



Note: Staff reports can be accessed at <http://mncppc.ig2.com/Citizens/Default.aspx>.

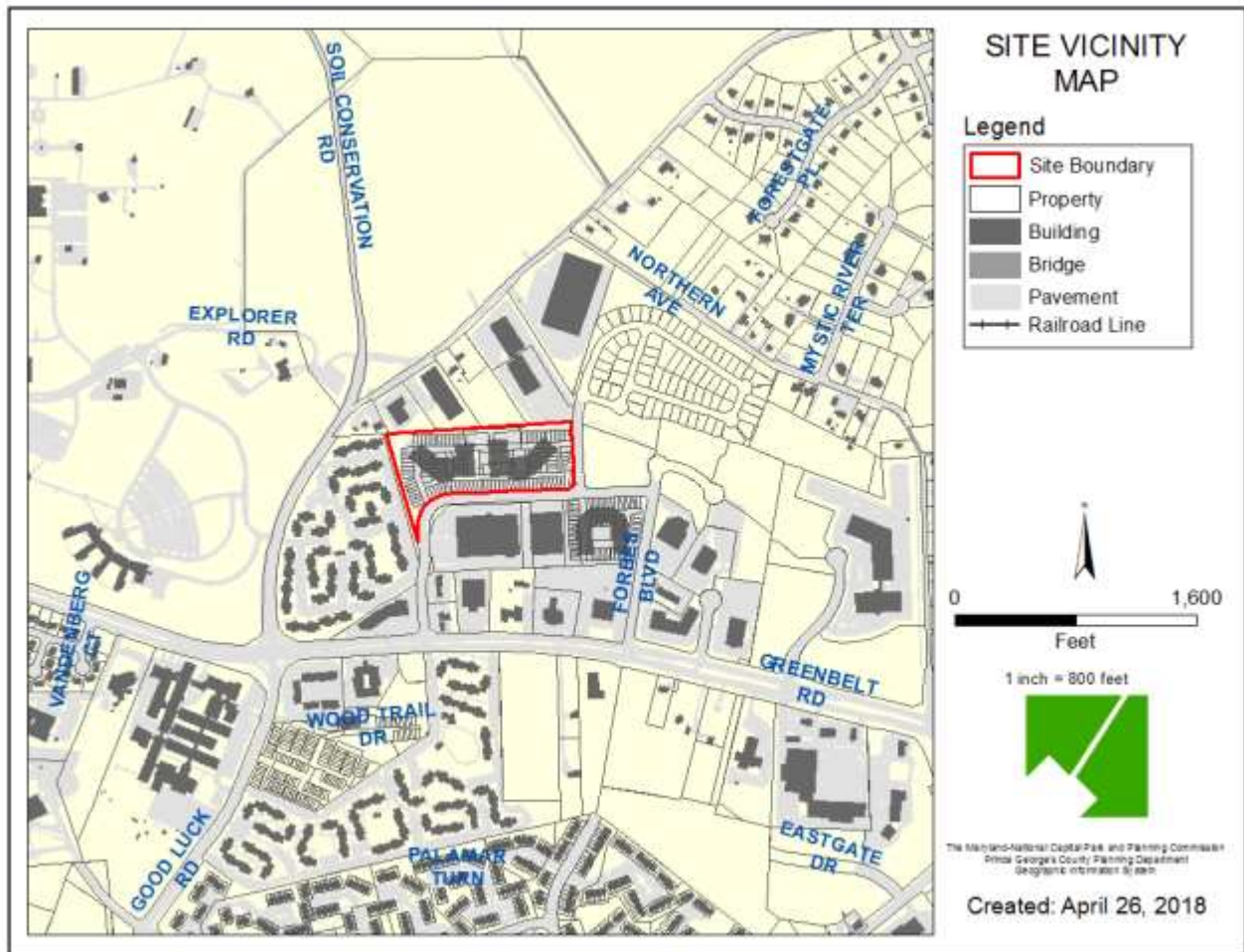
Detailed Site Plan

DSP-06072-02

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:	05/17/18
	Staff Report Date:	05/08/18
	Date Accepted:	03/08/18
	Planning Board Action Limit:	05/17/18
	Plan Acreage:	11.95
	Zone:	M-X-T/I-1
	Dwelling Units:	174
	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	
To eliminate one access to the subdivision, revise the fencing and signage, revise the recreational facility triggers, remove one townhouse unit, and adjust the plan accordingly.	Informational Mailing:	10/09/17
	Acceptance Mailing:	03/01/18
	Sign Posting Deadline:	04/17/18

Staff Recommendation		Staff Reviewer: Ruth Grover, MUP, AICP 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-06072-02
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) and Light Industrial (I-1) Zones and the site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-06001 and its revision;
- c. The requirements of Preliminary Plan of Subdivision 4-16010;
- d. The requirements of Detailed Site Plan DSP-06072 and its revision;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- g. The requirements of the 2010 *Prince George's County 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 request in this case is to eliminate one of two access points to the subdivision, specifically the one off Aerospace Road in the southwestern corner of the site; to remove the decorative fence; to revise the monument sign and add freestanding pillars and fence; to revise the triggers for recreational facilities; to remove one townhouse unit; and to adjust the plan accordingly.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T/I-1*	M-X-T/I-1
Use(s)	Residential	Residential
Acreage	11.95	11.95
Net Tract Area (acres)	11.95	11.95
Dwelling Units		
Townhouse (one unit per building)	111	110
Two-family (two units per building)	64 (32 buildings)	64 (32 buildings)
Total	175	174
Lots	111	110
Parcels	21	23
Gross Floor Area (GFA)	477,200 sq. ft.	474,200 sq. ft.

* Inclusion of the sliver of I-1 zoning, known as Parcel V, in the southeastern corner of the site was inadvertently overlooked in the general notes on the detailed site plan. A proposed condition, in the Recommendation section of this report, would require that this oversight be corrected prior to certificate approval.

Floor Area Ratio (Far) In The M-X-T Zone:

Minimum FAR Allowed	0.40 FAR
Residential Bonus Incentive Factor	1.00 FAR
Maximum FAR Permitted	1.40 FAR*
Total FAR Proposed	0.91 FAR

* Optional Method of Development: Maximum FAR was permitted to be 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
110 Townhouses	2.04 spaces per unit = 225 spaces	330
64 Two-family Dwellings	2.00 spaces per unit = 128 spaces	128
		14 surface spaces
	Total	472

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 (Portions of Planning Area 70)* (East Glenn Dale Sector Plan and SMA).
4. **Surrounding Uses:** The subject site is bounded to the south by Aerospace Road, with existing commercial development in the Light Industrial (I-1) 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 Rural Residential (R-R) Zone; and to the west by a multifamily residential development in the Multifamily Medium Density Residential (R-18) Zone.
5. **Previous Approvals:** Prince George's County Council Resolution CR-23-2006 rezoned the subject property to the Mixed Use Transportation-Oriented (M-X-T) Zone on March 28, 2006. On December 7, 2006, the Prince George's County Planning Board approved Conceptual Site Plan CSP-06001. On January 17, 2008, the Planning Board approved Detailed Site Plan DSP-06072. Subsequently, on April 3, 2008, the Planning Board adopted PGCPB Resolution No. 08-09, formalizing that approval. On October 27, 2008, the Prince George's County 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 (PPS) 4-16010 and Detailed Site Plan DSP-06072-01 were both approved by the Planning Board on May 19, 2016. The Planning Board adopted PGCPB Resolution No. 16-63, formalizing the approval of PPS 4-16010 and PGCPB Resolution No. 16-64, formalizing the approval of DSP-06072-01. The subject site also has an approved Stormwater Management (SWM) Concept Plan (15253-2006-01) dated May 4, 2017.
6. **Design Features:** The subject residential development is currently under construction. The two existing industrial buildings have been demolished on the site, a grading permit and multiple building permits have been issued, and approximately four groups of units have been built to date. The request in this amendment case is multifaceted. Each subpart of the request is included in **boldface** type below, followed by staff comment:
 - a. **To eliminate access to the subdivision from Aerospace Road**—The applicant has requested that the access to the subdivision from Aerospace Road via Dorsey Lane be eliminated, leaving sole access to the subdivision from the northern end of the Hubble Drive frontage via Dorsey Lane. The following is a discussion of the applicant's justification for this revision.

 In the beginning of development of the site, the applicant learned that there is a Verizon cable box in the right-of-way of Aerospace Road, at this location. The cable box contains equipment that serves federal offices and other sites in the area. The applicant stated that it would be very expensive to relocate this box and coordinate any disruption of service in the area. The traffic generation and circulation utilizing a single entrance has been evaluated in a report by Lenhart Traffic Consulting, Inc., dated November 13, 2017,

which had a determination that the functionality is acceptable with the single access point. The report indicates that the access was not an adequacy or subdivision requirement. Further, the applicant contends that the 18-foot-wide alleys are sufficient for emergency vehicles to circumnavigate the site, though staff and the Prince George's County Fire/EMS Department (Fire Department) prefer 22-foot-wide alleys. The applicant contends that, with a 2-foot-wide mountable curb on either side, the alleys may be considered effectively 22 feet wide.

Staff, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), and the Fire Department support the idea of providing a second access point to the subdivision and providing alleys that are a minimum of 22 feet wide as a best practice. It creates a safer situation for circulation, in general, and for emergency access. However, there is no statutory or Prince George's County Fire Prevention Code (Fire Code) support for requiring such measures. The Fire Code requires only that units be within 150 feet of a 22-foot-wide road, and only requires a second access point if serious traffic conditions can be documented. The units meet the distance requirement, and no serious traffic problems have been identified in the vicinity of the subject property. The applicant has been informed of the preference shared by DPIE, the Fire Department, and staff, but has declined to redesign the subdivision, noting the utility conflict issue and the fact that the development has already been platted and construction of the units on-site has commenced. Therefore, staff supports closure of the access at Dorsey Lane and Aerospace Road.

- b. **To remove the decorative fence**—The applicant is requesting that the decorative fence be removed along the project's Aerospace Road and Hubble Drive frontages. This request, if granted, would result in the partial removal of Condition 1.r. of the approval of DSP-06072-01, as reflected in PGCPB Resolution No. 16-64, which is discussed in Finding 10 below.
- c. **To revise the entry monument sign**—The entry monument sign has been modified to add a central arch over the panel, which will bear the name of the development. This modest design revision enhances the overall visuals of the sign and draws attention, as is appropriate, to the development name. The entry monument sign will help define the southeastern corner of the development. Therefore, staff supports this amendment.
- d. **To add free standing pillars and pillars with fence**—A new five-foot-tall freestanding pillar is to be located in the northeastern corner of the development, on the northern end of the project's Hubble Road frontage. It is planned to be constructed of brick masonry, with a square concrete inlay and a precast concrete cap to match the entry monument sign. Staff supports this amendment.
- e. **To revise the triggers for recreational facilities**—The current trigger for construction of the on-site recreational facilities is contained in Condition 2 of the approval of DSP-06072-01 (PGCPB Resolution No. 16-64) and is discussed in Finding 10 below.
- f. **To reduce the unit count by one**—The reduction of the unit count by one is necessitated due to closure of the access at Dorsey Lane and Aerospace Road. Staff supports this request.

- g. **To update size of Parcel A because of the elimination of a lot:** The updating of Parcel A is necessary because of the elimination of a lot due to closure of the access at Dorsey Lane and Aerospace Road. Therefore, staff supports this request.
- h. **Adjust demonstrations of conformance with the requirements of the 2010 Prince George's County Landscape Manual and Tree Canopy Coverage Ordinance made necessary because of the above—**Adjustments to demonstrations of conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) and the Prince George's County Tree Canopy Coverage Ordinance would be necessary if eliminating the access is approved.

General Notes

Several inconsistencies were included in the general notes and should be corrected. These items include the following:

Note	Revision
5 (1)	Should be revised to indicate that 110 townhouses, not 111, are included in the development.
7	Add 4-16010 and DSP-06072-01/01 to the list of previously approved applications affecting the subject property.
9	Include acreage by zone, including the portion in the I-1 Zone.
15	Update the unit count, including the townhouses and the two family attached units.
16	Density calculation should be done only on the portion of the property that is zoned M-X-T.
19	Information regarding stormwater management should be updated.

A proposed condition in the Recommendation section of this report would require that these corrections be made prior to certificate of approval.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. **Prince George's County Zoning Ordinance:** The subject application does not affect previous findings made with respect to conformance with the relevant requirements of the Zoning Ordinance because there is no change to the proposed uses, general layout, architecture, or pedestrian system.
- 8. **Conceptual Site Plan CSP-06001 and its revision:** The Planning Board approved Conceptual Site Plan CSP-06001-01 on December 10, 2015, subject to 11 conditions, and PGCPB Resolution No. 15-127 was adopted, formalizing that approval and specifying that it would supersede Conceptual Site Plan CSP-06001. The proposed revisions do not affect prior findings of conformance with the requirements of CSP-06001-01, though the following conditions warrant discussion:

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:**

- 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.**

The profusion of urban design elements included on the site, including three types of fencing, pillars, varying pavement, ornate benches, trash receptacles, light fixtures, and generous landscaping, fulfill this requirement despite removal of the decorative fence proposed previously.

- 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.**

The applicant has a recreational facilities agreement (RFA) in place in accordance with this requirement. Should the Planning Board approve the requested revision to triggers for the recreational facilities, the RFA would have to be amended by the applicant to allow for permit issuance.

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

Standard sidewalk is provided along all internal roads, excluding alleys. As the terminus of Dorsey Lane is to be stubbed just prior to its previous connection with Aerospace Road, an additional stretch of standard sidewalk has been suggested by the trails planner and is necessary to keep the project in conformance with this requirement. Therefore, a proposed condition has been included in the Recommendation section requiring that this additional stretch of sidewalk be shown on the plans prior to certificate approval.

9. **Preliminary Plan of Subdivision:** Preliminary Plan of Subdivision 4-16010 was approved by the Planning Board on May 19, 2016. The Planning Board adopted PGCPB Resolution No.16-63, formalizing its approval. Each relevant condition of that approval is included in **boldface** type below, followed by staff comment.

2. **A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.**

In a memorandum dated April 13, 2018, the Subdivision Review Section stated that the proposed revisions to the DSP do not substantially affect the uses or adequacy findings made for the property in PPS 4-16010.

7. **Prior to submission of final plats, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) for construction of recreational facilities on-site and off-site on Parcel D for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the liber/folio reflected on the final plat.**

This condition was conformed to prior to submission of final plats. However, as a condition of this approval alters the triggers for certain of the recreational facilities, the RFA will have to be revised by the applicant.

9. **Development of this site shall be in conformance with Stormwater Management Concept Plan 15253-2006-01 and any subsequent revisions.**

In a memorandum dated April 4, 2018, DPIE stated that the approved SWM Concept Plan (15253-2006-02), dated January 13, 2017, is consistent with the DSP. The subject application conforms to this condition.

12. **Total development within the subject property shall be limited to uses which generate no more than 123 AM and 140 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

In a memorandum dated April 13, 2018, the Transportation Planning Section stated that the proposed development would generate 121 AM and 139 PM peak-hour trips, which is within the trip cap. The subject application conforms to this condition.

13. **Prior to approval of the 69th building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agencies access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**

- a. **Prior to issuance of the 69th building permit, provide the final striping plan for Aerospace Road and Forbes Boulevard for the review and approval of DPIE/DPW&T. The roadway striping plan shall be prepared in accordance with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T) standards for construction. The final striping plan shall be modified from the bicycle lane exhibit included in the bicycle and pedestrian impact statement to accommodate turning movements where Aerospace Road and Forbes Boulevard intersection with MD 193. The roadway restriping plan will include the following elements:**

- (1) **Seven-foot-wide parallel parking along both sides of Aerospace Road;**
- (2) **Five-foot-wide bicycle lanes along both sides of Aerospace Road;**

- (3) Two eleven-foot travel lanes to serve both directions of vehicular traffic; and
 - (4) Appropriate roadway markings and signage will be included on the lane restriping plan.
- b. Install the “bicycle pedestrian” and other roadway signage as shown on the roadway restriping plan approved by DPIE/DPW&T.

This condition relates to Section 24-124.01 of the Subdivision Regulations and was addressed at the time of PPS. This condition remains in effect and is not impacted or changed by the submitted DSP.

14. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2006 Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following:

- a. Provide standard sidewalks along all internal roads, excluding alleys.
- b. Provide a standard sidewalk along the entire north side of Private ‘Road A’ within Parcel C, except for Units 32–45, Block B.
- c. Provide a striped crosswalk along Aerospace Road at Dorsey Lane (Private Road within Parcel B), unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement.

Sidewalks are provided on the submitted DSP, as previously approved. The crosswalk recommended in Subcondition (c) is no longer necessary due to the site redesign. However, an additional sidewalk connection is recommended around the entire southern terminus of Dorsey Lane. A proposed condition has been included in the Recommendation section of this report that requires this additional stretch of sidewalk be added to the project plans prior to certificate approval.

10. Detailed Site Plan DSP-06072 and its revision: Detailed Site Plan DSP-06072 was approved by the Planning Board, with conditions, on January 17, 2008. Subsequently, the Planning Board adopted PGCPB Resolution No. 08-09, formalizing that approval. None of the conditions of that approval are relevant to this DSP amendment.

Detailed Site Plan DSP-06072-01 was approved by the Planning Board on May 19, 2016. Subsequently, the Planning Board adopted PGCPB Resolution No. 16-64, formalizing that approval on May 26, 2016. Each relevant condition of that approval is included in **boldface** type below, followed by staff comment:

- 1.r. The applicant shall provide decorative fencing along the southern and eastern property lines and a non-white, six-foot high, vinyl privacy fence along the northern and western property line.

The applicant would continue to provide the privacy fencing along the northern and western property lines, but proposes to eliminate the decorative fencing. Though this would be something of an aesthetic loss to the periphery of the development, a combination of hardscape and landscaping will be provided, as follows:

- A decorative wall is provided in the southwestern corner of the development;
- A well-landscaped tot lot is provided in the northwestern corner of the development;
- Freestanding pillars with a fence and a freestanding pillar are provided in the northeastern corner of the development; and
- A proposed entry monument sign is to be located in the southeastern corner of the development.

Landscaping, in accordance with the Landscape Manual is provided along the street frontages and boundaries of the development. In summary, staff recommends that the proposed remaining features adequately compensate for the loss of the decorative fence.

A revised Condition 1.r. of PGCPB Resolution No. 16-64, eliminating the decorative fence, is included in the Recommendation section of this report.

2. **Prior to issuance of the 88th building permit for the project, the applicant shall have completed construction of the tot lot, the open play area in the central green, the crosswalks, and the eastern enhanced sitting area adjacent to Lots 58 through 69, Block B. The western enhanced sitting area adjacent to Lots 8 through 19, Block B, shall be completed in phase with development.**

The applicant has requested that this condition be revised as follows:

The crosswalks and the eastern enhanced sitting area adjacent to Lots 20 through 31, Block B, shall be completed prior to issuance of the 88th building permit for the project. Construction of the tot lot in the northwestern corner of the site, the open play area in the central green, and the western enhanced sitting area adjacent to Lots 8 through 19, Block B, shall be completed when the buildings surrounding them are also completed, in phase with development.

Staff is in agreement that it would be a safer situation to have construction completed on the surrounding houses prior to installation of the recreational facilities. In addition, staff notes that additional recreational opportunities are provided on the opposite side of Hubble Drive, in Phase 3, that will serve the residents until the full recreational package is completed on-site. Staff supports this proposed revision and has included the proposed condition in the Recommendation section of this report.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** In comments dated March 15, 2018, the Environmental Planning Section stated that the proposal is in conformance with previously approved Type II Tree Conservation Plan TCPH-156-03-06. Therefore, it may be said that the project is in conformance with the Woodland and Wildlife Habitat 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 10 percent of the gross tract area in TCC. As the number of landscape trees was reduced slightly by certain revisions to the landscape plan, the schedule provided had to be modified slightly. The TCC schedule has been revised to reflect that the subject site measures 11.95 acres, requiring approximately 1.195 acres (or 52,054 square feet) of TCC, and is providing approximately 158,344 square feet of TCC, exceeding the requirement.
13. **2010 Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance requires that landscaping, screening, and buffering within the M-X-T Zone be provided pursuant to the provisions of the Landscape Manual. Full conformance with the Landscape Manual was found in the approval of Detailed Site Plan DSP-06072-01, and the proposed revisions will have minimal effect. With the elimination of one townhouse lot, the requirements for Section 4.1, Residential Requirements, would be reduced and must be adjusted. More particularly, if the townhouse count drops from 111 to 110, the Section 4.1 requirement would decrease by 1.5 shade trees and 1 evergreen/ornamental. In addition, the schedule for Section 4.9, Sustainable Landscaping Requirements, was adjusted to reflect the reduced number of landscape trees included in the development. The result was the same, however, with 100 percent of each plant type being native exceeding the specified percentages. Therefore, the plans, as proposed, still conform to the requirements of the Landscape Manual.
14. **Referral Comments:** The subject application was referred to various agencies and offices. The referral comments are summarized as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated March 12, 2018 (Stabler to Grover), the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low due to extensive modern disturbance on the subject property, and that the project would not impact any historic sites, historic resources, or known archeological sites.
 - b. **Community Planning**—In a memorandum dated April 5, 2018 (D'Ambrosi to Grover), the Community Planning Division stated that the *Plan Prince George's 2035 Approved General Plan* indicates that the subject property is in the Established Communities growth policy area, where the planning vision is for context-sensitive infill and low- to medium-density development (page 20). The Community Planning Division also stated that the project is located in the area covered by the 2006 East Glenn Dale Sector Plan and SMA, which rezoned the property from I-1 to M-X-T and suggested mixed-use development on the subject property. The Community Planning Division stated that the project raised no planning issues.

- c. **Transportation**—In a memorandum dated April 13, 2018 (Masog to Grover), the Transportation Planning Section stated that, as part of the required adequacy review for the CSP, a submitted traffic impact study (TIS) was reviewed for a mix of uses that included 111 townhouses and 64 two-family attached units that will be constructed within the limits of this DSP. The Planning Board concurred with the TIS findings that all impacted critical intersections would operate, or continue to operate, at the policy Level-of-Service D, or better, with additional improvements. All required improvements were carried forward as approval conditions that are enforceable at the time of building permit for the proposed development.

The Transportation Planning Section provided a discussion of relevant CSP and PPS conditions that have been included in Findings 8 and 9, as appropriate.

The scope of this site plan is limited to:

- (1) Elimination of access to the subdivision at Dorsey Lane and Aerospace Road;
- (2) Removal of a portion of the decorative fence, and revision to the entry monument sign to add freestanding pillars and pillars with fence; and
- (3) Revision of the triggers on the recreational facilities included in the project.

The Transportation Planning Section has no comment on the second and third items above.

In an e-mail dated May 2, 2018, the Transportation Planning Section conferred and agreed with DPIE regarding the case, as follows:

- (1) If the applicant is willing to lose a lot due to the fiber optic box and if there appears to be no apparent remedy, such as widening Alley D or punching out another access, the Transportation Planning Section and DPIE need to allow the applicant to not construct the second access point.
- (2) More access is better for a subdivision and access by larger vehicles such as fire trucks, garbage trucks, delivery trucks, and moving vans needs to be a consideration.
- (3) The cost of moving the fiber optic box is excessive, and enough permits have been issued, making any other remedy infeasible at this point.

Therefore, the Transportation Planning Section and DPIE stated that they withdrew their previous memorandum dated April 13, 2018, regarding the project and are in support of the removal of the proposed access to the subdivision at Dorsey Lane and Aerospace Road.

It is determined that the subject plan meets the criteria of site plan approval from the standpoint of transportation, as noted in Subtitle 27 of the Prince George's County Code.

- d. **Subdivision Review**—In a memorandum dated April 13, 2018, the Subdivision Review Section stated that the site is located on Tax Map 36 in Grid A1, composed of 111 lots and 23 parcels, recorded in the Prince George’s County Land Records on Record Plats SJH 246–27, 246–47, 246–49, and 246–50, and was previously reviewed for conformance with the underlying PPS 4-16010, which was approved by the Planning Board on May 19, 2016, subject to sixteen conditions, none of which are applicable to the revisions proposed in this application.

The Subdivision Section then offered the following plan comments:

- (1) The PPS was approved with two points of access, Dorsey Lane and Hubble Drive. The applicant, however, is proposing a modification to the PPS by eliminating access via Dorsey Lane. The Urban Design and Transportation Planning sections should evaluate additional options for access, in order to maintain adequate circulation on-site.
- (2) The applicant is proposing to remove the decorative fence with this application. The PPS reflects a five-foot maintenance easement along Lots 1–34, which abut Aerospace Road, and Lots 32–37 and Lot 40, which abut Hubble Drive. The maintenance easement was intended to ensure accessibility to fencing for maintenance by the homeowners association. This DSP should reflect the removal of the maintenance easement where the decorative fencing is no longer planned.
- (3) Any modifications to the lot lines, as shown on the DSP and record plats for this subdivision, will require approval of a new final plat.

The Subdivision Review Section’s concerns regarding the need to vacate the maintenance easement for the decorative fence and to have a new final plat approved must be addressed prior to issuance of building permits, as required.

- e. **Trails**—In a memorandum dated April 23, 2018, the Transportation Planning Section, noting that the DSP was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 Glenn Dale-Seabrook-Lanham Sector Plan and SMA, offered the following trails-related review comments:

Prior approvals addressed bicycle and pedestrian access, as well as master plan trail conformance. A comprehensive network of sidewalks, bikeways, and internal trails were approved via the previous approvals for Phase 1 (and subsequent phases). The conditions of approval related to bicycle and pedestrian facilities from PPS 4-16010 are discussed in Finding 9 above.

From the standpoint of nonmotorized transportation, it is determined that this plan is acceptable, fulfills the intent of the applicable master plans and functional plans, and meets the findings required for a DSP, if the application were to be approved with one condition, which has been included in the Recommendation section of this report.

- f. **Environmental Planning**—In an e-mail dated March 15, 2018 (Reiser to Grover), the Environmental Planning Section stated that the subject project is in conformance with approved Type II Tree Conservation Plan TCPII-156-03-06. In addition, it was noted that

a Natural Resources Inventory (NRI-076-06-01) had been approved for the site and that no additional information was needed regarding natural resources on-site.

g. **Prince George's County Fire/EMS Department**—In an e-mail dated March 26, 2018 (Reilly to Grover), the Fire Department offered the following:

- The 'Autoturn' exhibit (provided by the applicant) seems to show that a county ladder truck could negotiate the loop as shown. There is some intrusion of the bumper swinging over the curb at the intersection of Dorsey Lane and Apollo One Lane, but it doesn't appear problematic unless they were to put a street sign or light fixture in that area of intrusion. Also, their exhibit doesn't display individual lines to show the path of travel of each inner and outer/front and rear wheel track and bumper swing. But, the exhibit appears acceptable as far as it goes.
- What is not shown, perhaps because the drawing is only intended as an autoturn exhibit, is the width of the roadways and alleys. Per Subtitle 11-276 of the Prince George's County Code, fire access roads shall be 22 feet wide. If the alleys are less than 22 feet wide, that may be acceptable but only if those alleys are not required for fire access to the buildings. The submittal should show that all entrances to the townhomes are within 150 feet of a fire access road. They may meet that requirement, but we would prefer that Alley D be 22 feet wide to provide access to all of Apollo One Drive without having to circle the entire property.
- Regarding the number of access points to the property, the Fire Department always advocates for robust access for responding emergency forces. NFPA 1 states that "More than one fire access road may be required when vehicle congestion, terrain, or weather conditions could limit access" (NFPA 1 18.2.3.3). The Maryland-National Park and Planning Commission (M-NCPPC) Planning Department may be better able to gauge the number of expected trips in and out of the property onto Hubble Drive, but if congestion is going to be an issue, the code would require the second access point.

Staff has not noted that congestion will be an issue in the vicinity of the subject site.

However, in a second e-mail dated April 17, 2018, the Fire Department indicated that he met with representatives of the project who stated that the alleys were 22 feet wide, if you consider the 18 feet of width of pavement together with a two-foot width depressed curb on either side. The Fire Department, on provision of this additional information, opined that the application meets the fire code.

Further, the Fire Department followed-up on discussions with the applicant's representatives with a site visit, which revealed, in contrast to the applicant's information, that Alley D consists of 15.42 feet of asphalt paving, with 2-foot-wide concrete pans on either side, for a total of 19.42 feet of improved surface. Even though this does not meet the 22-foot requirement, the Fire Department said that the site appears to meet the review requirement of a 22-foot-wide access road provided within 150 feet of each townhouse door. Citing the applicant's revised Autoturn exhibit, the Fire Department concluded that a fire truck could get in and out of the site. The Fire Department stated that the alleys are narrow and may be problematic for many reasons, but with respect to the local and

national fire codes, they meet the requirements. The Fire Department would prefer wider alleys, but cannot require it, as the application meets the Fire Code. Also, though the Fire Department would prefer a second access point, it cannot be required without evidence of expected excessive traffic.

In conclusion, the Fire Department stated that the standard for 22-foot-wide alleys facilitating general traffic circulation is unchanged, but may be more easily applied earlier in cases.

- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated April 4, 2018, DPIE noted that SWM Concept Plan 15253-2006-02, dated January 13, 2017, is consistent with the DSP and that elimination of access to the subdivision at Dorsey Lane and Aerospace Road is not supported. DPIE also offered standard comments regarding improvements within the right-of-way having to be designed in accordance with the requirements of the Prince George's County's Road Ordinance, DPW&T's specifications and standards, and the Americans with Disabilities Act. However, as reflected in Finding 14.c., DPIE ultimately supported closure of the access.
 - i. **Prince George's County Police Department**—At the time of this writing, the Police Department has not returned comment on the subject project.
 - j. **Prince George's County Health Department**—At the time of this writing, the Health Department has not returned comment on the subject project.
- 15. 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.
 - 16. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in conformance with the previously approved CSP.
 - 17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required findings for approval of a DSP:
 - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 27-285(b)(4).**

As there are no environmental features required to be protected under Section 27–285(b)(4) in this portion of Glenn Dale Commons, this otherwise required finding need not be made.

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-06072-02 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. Make the following modifications to the general notes of the plan set:

Note	Revision
5 (1)	Should be revised to indicate that 110 townhouses, not 111, are included in the development.
7	Add 4-16010 and DSP-06072-01/01 to the list of previously approved applications affecting the subject property.
9	Include acreage by zone, including the portion in the I-1 Zone.
15	Update the unit count, including the townhouses and the two family attached units.
16	Density calculation should be done only on the portion of the property that is zoned M-X-T.
19	Information regarding stormwater management should be updated.

b. Correctly reflect Parcel V and its Light Industrial (I-1) zoning throughout the plan set.

c. Remove all reference to the maintenance easement recorded for the decorative fence from the plans.

d. The decorative fence previously required by Condition 1.r. of PGCPB Resolution No. 16-64 shall be eliminated.

e. Provide a standard sidewalk around the entire southern terminus of Dorsey Lane.

2. The crosswalks and the eastern enhanced sitting area adjacent to Lots 20 through 31, Block B, shall be completed prior to issuance of the 88th building permit for the project. Construction of the tot lot in the northwestern corner of the site, the open play area in the central green, and the western enhanced sitting area adjacent to Lots 8 through 19, Block B, shall be completed when the buildings surrounding them are also completed, in phase with development.