufferyard, which further reduces the required plant units by 50 percent, or to 116 plant units. The applicant is choosing to meet this requirement as allowed by including four shade trees, 12 evergreen trees, and 16 shrubs in the subject buffer.

Bufferyard C: 'Bufferyard C' which is located along the project's northern boundary where it abuts an indoor athletic field, requiring a Type 'C' bufferyard as defined in the

Table 4.7-3 of the Landscape Manual as including a 40-foot building setback, a 30-foot minimum landscaped yard and 120 plant units for every 100 linear feet of shared property line. As the shared property line for bufferyard Type 'C' measures 333 linear feet, 400 plant units would be required. However, the applicant has included a six-foot-high fence in the bufferyard, which reduces the required plant units by 50 percent, or to 200 plant units. The applicant is choosing to meet and exceed this requirement as allowed by including four shade trees, 4 evergreen trees, 18 ornamental trees and 55 shrubs in the subject buffer

Bufferyard D: 'Bufferyard D' is that portion of the northern property line of the site that abuts a single-family residential unit. As the existing single-family house is a minimum of 200 feet from the property line, the property per the Landscape Manual is considered vacant. However, per Section 4.7(c)(5)(c) and as demonstrated in Figure 4.7-6 on Page 91 of the Landscape Manual, half the required buffer must be provided. Therefore, a proposed condition, in the Recommendation section of this staff report would require that 50 percent of the Type 'A' bufferyard be provided. An 'A' bufferyard includes a 20-foot minimum building setback, a minimum ten-foot landscaped yard and 40 plant units per 100 linear feet of property line. Additionally, the proposed condition in the Recommendation section of this staff report would require that the schedule provided the landscape plan for bufferyard Type 'D' be corrected to demonstrate conformance with the above requirements.

Bufferyard E: 'Bufferyard E' which is located along the project's northern boundary where it abuts office land use, requiring a Type 'C' bufferyard as defined in the Table 4.7-3 of the Landscape Manual as including a 40-foot building setback, a 30-foot minimum landscaped yard and 120 plant units for every 100 linear feet of shared property line. As the shared property line for bufferyard Type 'E' measures 328 linear feet, 394 plant units would be required. However, the applicant has included a six-foot-high fence in the bufferyard, which reduces the required plant units by 50 percent, or to 197 plant units. The applicant is choosing to meet and exceed this requirement as allowed by including ten shade trees, 6 evergreen trees, 7 ornamental trees and 33 shrubs in the subject buffer.

An Alternative Compliance application AC-07032 was previously approved for the subject project. A review of that approval against the submitted landscape plan for the project indicated that the Alternative Compliance approval is no longer necessary for the subject project in regards to Section 4.7 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). However, certain technical corrections need to be made to the schedules provided on the landscape plan pursuant to Section 4.7 as follows:

- (1) The Section 4.7 Schedule on the Landscape Plan for 'Bufferyard A' should be revised to state that "Per Section 4.7(c)(5)(D) of the 2010 *Prince George's County Landscape Manual*, no buffer is required as the subject residential property is developing adjacent to a vacant land in an industrial zone."
- (2) The Section 4.7 Schedule on the Landscape Plan for 'Bufferyard D' should be revised to state that "Per Section 4.7(c)(5)(A) of the 2010 *Prince George's County Landscape Manual*, the adjacent lot is deemed "vacant" as it contains no structure nor "vehicular service" within 200 feet of the property line, and that therefore it is considered vacant and 50 percent of an 'Bufferyard A' is required

and provided.”

Comment: A proposed condition in the Recommendation section of this technical staff report would require that, prior to certificate approval, that these technical corrections are made.

- c. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars is specified below:

| | |
|------------------|-----|
| Shade trees | 50% |
| Ornamental trees | 50% |
| Evergreen trees, | 30% |
| Shrubs | 30% |

The landscape plan provides 100 percent native shade, ornamental and evergreen trees, and 100 percent shrubs, meeting and exceeding the above requirements.

- d. **Section 4.10, Street Trees Along Private Streets**—Section 4.10, Street Trees Along Private Streets, of the Landscape Manual requires that a certain number and type of street trees be planted along private streets that will enhance them both visually and environmentally. The landscape plan and schedule provided on Sheet 4 indicating that 33 private trees are required along the unnamed private road in Parcel C, 39 are provided, meeting and exceeding the requirement. However, the plan and schedule reflect that for Dorsey Lane, 55 trees are required and only 51 are provided, creating a deficiency of four trees. Therefore, staff has proposed a condition in the Recommendation section of this technical staff report to require that, prior to certificate approval, four additional trees be provided along Dorsey Road and the schedule be revised accordingly. Additionally, revisions need to be made to adjust the location of street trees and sidewalk to conform to the requirements of Section 4.10 of the 2010 *Prince George’s County Landscape Manual*. A proposed condition would require that the revisions be made prior to certificate approval.

14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Historic Preservation**—In a memorandum dated February 10, 2016, the Historic Preservation Section, noting that two office buildings constructed circa 1987 will be demolished as part of the project, offered the following regarding the subject project:

At the time of submission of the CSP for the project, a portion of the developing property proposed for multifamily use, as well as, existing commercial/office space was shown as being adjacent to Good Luck Schoolhouse (Historic Resource 70-087), 7600 Northern Avenue. The Good Luck Schoolhouse, constructed circa 1899, is one of the oldest extant schoolhouses in Prince George’s County. Constructed for African American students, the school was originally designated as Colored School #2 in District #14; it is also known as the “Glenn Dale Colored School.” This one-room schoolhouse is an example of vernacular educational architecture dating from the turn of the twentieth century. The

school served the Glenn Dale community (later known as Brookland) until it was deemed obsolete in 1935 following the construction of two nearby Rosenwald schools. The school was rehabilitated to serve as a single-family dwelling circa 1938 and is currently vacant and deteriorated.

Because the CSP application was adjacent to a historic resource, Subtitle 29 (Prince George's County Historic Preservation Ordinance) of the Prince George's County Code provided for the evaluation of the historic resource to determine if it could be found to meet the historic site designation criteria in the Ordinance (Section 29-104). In accordance with the provisions, Sections 29-106 and 29-117, 118, 119, the Good Luck Schoolhouse property was evaluated by the Historic Preservation Commission (HPC) at its November 17, 2015 meeting. After hearing Historic Preservation Section staff's recommendation on the historic site status of Good Luck Schoolhouse, HPC commissioners voted to table the issue.

At the public hearing on January 19, 2016, the HPC reviewed the technical staff report, the PowerPoint presentation, and the public testimony received. The HPC voted 6-0-1 (Chairman Thompson voted "present") to remove the Good Luck Schoolhouse (Historic Resource 70-087) and its associated property of 0.50 acre (Parcel 16, Tax Map 36, Grid B1) as a historic resource from the Inventory of Historic Resources in the *Prince George's County Historic Sites and Districts Plan*. The proposed development, therefore, will not affect any historic sites or historic resources.

- b. **Archeology**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I Archeological Survey is not recommended on the subject property.
- c. **Community Planning**—In a memorandum dated April 7, 2016, the Community Planning Division stated that the subject project is consistent with Plan Prince George's 2035, and not consistent with the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA. The Community Planning Division, however, then expressed concern that the application is not conforming to the portion of the sector plan which suggested that the "buildings front façade is its public face and should receive more detailed design treatment than the other sides of the building, as its appearance contributes to the character of the public realm" (Page 74). Therefore, the Community Planning Section suggested that the number of units proposed to front-loaded, or have the garage on the front façade not be increased and that architectural detail be provided on the front-loaded units to improve the appearance of the unit in the public realm.

Comment: Staff recommends a condition in the Recommendation section of this technical staff report that requires carriage-style hardware on the garage doors to present a more pleasing façades which form a "public face in the public realm" as per the 2006 East Glenn Dale Sector Plan and SMA.

- d. **Transportation Planning Section**—In an e-mail dated April 20, 2016, the Transportation Planning Section stated that they found the DSP to conform to the underlying conceptual site plan and preliminary plan.

Staff also noted that any outstanding conditions of the conceptual and preliminary plans would be enforced at time of building permit.

- e. **Subdivision Review Section**—In a revised memorandum dated April 18, 2016, the Subdivision Section's review is based on the submittal of a preliminary plan of subdivision (PPS) 4-16010 for the property which was accepted for processing on April 8, 2016 and will be heard by the Planning Board prior to the subject DSP, but at the same May 12, 2016 public hearing.

The DSP is subject of Preliminary Plan of Subdivision (PPS) 4-86167 PGCPB Resolution No. 86-457 for Glenn Dale Business Campus, which was approved by the Planning Board on November 20, 1986. More particularly, the DSP is for Phase 1 of the Glenn Dale Commons development which is located in the easternmost portion of the larger subdivision, north of existing Aerospace Road. Phase 1 includes a part of the site that is the subject of PPS 4-86167. The two Outlots B and C were recorded in land records in VJ 164-99 (recorded in 1993), pursuant to the approval of Preliminary Plan of Subdivision 4-90008 (PGCPB Resolution No. 90-203). With the review and prior approval of Detailed Site Plan DSP-06072, a determination was made to allow the conversion from a non-residential land use to residential land use without a new preliminary plan of subdivision even though the adequacy analysis conducted with a preliminary plan of subdivision is different for the different land uses. This determination was first based on the fact that the applicant was not proposing the division of the existing patented parcel(s) into lots, by proposing a condominium regime. In addition, staff proposed (and Planning Board approved) conditions that included a transportation trip cap, the payment of the public safety surcharge for each dwelling prior to the issuance of building permits.

With the DSP revision for Phase 1 of the Glenn Dale Commons development (CSP-06001-01) the applicant is proposing to convert the condominium townhouse dwelling units (TH) and some of the two-family dwelling units to fee simple TH's lots. Section 24-108(a)(6) of the Subdivision Regulations permits the conversion of TH condominium units to fee simple lots in general without the approval of a PPS in certain circumstance. The original DSP-06072 in this case was approved with 68 townhouses and 143 two-family dwelling units all under a condominium regime on the three existing lots (PGCPB Resolution No. 08-09). The current application is proposing to convert the previously approved 68 TH dwelling units to fee simple lots which is permitted pursuant to Section 24-108(a)(6). However, the applicant is also proposing to convert additional two-family dwellings to 43 additional fee simple TH, which is above the number of TH dwelling units previously approved, which is not permitted under the Subdivision Regulations without a new preliminary plan of subdivision (PPS). Toward that end, PPS 4-16010 was accepted for review on April 8, 2016, and proposes 108 lots and 20 parcels for the development of 172 dwelling units. 4-16010 is currently scheduled to be heard before, but on the same agenda Planning Board hearing date as the DSP.

Detailed Site Plan DSP-06072-01 proposes a mix of dwelling unit types that will be developed in a combination of townhouse lots and condominium two-family attached buildings. Based on the site plan, it is the intent and necessary for general circulations, both pedestrian and vehicular, that the residence of the lots and the unit owners within Phase 1 have access to and privileges for the common elements, such as the private roads, alleys, open space and sidewalks. These commonly shared elements should be owned and maintained by the overall/umbrella homeowners association. The lot owners as well as the unit owners are to share in the rights to and obligations for the use of the common elements, and the owner's dedication on the record plat should state that intent. The

documents required to establish the HOA should include a definition of ownership that includes both lot and the unit owners to ensure that the rights and responsibilities of all of the common elements are shared.

The DSP currently proposes 5 parcels (Parcels G, I, J, S, and T) to develop the 64 two-family dwelling units. These development parcels should be numbered. Open space parcels as well as road and alley parcels should be labeled with letters. This DSP proposes a total of 20 parcels: 5 for two-family attached dwellings, 6 for private roads and alleys (Parcels B-D, F, K, and M), and 9 for open space (Parcels A, E, H, L, and N-R).

The Subdivision Section offered the following site plan comments:

- (1) The proposed uses and future conveyance of parcels to HOA or retained as condominium, and the number of dwelling units in each condominium parcel should be labeled.
- (2) The distance from the lot-lines to the retaining walls should be dimensioned demonstrating that a minimum ten-foot-wide (five-foot-wide in both sides) clear area is provided around the walls for inspection and maintenance by the HOA.
- (3) The layout of the DSP should be adjusted so that cross easements are not necessary between lot owners to provide access to provide access to shared walls and sidewalks.
- (4) Conditions 2(e) and 3(a) and 3(b) of CSP-06001-01 (PGCPB Resolution No. 15-127) state the following:

2. Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:

- e. **The applicant shall demonstrate to the Planning Board that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, and that such instrument is legally binding upon the subdivider and the subdivider's heirs, successors, and/or assignees.**

3. At the time of detailed site plan for single-family detached units and the two pods of the townhouses and the two-family dwellings (two-over-two condominiums), whichever is applicable, the applicant shall:

- a. **Provide adequate on-site recreational facilities to serve the future residents in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**
- b. **Provide sufficient green open spaces around the centrally-located stormwater management pond to design it as a focal**

point and meeting place for future residents in this cluster of the Glenn Dale Commons project.

With the revision to the on-site recreation requirement for Glenn Dale Commons as approved in CSP-06001-01, the Urban Design Section should determine that the central recreational component is sufficient to not only serve the residents of Phase 1 (62 townhouse/152 two-family dwellings), but the residents of Phase 3 (the abutting 70 single-family dwellings) and Phase 4 (79 dwelling units of townhouse and two-family dwellings). The following information for the on-site recreation facilities were included in Finding 4 of CSP-06001-01 (page 13):

“Pursuant to Section 24-134 of the Subdivision Regulations, the applicant is proposing to meet the requirements of the mandatory dedication of parkland by providing on-site private recreational facilities on proposed Parcel D (1.97 acres), which is located along the southern property line on the east side of Hubble Drive. It should be noted however, that this central recreational component is intended to not only serve the residents of Phase III (70 single-family dwellings), but the residents of Phase I (62 townhouse/152 two-family dwellings.) Sufficiency of the recreational facilities should be determined with the review of the DSP. In addition to the main recreational area a system of interconnecting trails should be provided and evaluated with the DSP.”

“The DSP for the central recreation area should be reviewed concurrently with if not prior to the DSP for this section of the development. The DSP should establish an appropriate trigger for the development of the recreational facilities concurrent with the occupancy of the dwellings to ensure the availability of amenities for the future residents.”

Comment: An appropriate trigger was established for the tot-lot and pre-teen play areas of the centralized recreational area in the approval of Detailed Site Plan DSP-15001. A proposed condition, in the Recommendation section of this technical staff report would, set appropriate triggers for the recreational facilities to be located in the central recreational area as well as the tot-lot and the central green included in Phase I.

- (5) On the Cover Sheet and Sheet 6 of Detailed Site Plan DSP-06072-01, the portion of Aerospace Road to be vacated should be labeled “Right-of-way to be vacated.” As that portion of Aerospace Road was previously dedicated to public use but is not developed nor open to the public, and is not necessary for implementation of DSP-06072-01, the applicant should, after the approval of DSP-06072-01, vacate it in accordance with 24-112.
- (6) The “Parcel Area Summary” table on cover sheet (Sheet 1) should be revised to label the two-family attached parcels as numbered parcels (Parcels G, I, J, S, and T), and label the alley parcels as “Private Alleys” (Parcels B-D, F, K, and M).

With the inclusion of certain conditions in the Recommendation to address the above-cited issues, and with the approval of PPS 4-16010, the Subdivision Section stated, in

conclusion that the DSP is in substantial conformance with the preliminary plan of subdivision. They cautioned, however, that failure of the DSP and record plat to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected.

Comment: Conditions proposed by the Subdivision Section to address the above-cited issues have been included in the Recommendation section of this report.

- f. **Trails**—In a memorandum dated March 7, 2016, the Transportation Planning Section stated that they had reviewed the subject DSP for conformance to the requirements of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA, and trails-related conditions of prior approvals and offered the following:

- Designated bike lanes and continuous sidewalk should be provided along Greenbelt Road (MD 193);
- A bikeway should be provided along Northern Avenue, as it is designated as a “priority sidewalk corridor” on page 30 of the master plan [should this be sector plan]; and
- A trail connection from the northern terminus of Forbes Boulevard should be provided to the north of the subject project, as page 31 of the master plan encourages incorporating trails into new subdivisions as development occurs and providing trail connections between subdivisions and land uses, when feasible.

Policies in the MPOT that warrant consideration with respect to pedestrian access and the provision of sidewalks are as follows:

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers;

Policy 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Comment: The circulation and phasing plan approved with Conceptual Site Plan CSP-06001-01 included a network of sidewalks and paths along internal roads, road frontages, and around stormwater management ponds which extended throughout the Glenn Dale Commons development. Sidewalks appear to be provided on both sides of all internal roads, excluding alleys, and around the stormwater management pond as required by the plan. Paths are also provided on alleys and closing up a gap in the sidewalk along Aerospace Road, which are not required by the plan.

For a discussion of the trails-related conditions of CSP-06001-01 (PGCPB Resolution No. 15-127), see Finding 8 of this report.

2. **Prior to approval of each detailed site plan (DSP) for the project, the following information shall be provided, or the issues shall be properly addressed as follows:**

- h. Provide standard sidewalks along all internal roads, excluding alleys.**
- i. Explore the possibility to establish a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among different pods of the proposed development.**

Comment: Standard sidewalks are provided along both sides of all roads excluding alleys except along the private road to be located in Parcel C. Staff would recommend, and a proposed condition in the Recommendation section of this staff report would require, that sidewalk be provided on the northern side of this road, as it forms a main connection through the side and the above condition requires it.. Staff is in agreement, however, with the applicant that inclusion of sidewalks on the southern side of that road is inadvisable as it functionally serves as an alley for the lots which front on Aerospace Road.

- 4. Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210.00 to the Prince George's County Department of Public Works and Transportation (DPW&T) for the placement of a bikeway sign(s) along Northern Avenue, designated a Class III bikeway. A note shall be placed on the final plat for payment to be received prior to issuance of the first building permit.**
- 5. The applicant may construct a standard sidewalk along the subject site's entire frontage of Northern Avenue, as determined by the Department of Permitting, Inspections and Enforcement (DPIE) with the input from the Glenn Dale Citizen's Association.**
- 6. Prior to approval of a preliminary plan of subdivision for Lot 6, Block A, the following information shall be provided, or the issues shall be properly addressed as follows:**
 - a. A complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections shall be identified.**

Comment: The conditions related to Northern Avenue are beyond the scope of Phase 1.

The original DSP approval also included several conditions of approval that are still appropriate for the subject application. Detailed Site Plan DSP-06072 (PGCPB Resolution No. 08-09) included the following conditions related to bike and pedestrian facilities:

- 6. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall provide a financial contribution of \$210.00 to the Department of Public Works and Transportation for the placement of a bikeway sign(s) along Northern Avenue, designated a Class III Bikeway. A note shall be placed on the final plat for payment to be received prior to the**

issuance of the first building permit

7. **Prior to certification of the plans, the following revisions shall be made to the plans:**
- a. **The plans shall be revised to indicate rear-load garages served by an alley on all the units located on the north side of Dorsey Lane. Two or three alley access points shall be provided from Dorsey Lane.**
 - b. **The sidewalks along the north side of Dorsey Lane shall be designed as an integral curb and five-foot-wide sidewalk. The driveway entrances shall be designed in accordance with the standards set forth in the DPW&T Urban Driveway Entrance Standard 200.02 or other sidewalk detail deemed acceptable to Urban Design and Transportation Planning that is ADA compliant.**
 - j. **Crosswalks shall be provided from the development across Aerospace Road and Hubble Drive, using a change in pavement type and/or color to easily identify the pedestrian links per DPW&T standards.**

Comment: Staff has carried Condition 7(b) related to the design of the sidewalk forward to the subject application. Condition 7(j) related to the crosswalk is appropriate along Aerospace Road at Dorsey Lane.

Conclusion

From the standpoint of non-motorized transportation, it is determined that this plan is acceptable, fulfills the intent of applicable master plans and functional plans, and meets the findings required for a CSP if the application were to be approved with the following conditions:

- (1) Provide standard sidewalks along both sides of all internal roads, excluding alleys.
- (2) Provide a standard sidewalk along the entire north side of the private road within Parcel C. Where the sidewalk runs behind the rear-loaded garages on Lots 32–45, the driveway entrances shall be designed in accordance with the standards set forth in DPW&T, Urban Driveway Entrance Standard 200.02, or other sidewalk detail deemed acceptable to the Urban Design and Transportation Planning sections that is American with Disability Act (ADA) compliant.
- (3) Extend the standard sidewalk along the north side of Aerospace Road for the entire length of Parcel A.
- (4) The sidewalks along the north side of Dorsey Lane shall be designed as an integral curb and five-foot-wide sidewalk. The driveway entrances shall be designed in accordance with the standards set forth in DPW&T, Urban Driveway Entrance Standard 200.02, or other sidewalk detail deemed acceptable to the Urban Design and Transportation Planning sections that is ADA compliant.
- (5) The crosswalk along Aerospace Road at Dorsey Lane shall use a change in the pavement type and/or color to easily identify the pedestrian connection per

DPW&T standards.

- g. **Permit Review Section**—In a memorandum dated February 8, 2016, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the Recommendation section of this technical staff report.
- h. **Environmental Planning Section**—In a memorandum dated April 25, 2016, the Environmental Planning Section stated that in addition to a Natural Resource Inventory, NRI-076-06-01, approved August 27, 2015, they had reviewed the following applications and associated plans for the subject site:

| Development Review Case # | Associated Tree Conservation Plan # | Authority | Status | Action Date | Resolution Number |
|---------------------------|-------------------------------------|----------------|-------------------|-------------|-------------------|
| CSP-06001 | TCP1-003-02-01 | Planning Board | Approved | 12/7/06 | 06-282 |
| DSP-06072 | TCPII-156-03-02 | Planning Board | Approved | 11/17/08 | 08-09 |
| 4-06123 | TCP1-003-02-02 | Planning Board | Approved | 3/13/08 | 08-38 |
| CSP-06001-01 | TCP1-003-02-03 | Planning Board | Approved | 12/10/15 | 15-127 |
| 4-16010 | TCP1-003-02-04 | Planning Board | Concurrent Review | | |

The Environmental Planning Section stated that the project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the project has a preliminary plan concurrently under review (4-16010). Phase 1 of the project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and technical manual and offered the following description of the site.

The 74.56-acre site is located on the south side of Northern Avenue approximately 1,000 feet southeast of Good Luck Road. Based on available information, site contains streams, wetlands, and 100-year floodplain. The site is in the Folly Branch watershed of the Patuxent River basin. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Christiana Downer, Christiana Downer-Urban, Elkton-Urban, Fallsington, Issue, Russet-Christiana, Sassafras-Urban, Udorthents, Urban land, and Woodstown complexes. Based on available information, Marlboro clay is not found to occur in the vicinity of this property; however, Christiana complexes are. Greenbelt Road (MD 193) is in the vicinity of the site and it is a traffic noise generator. However, traffic noise impacts are not anticipated because MD 193 is approximately 1,000 feet from Phase 1. There are no designated scenic or historic roads in the vicinity of the site. According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. The site contains Regulated areas and Gap Areas within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan*. The site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated

Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

For a discussion of environmentally-related Condition 1(g) of the approval of CSP-06001-01 (PGCPB Resolution No. 15-127), see Finding 8 of this report. For a discussion of environmentally-related conditions of PPS 4-16010, see Finding 9 of this report. For a discussion of environmentally related Conditions 3(a) and 3(b) of Detailed Site Plan DSP-06072, see Finding 10 of this report.

The Environmental Planning Section stated that an approved Natural Resources Inventory, NRI-076-06-01, which was approved August 27, 2015 was submitted together with the subject DSP, which was found to be in conformance with it.

This property is subject to the provisions of the applicable Prince George's County Woodland Conservation Ordinance (WCO) because it has previously approved Type I and Type II Tree Conservation Plans associated with it, TCPI-03-02-01 and TCPII-156-03-01, respectively. An '-06' revision to TCPII-156-03 was submitted with the application.

The 74.56-acre site contains 20.07 acres of existing woodland on the net tract and 0.74 acres of woodland within the 100-year floodplain; however, the worksheet shown on the plan shows 19.67 acres of existing woodland and 0.79 acres of wooded floodplain. The worksheet shown on the plan must be revised to show the existing woodland and woodland in the floodplain as shown on the previously approved plans. The site has a Woodland Conservation Threshold (WCT) of 10.91 acres, or 15 percent of the net tract. Because the overall site will be redeveloped/developed in phases, a phased worksheet is shown on the TCP. The overall site's cumulative woodland conservation requirement of 19.85 acres is proposed to be met in different phases. On the TCP, Phase 1 shows 2.41 acres of credit for off-site woodland conservation met on another property. It should be noted that the off-site mitigation for Phase 1 has already been acquired as part of a previous TCPII approval and permit issuance for this site.

The tree conservation plan has been reviewed and requires technical revisions to be in conformance with the applicable Woodland Conservation Ordinance (2010 WCO).

The approval block must be updated to move the previous approval information that has been typed-in up one row so that the '-05' line is free for the approval of Detailed Site Plan DSP-15001 and so that the '-06' line is free for the certification of the current application. The standard property owner's awareness block must be revised to type-in the name of the person signing the plan. If the signatory of the owner's awareness certification block is an LLC, a corporate acknowledgement form must be submitted demonstrating that the person signing has authority to do so.

The edge of all limits of disturbance that clear or are adjacent to woodland require temporary tree protection device. Temporary tree protection device must be added to all vulnerable clearing edges and the standard temporary tree protection fence detail must be added to the plan, and the symbol must be added to the legend. The match lines and key map must be revised to ensure that accurate sheet references are provided.

Note 9 of the standard TCP2 notes must be revised to indicate that the current phase is not grandfathered.

After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

Recommended Condition: Prior to certification of the DSP, the TCPII shall be revised as follows:

- (1) Revise the existing woodland and the woodland within the 100-year floodplain areas in the worksheet to reflect the areas shown on previously approved plans (20.07 and 0.74 respectively).
- (2) Revise the approval block to move the typed-in previous approval information up one row, leaving the ‘-05 and ‘-06’ lines blank.
- (3) Revise the standard property owner’s awareness block to type-in the name of the person signing the plan. Provide a corporate acknowledgement form as needed.
- (4) Revise the match line references and key maps to ensure accurate references.
- (5) Revise standard Note 9 to indicate that the current phase is not grandfathered.
- (6) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

The Environmental Planning Section stated that an approved Stormwater Management Concept plan and approval letter (No. 15253-2006-01) were submitted with the subject application. The plan shows the site draining toward an existing pond located to the east of Phase 1, across Hubble Drive. However, the Department of Permitting, Inspections and Enforcement (DPIE) in comments provided regarding the subject project stated that the subject DSP is not in conformance with the concept approval. Therefore, a revised and approved concept must be submitted prior to certification of the DSP. A proposed condition in the Recommendation section of this technical staff report would require that, prior to signature approval, a revised and approved stormwater concept plan be submitted together with revised comments from DPIE stating that the subject DSP is in conformance with an approved revised stormwater management plan.

The conditions recommended by the Environmental Planning Section have been included in this report.

- i. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum received April 19, 2016, the DPR indicated that as per Condition 2(e) of the approval of Conceptual Site Plan CSP-06001-01 (PGCPB Resolution No. 15-127), the Parks and Recreation requirement is met by the provision of on-site private recreational facilities in each DSP submission and that the Urban Design Section is charged with the responsibility of ensuring adequate and proper siting of the required recreational facilities at the time of DSP review. Further, they opined that the included plans for proposed recreation areas and included play equipment was adequate for the Urban Design Section to conduct that review.
- j. **Prince George’s County Fire/EMS Department**—In a memorandum dated March 8, 2016, the Fire/EMS Department offered comments regarding private road

design, needed accessibility, and the location and performance of fire hydrants. The comments have been transmitted to the applicant.

- k. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 5, 2016, DPIE offered numerous comments which will be addressed during their separate permitting process. Additionally, DPI stated that the DSP is not consistent with approved Stormwater Management Concept Plan No. 15253-2006. DPIE has suggested and a condition in the Recommendation section of this report would require that the applicant process a revised SWM concept plan prior to filing an application for a grading permit.
- l. **Prince George's County Police Department**—At the time of this writing, staff did not receive comments from the Police Department regarding the subject project. However, the Police Department provided comments on prior approvals.
- m. **Prince George's County Health Department**—In a memorandum dated April 6, 2016, the Prince George's County Health Department stated that their Environmental Engineering/Policy Program had completed a health impact assessment review of the DSP-06072-01, Glenn Dale Commons, Phase 1 project and offered the following comments and recommendations. Each comment is included in **boldface** type below, followed by staff comment:

- (1) **The addition of the playground is appreciated for the improvement to the overall allotment of green space.**

Comment: Residents of the subject Phase 1 portion of the Glenn Dale Commons development will be able to utilize the recreational facilities of Phase 3 of the development located immediately east of the subject site, which will further improve green space in the development and make additional facilities available to future residents of Phase 1.

- (2) **Consider including in the design plans “pet friendly” amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations.**

Comment: The Health Department's comments with respect to pets have been passed onto the applicant, who will duly consider them and implement the Health Department's recommendation in this respect as they feel advisable.

Note that provisions for pets as described above if instituted at a later date than this approval, may require a revision to the DSP.

- (3) **During the construction of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.**

Comment: A proposed condition regarding dust impacts as specified above has been included in the Recommendation section of this staff report.

- (4) **Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.**

Comment: A proposed condition regarding noise impacts of construction as specified above has been included in the Recommendation section of this technical staff report. However, note that the reference to authority regarding noise has been corrected to refer to the Code of Maryland Regulations (COMAR), which is state law as opposed to Subtitle 19 of the Prince George's County Code.

- n. **Maryland State Highway Administration (SHA)**—At the time of this writing, staff did not receive comments from SHA regarding the subject project.
- o. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated February 27, 2016, WSSC offered multiple conditions which will be addressed through their separate permitting process.
14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines of the Zoning Ordinance without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
15. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in conformance with the previously approved Conceptual Site Plan.
16. Section 27-276(b)(4) of the Zoning Ordinance provides the following required findings for approval of a DSP:
- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b) (5).**

Comment: Section 24-130(b) (5) of the Subdivision Regulations is as follows:

- (5) **Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature.**
All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

Comment: There are no environmental features on this portion of the Glenn Dale Commons site covered by the subject DSP. Therefore, it does not affect previous findings of conformance with

this requirement as stated in the Environmental Planning Section memorandum, as the site has been previously developed and no new impacts to regulated environmental features that are required to be protected under Section 27-285(b)(4) of the Zoning Ordinance are proposed.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-06072-01 and Type 2 Tree Conservation Plan TCP2-156-03-06 for Glenn Dale Commons, Phase 1, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall:
 - a. Procure signature approval of Preliminary Plan of Subdivision 4-16010.
 - b. Correct General Note 2 to include Lot 4, Block A and Outlot B.
 - c. Revise the “Parcel Area Summary” table on cover sheet (Sheet 1) to label the two-family attached parcels as numbered parcels, and label the alley parcels as “Private Alleys.”
 - d. Retitle the third sheet of the DSP plan set “Template Sheet” instead of “Architecture.”
 - e. Show ramps and depressed curbing, as necessary, to ensure accessibility for the physically handicapped shall be shown on the site plan.
 - f. Provide standard sidewalks along the northern side of the private road within Parcel C, connecting to the five sidewalk terminations along its length and use enhanced paving for the gathering space on Parcel H and all the crosswalks included in the project.
 - g. Include a note in the general notes on the plans stating that the following lots are deemed highly visible and shall receive the below specified treatments and be labeled as “HV” on the site plan:

| Block | Applicant and Additionally Identified Highly-Visible Lots |
|--------------|---|
| A | 1, 15, 16, 39/40, 41/42, 66 |
| B | 1, 7, 8, 13, 14, 19, 20/21, 30/31, 32/33, 44/45, 46/47, 56/57, 58, 63, 64, 69, 70 |
| C | 1, 6, 7, 13, 14, 21, 22, 28, 29, 34 |

The units placed on a lot deemed highly-visible lots shall have per Condition 2 of PGCPB Resolution No. 15-127 meet the following design criteria:

- (1) A predominant use of brick and masonry, or any combination of both finish materials.
- (2) Objectively well-designed façades with regular and attractive patterns of fenestration. For the vertically mixed-use buildings, the ground level shall be predominantly store fronts.

- (3) Use of architectural detail such as, but not limited to, tower elements, keystone arches, or decorative lintels on the elevations.
- (4) For the side elevations, a minimum of three architectural features shall be provided.
- (5) A varied roofline.

The enhanced elevations to be utilized on the units placed on the highly-visible lots shall be approved by the Planning Board or its designee.

- h. Revise the plan to reflect a total of 68 townhouse lots permitted pursuant to Section 24-108(a)(6) of the Subdivision Regulations, and show the additional 40 townhouses in a parcel or parcels to be sold as condominiums if, Preliminary Plan of Subdivision 4-16010 is not approved prior to the approval of the subject DSP.
- i. Revise the plans to show the location of all light fixtures and a detail of a decorative and full cut-off light fixtures to be utilized for the DSP.
- j. Revise the plans to show the location of enhanced paving in the tot-lot/central green area.
- k. Add 'General Notes' on Sheet 1 of the plan set indicating that the applicant intends to conform to dust control requirements as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control and construction noise control requirements as specified in the Code of Maryland Regulations (COMAR).
- l. Provide a revised Stormwater Management Concept Plan.
- m. Relocate the tot-lot from its current location in the northwestern portion of the site to the central green.
- n. The Tree Conservation Plan 2 shall be revised as follows:
 - (1) Revise the existing woodland and the woodland within the 100-year floodplain areas in the worksheet to reflect the areas shown on previously approved plans (20.07 and 0.74 respectively).
 - (2) Revise the approval block to move the typed-in previous approval information up one row, leaving the '-05' and '-06' lines blank.
 - (3) Revise the standard property owner's awareness block to type-in the name of the person signing the plan. Provide a corporate acknowledgement form as needed.
 - (4) Revise the match line references and key maps to ensure accurate references.
 - (5) Revise standard Note 9 to indicate that the current phase is not grandfathered.
 - (6) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

- (7) The unmitigated 65 dBA Ldn noise contour as shown on Type I Tree Conservation Plan TCPI-003-02-03 shall be shown on Type 2 Tree Conservation Plan TCP2-156-03-06 which is recommended to be approved together with DSP-06072-02, Glenn Dale Commons, Phase 1.
- (8) Fifty percent of 2010 *Prince George's County Landscape Manual* (Landscape Manual) "A" bufferyard shall be shown along the 342 feet of the northern property line of the subject DSP shared with a single-family detached unit on residential-zoned land and the schedule provided on Sheet 4 of the landscape plan for "Bufferyard D" shall be revised to demonstrate conformance to Section 4.7(c)(5)(c) of the Landscape Manual.
- o. Remove General Notes 34 and 35 from Page 1 of the DSP.
- p. Add to the development standards chart on Page 1 that four-foot-wide cantilevered desks constructed of a durable material shall be provided for the Matisse and Picasso architectural models, if they are accessed through alleys.
- q. All rear-loaded garage townhouses shall be built with a minimum 20-foot-wide by eight-foot-deep deck as a standard feature at the rear of the units. This requirement shall be added to the Development Standards chart on the cover sheet of the DSP.
- r. Ramps and depressed curbing as necessary to ensure accessibility for the physically handicapped shall be shown on the site plan.
- s. Lots 23, 24, and 25, zoned in whole or part, I-1 (Light Industrial) shall be removed from the DSP.
- t. New standards established in the subject DSP shall be added to the Development Standards and included on the coversheet of the DSP.
- u. The applicant shall specify the decorative rather than the plain vinyl fence in all highly-visible locations to be reviewed approved by the Urban Design Section as the designee of the Planning Board.
- v. All retaining walls are to be of keystone construction. Timber retaining walls are prohibited.
- w. Maintenance Easement shall be defined in the legend as "ME" and given a symbol that is legible throughout the plan set.
- x. The Section 4.7 Schedule on the Landscape Plan for 'Bufferyard A' shall be revised to reflect that the adjoining development is vacant, industrially-zoned land and that per Section 4.7(c)(5) D) of the 2010 *Prince George's County Landscape Manual*, no buffer is required as the subject residential property is developing adjacent to a vacant land in an industrial zone.
- y. The Section 4.7 Schedule on the Landscape Plan for 'Bufferyard D' shall be revised to indicate that one-half of a 'Bufferyard A' is required and provided.

- z. The landscape plan shall be revised to include four additional trees along Dorsey Road and to adjust the location of street trees and sidewalk to adhere to the requirements of Section 4.10 of the Landscape Manual.
2. Prior to approval of the final plat, the applicant shall:
 - a. Vacate that portion of the dedicated public rights-of-way no longer necessary to support the lotting pattern reflected on the approved DSP.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association (HOA) has been established. The draft covenants shall be submitted to the Development Review Division (DRD) to ensure that the rights of The Maryland-National Capital Park and Planning Commission (M-NCPPC), Planning Department, are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.
 - c. Include appropriate trip caps consistent with the approved Preliminary Plan of Subdivision, 4-86167, PGCPB Resolution No. 86-457, and the analysis set forth in the resolution of approval for Conceptual Site Plan CSP-06001-01, Finding 11(c), PGCPB Resolution No. 15-127.
 3. Prior to issuance of the 88th building permit for the project, the applicant shall have completed construction of the tot-lot and pedestrian enhancements in the central green, the tot-lot and crosswalks.
 4. On the land area covered by Detailed Site Plan DSP-15001, the applicant shall complete construction of the below-specified recreational facilities prior to the issuance of the indicated building permit for Detailed Site Plan DSP-06072-01 as follows:

| | Recreational Facility | Completion Prior to Issuance of Building Permit No. ____ for DSP-06072-01 |
|-----|---|--|
| (1) | Two 5,400-square-foot-open play areas | 50 |
| (2) | Six benches | 70 |
| (3) | A community garden | 80 |
| (4) | A trail with six exercise stations | 60 |
| (5) | A picnic area with grills and picnic tables | 90 |
| (6) | A pavilion | 172 |

5. Prior to the complete construction of 50 percent of the total units in the DSP, an alternative recreation facility/community space will be available in Unit 1, which is a townhouse, that shall be Americans with Disabilities Act (ADA) accessible and will include community meeting space and exercise equipment. However, if the central recreation area approved in the CSP is constructed prior to that event, Unit 1 can be constructed as a residential unit. If Unit 1 is converted to a recreation facility/community space, it shall remain available until the recreation facility is completed.