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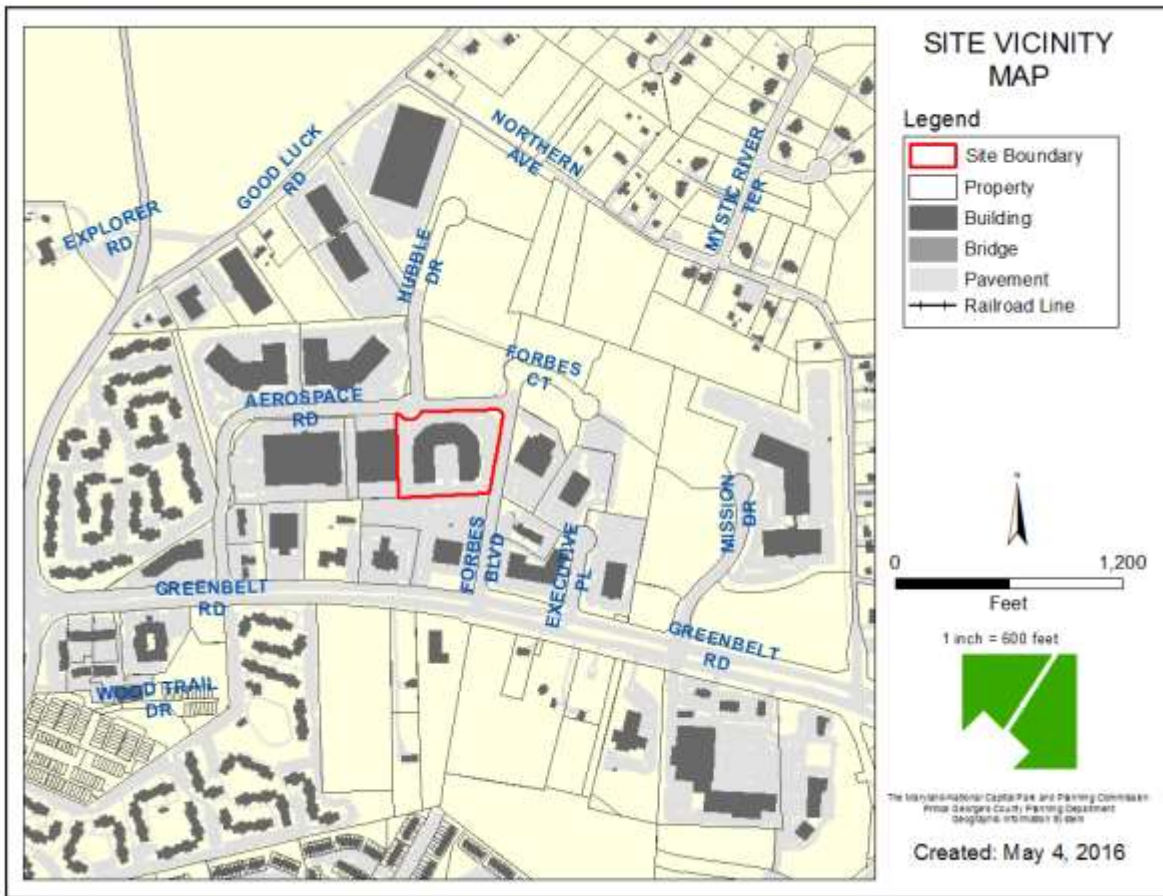
Detailed Site Plan

DSP-16018

Application	General Data	
Project Name: Glenn Dale Commons Phase 4 Location: Southwestern quadrant of the intersection of Aerospace Road and Forbes Boulevard Applicant/Address: SDLM, LLC c/o Sean Bruce 448 Viking Drive Virginia Beach, VA 23452	Planning Board Hearing Date:	03/02/17
	Staff Report Date:	02/22/17
	Date Accepted:	12/12/16
	Planning Board Action Limit:	03/06/17
	Plan Acreage:	5.21
	Zone:	M-X-T
	Dwelling Units:	69
	Gross Floor Area:	207,000
	Planning Area:	70
	Council District:	04
	Election District:	14
	Municipality:	N/A
	200-Scale Base Map:	210NE09

Purpose of Application	Notice Dates	
A detailed site plan (DSP) for 69 single-family attached dwelling units.	Informational Mailing:	05/12/16
	Acceptance Mailing:	12/08/16
	Sign Posting Deadline:	01/31/17

Staff Recommendation		Staff Reviewer: Jill Kosack, RLA, ASLA Phone Number: 301-952-4689 E-mail: Jill.Kosack@ppd.mnccppc.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-16018
Type 2 Tree Conservation Plan TCP2-156-03-09
Alternative Compliance AC-16017
Glenn Dale Commons Phase 4

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 (DSP) application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone 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 4-16015;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- 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; and,
- g. Referral comments.

FINDINGS

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

1. **Request:** This subject DSP is for approval of 69 single-family attached dwelling units (townhouses).

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use	Vacant	Single-family attached residential
Acreage	5.21	5.21
Dwelling Units	0	69
Total Square Footage	0	207,000

Overall Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed	0.40 FAR
Residential Bonus Incentive	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.912 FAR

Note: *Additional density was previously approved in accordance with Section 27-545, Optional method of development, of the Zoning Ordinance.

Parking Requirements*

Total Residential Parking Spaces Required **141 Spaces**
69 Townhouses @ 2.04 spaces each

Total Residential Parking Spaces Provided **152 Spaces**
Garage Spaces (2 standard per unit) 106 spaces
32 units @ 1 per unit 32 spaces
37 units @ 2 per unit 74 spaces
Private On-street Spaces (1 handicapped space) 12 spaces
Permitted On-street Spaces Along Public Roads 34 spaces

Note: * The number of parking spaces for developments in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP, as stated in Section 27-574 of the Zoning Ordinance. In this case, the applicant has chosen to provide the number of parking spaces normally required under Sections 27-568.

3. **Location:** The subject property is located in the southwestern quadrant of the intersection of Aerospace Road and Forbes Boulevard, in Planning Area 70 and Council District 4.
4. **Surrounding Uses:** The subject site is bounded to the north by Aerospace Drive with an existing stormwater pond in the southern portion of Phase 3 of the Glenn Dale Commons development beyond; to the west and south by existing commercial buildings in the I-1 (Light Industrial) Zone; and to the east by Forbes Boulevard with existing commercial buildings in the I-1 Zone beyond.

5. **Previous Approvals:** The property is the subject of a number of prior approvals. The 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* reclassified the subject property from the Light Industrial (I-1) Zone to the Mixed Use-Transportation Oriented (M-X-T) Zone.

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 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 4-16015 was approved by the Planning Board on February 16, 2017 subject to 15 conditions. The subject site also has an approved Stormwater Management Concept Plan (15253-2006-02) which is valid through January 13, 2020.

6. **Design Features:** This subject application proposes 69 single-family attached (townhome) units and eight parcels. The site plan shows 23 units fronting along the abutting public streets, Aerospace Road to the north and Forbes Boulevard to the east, which will be rear-loaded garage units accessed by alleys internal to the site. One vehicular access is proposed via a private street to Aerospace Road in the northwest corner of the property. Internal circulation is proposed through private streets and alleys, which will provide a continuous loop through the development. The private streets accommodate on-street visitor parking and the alleys provide a 22-foot-wide pavement to accommodate vehicular circulation. Fourteen of the internal townhouse units front centrally-located green area and will be rear-loaded units accessed from the internal alleys. The remaining 32 lots are lined along the western and southern property lines, front on the internal private street, and will have front-loaded garages. The private streets and central green area in Phase 4 will be improved with a network of sidewalks that provide connectivity to the abutting public streets and shared recreational facilities to the north in Phase 3. The shared recreational facilities located north of the site will serve Phase 4 and adjacent Phase 1 to the northwest and Phase 3 to the north. These facilities, including a pavilion, multi-age playground, open play areas, community garden, and picnic area, were part of the previously approved Detailed Site Plan DSP-15001, Glenn Dale Commons, Phase 3.

In Detailed Site Plan DSP-06072-01 for Phase 1 of Glenn Dale Commons, a decorative fence was proposed along the entire frontages on Aerospace Road and Hubble Drive. Since Phase 4 is a continuation of the same development, a similar treatment should be provided along the frontages of Aerospace Road and Forbes Boulevard. Therefore, a condition regarding this has been included in the Recommendation section of this report.

Residential Architecture: The applicant has submitted architecture with the subject DSP which includes one model, the ‘Chandler II’ by Dan Ryan Homes. This 20-foot-wide model offers a one-car front-load garage option and a two-car rear-load garage option with a base finished square footage of 1,541. Both versions are approximately 36.5 feet high and offer multiple front elevation options, 1–14. These elevations feature varied rooflines and a variety of façade options, including full or partial brick and siding front façades and partial stone and shaker siding options. Other features include reverse and sloping gables, dormers, specialty windows, enhanced trim and shutters. All of the side elevations provide a minimum of two standard architectural features; however, this requirement is included as a condition of approval to ensure that all models have the minimum number of endwall features in a balanced composition. A separate condition requires a minimum of three standard endwall features combined with a minimum of the first floor finished in brick, stone or stucco on highly-visible lots. In accordance with the townhouse

units (R-T) Zone requirements, a minimum of 60 percent of the proposed townhouse should have full front façades of brick, stone and/or stucco.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the Zoning Ordinance:** The subject DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-547, Uses Permitted, of the Zoning Ordinance. The proposed 69 townhouses are 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 CSP approval. Conceptual Site Plan CSP-06001-01 approved the maximum number and type of dwelling units including: 70 single-family detached dwelling units, 200 townhouse dwellings, 100 two-family units, and 300 multifamily dwelling units. The only other DSP for townhouses approved within the CSP area is DSP-06072-01, which replaced DSP-06072 and included 111 townhouses. Combined with the proposed 69 townhouses, a total of 180 townhouses are proposed, which is below the 200 approved on the CSP.
 - b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The DSP's conformance with the applicable provisions is discussed as follows:
 - (a) **Maximum floor area ratio (FAR):**
 - (1) **Without the use of the optional method of development—0.40 FAR**
 - (2) **With the use of the optional method of development—8.0 FAR**

Comment: The maximum floor area ratio (FAR) with this DSP is 0.91, which meets this requirement, as the optional method of development is utilized and approved with CSP-06001-01 to allow for a maximum of 1.40 FAR.
 - (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

Comment: The applicant proposes to include the residential use in more than one building and on more than one lot, as allowed by the M-X-T regulations.
 - (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

Comment: The submitted DSP proposes regulations for location, coverage and height of all improvements on the subject site of 5.21 acres.
 - (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes**

of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

Comment: Conformance with the Landscape Manual is analyzed in Finding 10 below.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

Comment: While the overall development is accessed by public streets, all of the individual townhouse lots will be served by private streets and alleys. The use of private streets and alleys has been authorized pursuant to Subtitle 24.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (1/2) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width.**

The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

Comment: The lotting pattern proposed with this DSP provides that seven of the 10 building groups will contain more than six units. Two of the building groups are proposed to have eight units and five of the building groups are proposed to have seven units. Additionally, 49 of the 69 lots proposed do not meet the minimum lot size of 1,800 square feet. The 49 lots range in size from 1,500-1,665 square feet. Variances from these requirements were approved with PPS 4-16015. The proposed DSP meet the remaining requirements of this section.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

Comment: This section is not applicable as the property was placed in the M-X-T Zone through a Sectional Map Amendment approved before October 1, 2006.

- c. The DSP is in conformance with the applicable site plan site design guidelines contained in Section 27-283, as cross-referenced in Section 27-274. The subject development

provides a more compact, urban layout, and have the units fronting on roadways in accordance with Section 27-274(a)(11)(B). Where the units do not front on roadways, they front on shared green space.

To convey the individuality of each townhouse unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features such as varied roofline, window and door treatments, projections, colors, and different finish materials. The proposed townhouse architecture is consistent with those guidelines.

- d. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a detailed site plan in the M-X-T Zone, as follows:

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

The 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 pertain 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: This project promotes the orderly redevelopment of the subject property by redeveloping it with townhouses in an organized pattern that provides a central green and outward-facing units. The subject project will enhance the economic status of the County by providing and expanding the 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 East Glenn Dale Sector Plan and SMA by providing a portion of the residential component that has been envisioned. Other portions of the larger Glenn Dale Commons development will provide a mix of commercial, office, and residential medium-, and high-density uses 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 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: The DSP conforms to the underlying CSP and PPS. Any outstanding conditions on the CSP and PPS 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 the vicinity 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 also includes low and high-density housing types and new commercial/retail use, in addition to the existing office use, that will complement each other and 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 DSP is the Phase 4 of Glenn Dale Commons; and is solely for a residential land use. However, the larger development will offer office and retail land uses enabling the subject development to be one of several diverse 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 larger 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 consisting of five phases. Phase 4, together with the other phases, include diverse land uses that will create dynamic, functional relationships among individual uses. Distinctive visual character and identity will be ensured, as demonstrated 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: The subject property is a redevelopment of a previously obsolete office building site. Redeveloping this site promotes optimum land planning as it adds a medium-density residential use adjacent to the existing commercial uses.

- (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 69 townhouses which the applicant has indicated that it will market well with the amenities, enhanced design and diverse land uses to be provided in the larger Glenn Dale Commons project.

- (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 proposed architectural model, with 14 different front elevations, exhibits aesthetically pleasing architectural design utilizing brick, stone, and vinyl siding. Enhanced treatment of the units to be placed on highly-visible lots will ensure excellence in planning.

- (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: This regulation is not applicable to this DSP as the property was placed in the M-X-T Zone through a Sectional Map Amendment approved before October 1, 2006.

- (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 Forbes Boulevard and Aerospace Road on its periphery. Additionally, the units with a side elevation that is highly visible from one of the periphery roads are required, by conditions, to use enhanced architecture. This, together with generous buffering along common property lines, will assist in physically and visually enhancing the existing community and catalyzing rejuvenation.

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

Comment: The residential development approved herein is compatible with the future phases of the larger Glenn Dale Commons development. The residential development approved herein will be buffered from commercial development to the west and south through the use of landscaping.

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

Comment: The subject project involves only a residential use. However, the rest of the 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 proposed residential dwelling units are to be completed in a single stage. Therefore, this requirement is not relevant to the subject project. However, this DSP is the Phase 4 of the larger development and will complement the other phases in this project.

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

Comment: The detailed site plan shows sidewalks along all public and private roads. Some additional connections have been provided in this DSP to link this site to the other phases of the larger development forming a comprehensive pedestrian network to encourage pedestrian activity throughout the development.

- (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: There is one central green within this DSP that will be used as a gathering place. While this location was not envisioned for active recreation facilities under previous approvals, it will be a gathering place for these 69 townhomes and should have a certain level of attention to make it a high-quality destination. The DSP as submitted shows a surrounding concrete sidewalk, lighting and a nearby bike rack. Staff would recommend that additional amenities need to be added to enhance the design of this space and to include benches, trash cans, decorative paving, and decorative landscaping. Therefore, a condition has been included in the Recommendation section of this report requiring these improvements, which will ensure adequate attention has been paid to this gathering place.

- (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, or will be provided by the applicant, 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: The subject application is not a conceptual site plan, so this finding is not applicable.

- (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 adequacy of existing or programmed facilities is necessary.

- (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: The subject property it is not being developed as a Mixed-Use Planned Community. Therefore, this requirement is not relevant to the subject project.

8. **Conceptual Site Plan CSP-06001 and its revision:** The Planning Board approved Conceptual Site Plan CSP-06001-01 on November 19, 2015, subject to 11 conditions, (PGCPB Resolution No. 15-127) specifying that the approval of Conceptual Site Plan CSP-06001-01 would supersede Conceptual Site Plan CSP-06001. 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 or front elevations for the rear-load units facing public roadways. Therefore, proposed conditions 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 and front elevations for rear-load garage units by the Urban Design Section as designee of the Planning Board.

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

Comment: The applicant indicated that the buildings will be constructed in accordance with the 2015 International Building Code, as well as using the following green building techniques:

- (1) Blower door tests will be performed, Energy Star appliances will be used, and low Volatile Organic Compounds (VOC) materials will be used.**

- (2) All heat pumps to be 14 Seasonal Energy Efficiency Ratio (SEER) or better.
- (3) All windows to be double pane.
- (4) All windows to be Low emissivity (Low “E”).
- (5) All light bulbs to be low watt compact fluorescent light (CFL) or equivalent.
- (6) All toilets to be low flow (1.5 gal per flush max).
- (7) All faucets to have water saving aerators.
- (8) Kitchen and bath cabinetry to include partial recycle wood product.
- (9) Use low VOC paint.
- (10) All air conditioning units to use R-410A refrigerant.

- 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: This issue is discussed in Finding 7(d) above.

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

Comment: A detail of the typical lighting fixture was included in the subject plans, indicating that a full cut-off lighting fixture is proposed.

- 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: Recreational facilities approved with the DSP-15001, Glenn Dale Commons, Phase 3, which will be available to residents of the subject DSP-16018, Phase 4, 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. Timing for construction of these facilities was included in previous approvals. As part of the PPS 4-16015 approval, the applicant is required to submit a revised recreational facilities agreement (RFA) and declaration of covenants to ensure the construction and accessibility of the shared private on-site recreational facilities (as approved in CSP-06001) are

available to serve the residents of Phase 4. Therefore, staff recommends that the on-site private recreational facilities will be properly developed and maintained to the benefit of future residents.

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

Comment: As the subject project involves only townhouse 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 close as four feet

Comment: The submitted DSP proposes a modified development standard chart, as allowed by this condition, for the proposed single-family attached units. It varies from the above chart as follows: the minimum lot size proposed is 1,500 square feet; the minimum front setback from right-of-way is 12 feet; the minimum corner setback to side street right-of-way is none; and a footnote was added that ten-foot decks shall be allowed to encroach into any required building restriction line of landscape bufferyard.

A variance from Section 27-548(h) for the minimum lot size was approved with the PPS. The reduction in the minimum front setback is minor, and appears relatively unnecessary as the shortest setback shown appears to be approximately 14 feet. The reduction of the minimum corner setback to side street right-of-way is acceptable given the compact nature of this phase. The footnote regarding decks is unclear and encroachment into landscape bufferyards is not acceptable. Most importantly though, it is unnecessary as the only required building setback in the schedule is in the front, from a right-of-way, where staff would not recommend approval of decks. Therefore, a condition has been included in the Recommendation section of this report requiring this footnote be removed.

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

Comment: Standard sidewalks are provided along all internal roads, excluding alleys. Connections to public sidewalks are also provided for a complete pedestrian network.

- 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 all internal roads, excluding alleys. Connections to public sidewalks are also provided; however, the plan does not indicate a crosswalk across Aerospace Road providing a connection to the sidewalk on the north side of the road. This is an essential neighborhood connection to all of the other phases, including the recreational facilities located to the north. Therefore, a condition has been included in the Recommendation section of this report requiring this critical connection.

- 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 residents of the subject DSP will have the central recreational facilities available to them in Detailed Site Plan DSP-15001, Glenn Dale Commons, Phase 3. 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 application.

- 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.**

- b. **A centrally-located village green shall be provided for this pod.**
- c. **Any on-site recreational facilities required for this pod of the development shall be provided in the community open space across Aerospace Road.**

Comment: This condition is specifically applicable to Phase 4, which was previously Lot 6 of Block A. In accordance with this condition, all internal private streets provide sidewalks along both sides with connections to the existing sidewalks along Aerospace Road and Forbes Boulevard. Additionally, a village green has been located centrally within the site with sidewalk connections to complete the pedestrian network. Shared private on site recreational facilities are programmed to be provided in a central location in Phase 3 to serve Phases 1, 3, and 4 of Glenn Dale Commons, as required.

- 9. **Total development within the subject property shall be limited to permitted uses within an M-X-T Zone, which generates no more than 961 AM and 1,117 PM peak-hour vehicle trips. 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 above stated trip caps include the AM and PM peak hour trips that would be generated by the proposed 69 townhouse units. The DSP is within the conditioned trip caps.

- 9. **Preliminary Plan of Subdivision 4-16015:** Preliminary Plan of Subdivision PPS 4-16015 for Glenn Dale Commons, Phase 4 was approved by the Planning Board on February 16, 2017, subject to 15 conditions, of which the following are relevant to the review of this DSP:

- 4. **A substantial change to the uses or site layout on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.**

Comment: The submitted DSP proposes the same uses and site layout as approved with the PPS.

- 5. **Development of this site shall be in conformance with an approved Stormwater Management Concept Plan and any subsequent revisions. The final plat shall note the Stormwater Management Concept Plan number and approval date.**

Comment: The Department of Permitting, Inspections and Enforcement provided a referral indicating that the site plan is consistent with approved Stormwater Management Concept Plan No. 15253-2006-01.

- 14. **At the time of DSP review, the following revisions shall be made to the landscape plan in accordance with the approved Alternative Compliance (AC-16017):**
 - a. **Along the western and southern property lines, replace 50 percent of the Honey Locusts with another species, and River Birch with species such as Black Gum and Oak.**
 - b. **Revise the 4.10 schedules to indicate the length of street frontage and trees required in accordance with AC-16017.**

Comment: These conditions have been carried forward as required prior to certification of the DSP.

15. **Prior to the approval of any 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 as designated below or as modified by DPW&T/DPIE/DPR, 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 agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
 - a. **One off-site bus shelter installation that is within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c).**
 - b. **At the time of DSP, provide an exhibit that illustrates the location and limits of the off-site bus shelter improvement for the review and approval of the operating agencies. This exhibit shall show the location of the off-site pad or bus shelter installation, as well as any other associated improvements. If at the time of Detailed Site Plan approval alternative off-site improvements are proposed, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section (d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section (c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan.**

Comment: During the review of the PPS, it was determined that a bus shelter at MD 193 and Aerospace Road was required at the time of CSP, and that transportation credits were previously given for this improvement. This bus shelter was required via CSP Condition 10.a. Because the subject site already received credit for this shelter, it cannot be double counted towards the finding of bicycle and pedestrian adequacy. Therefore, an additional shelter was recommended at the time of 4-16010 to satisfy the requirements of Section 24-124.01. Because a specific stop has not been confirmed at this time, staff has recommended that a shelter be provided along the north side of MD 193, at a location determined by the DPW&T Office of Transit. An exhibit should be provided showing the location and details for this shelter prior to certification of the DSP. Therefore, conditions regarding these requirements have been included in the Recommendation section of this report.

10. **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 should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The following discussion is offered regarding the applicable provisions of the Landscape Manual:
 - a. **Section 4.1, Residential Requirements**—Section 4.1 requires a minimum number of trees be provided per townhouse lots, which can be provided on lots or in common open space. The correct schedule is provided on the landscape plan showing this requirement being met for the proposed 69 townhouse lots through the provision of 104 shade trees,

31 ornamental trees and 38 evergreen trees.

- b. **Section 4.6, Buffering Development from Streets**—Section 4.6 requires that, when rear yards of single-family attached dwellings are oriented toward a street, excluding alleys, a buffer area should be provided between the yard and the street. On the subject application, the DSP shows multiple residential lots that this section is applicable to, including Block A, Lot 1; Block B, Lots 1 and 16; Block C, Lots 1, 14, and 15; and Block D, Lots 1 and 14. The required schedules showing the requirements being met have not been provided on the plans. Therefore, a condition has been included in the Recommendation section of this report requiring this to be added prior to certification.
- c. **Section 4.7, Buffering Incompatible Uses**—Section 4.7 requires a bufferyard between adjacent incompatible land uses, which includes the existing commercial uses to the west and south. It was known at the time of PPS that the requirements of this section were not able to be fully met, and therefore, the applicant filed a request for Alternative Compliance, AC-16017, which was approved with the PPS to reduce the required building setbacks and landscape yard widths along the western and southern property lines. The schedules provided on the landscape plan reflect the AC as approved, except they referenced the wrong AC number. Therefore, a condition has been included in the Recommendation section of this report requiring this to be corrected prior to certification.
- d. **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 plants of each plant type required to be native species and/or cultivars is specified below:

Shade trees	50 percent
Ornamental trees	50 percent
Evergreen trees	30 percent
Shrubs	30 percent

The landscape plan provides 80 percent native shade trees, 100 percent native ornamental trees, 100 percent native evergreen trees, and 100 percent native shrubs and, therefore, meets the above requirements.

- e. **Section 4.10, Street Trees Along Private Streets**—Section 4.10 provides specifics for the planting of street trees along private streets, which apply to the subject development. It was known at the time of PPS that the requirements of this section were not able to be fully met, and therefore, the applicant filed a request for Alternative Compliance, AC-16017, which was approved with the PPS, along Private Roads ‘A’ and ‘B’ for the location of the proposed street trees and the number of shade trees along Private ‘Road A’. The schedules provided on the landscape plan reflect the AC as approved, except they referenced the wrong AC number. Therefore, a condition has been included in the Recommendation section of this report requiring this to be corrected prior to certification.
11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the environmental regulations of Subtitle 27 that came into effect on September 1, 2010 because this is a new DSP. This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance (WCO) because it has previously

approved Type I and Type II Tree Conservation Plans, TCPI-03-02 and TCPII-156-03, respectively. An ‘-09’ revision to TCP2-156-03 was submitted with the application.

The overall 74.56-acre Glenn Dale Commons site contains 19.67 acres of existing woodland on the net tract and 0.79 acres of woodland within the 100-year floodplain. 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 20.34 acres is proposed to be met in different phases. On the TCP, Phase 4 shows no woodland conservation on the site and no off-site requirements for the phase because the requirements have been met in previously approved phases and with previously approved off-site credits, which have already been acquired.

The tree conservation plan has been reviewed and requires no technical revisions to be in conformance with the applicable Woodland Conservation Ordinance.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, of the Prince George’s County Code 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 required coverage for the subject 5.21-acre property is 0.521 acre. The detailed site plan indicates compliance with this requirement for the entire area of the DSP through proposed tree plantings.

13. **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 January 4, 2017, the Historic Preservation Section stated that the subject property was previously improved with an office building that was recently demolished. 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. This proposal will not impact any historic sites, historic resources or known archeological sites.

- b. **Community Planning**—In a memorandum dated December 12, 2016, the Community Planning Division provided the following comments:

This application is consistent with planning objectives in the 2006 *East Glenn Dale Area Approved Sector Plan and Sectional Map Amendment* (Sector Plan) and the *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035).

The Sector Plan recommends mixed-use development and contains a series of strategies for the redevelopment of Glenn Dale Commons as a pedestrian-friendly “residential-oriented, mixed-use development.” There are no outstanding planning issues in the Sector Plan that need to be addressed in the review of this application.

This property lies within the General Plan’s Designated Employment Area and the Innovation Corridor. The General Plan defines the Innovation Corridor as having “the highest concentrations of economic activity...and has the greatest potential to catalyze future job growth, research, and innovation in the near-to-mid-term.”

- c. **Transportation Planning**—In a memorandum dated January 31, 2017, the Transportation Planning Section offered an analysis of the DSP’s conformance with the transportation-related CSP conditions, which is incorporated into Finding 8 above, as well as the following comments:

As part of the Preliminary Plan of Subdivision for the subject property PPS 4-16015, staff has determined that the prior approved trip caps established by previous Planning Board action will not be exceeded, and did not require any additional transportation adequacy findings for the PPS.

No additional adequacy findings are required for this detailed site plan application, since the last adequacy findings for the subject property were made by the Planning Board in 2015, which is substantially less than the required elapsed six years for requiring a new adequacy finding for a DSP. On-site circulation is acceptable as presented in the submitted plan.

Based on the preceding findings, the Transportation Planning Section determines that the plan conforms to the required findings for approval of the detailed site plan from the standpoint of transportation.

- d. **Subdivision Review**—In a memorandum dated February 10, 2017, the Subdivision Review Section provided an analysis of the site plan’s conformance with the subsequently approved Preliminary Plan of Subdivision 4-16015, which is incorporated into Finding 9 above. They had two plan comments, which have been included as conditions in the Recommendation Section of this report.

- e. **Trails**—In a memorandum dated February 21, 2017, the trails coordinator provided an analysis of the DSP’s conformance with previous approvals incorporated into Finding 9 above as well as the following summarized comments:

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. The site is covered by the 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area* (area master plan). Due to the site’s location in the MD 193 Corridor, it was subject to the requirements of Section 24-124.01 and the “Transportation Review Guidelines – Part 2, 2013.”

The subject application is within a partially developed area between Northern Avenue and MD 193. Some office buildings and residential uses exist in the immediate vicinity and the Glenn Dale Commons development proposes additional development on some of undeveloped and developed parcels. Three master plan trail/bikeway recommendations are in the vicinity of the subject site. These include designated bike lanes and continuous sidewalks along MD 193, a bikeway along Northern Avenue, and a trail connection from the northern terminus of Forbes Boulevard to the north. The area master plan also identifies Northern Avenue as a “priority sidewalk corridor” as noted in the strategy copied below:

Designate Brookland Road, Facchina Lane, Hillmeade Road, and Northern Avenue as priority sidewalk corridors (area master plan, page 30).

The area master plan also includes a strategy for incorporating trail connections into new development where feasible. This strategy supports the recommendations for a connection from Forbes Boulevard north to Northern Avenue and is copied below:

Incorporate trails into new subdivisions as development occurs. Provide trail connections between subdivisions and land uses to the extent feasible (area master plan, page 31).

The MPOT includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians and provision of complete streets:

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.

The circulation and phasing plan indicates a network of sidewalks and paths along internal roads, road frontages, and around stormwater management ponds. Sidewalks appear to be provided on both sides of all internal roads, excluding alleys. Paths are also provided in some areas where alleys are planned within the townhouse units, giving pedestrians alternative routes as well. A trail also exists around the stormwater management pond/open space parcel north of Aerospace Road. There appears to be a gap in the existing sidewalk along the site's frontage of Aerospace Road.

The area master plan also included a recommendation that new development incorporate a variety of pedestrian safety features and amenities, as copied below:

Incorporate pedestrian safety features such as raised crosswalks, improved lighting, curb bump-outs, and pedestrian signals into new development and redevelopment.

Sidewalks are being provided along all road frontages (Aerospace Road and Forbes Boulevard) and on both sides of all internal roads. Sidewalk access is also shown from the end of 'Private Road B' to Forbes Boulevard. Crosswalks are provided at appropriate locations, except across Aerospace Road. Furthermore, as part of previously approved PPS 4-16010, a road restriping plan has been submitted to provide designated bike lanes along both Aerospace Road and Forbes Boulevard, which will serve the subject site. Recommended conditions are included in the Recommendation section of this staff report.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—At the time of the writing of this technical staff report, the Department of Parks and Recreation did offer comments on the subject application. Previous approvals determined that private on-site recreational facilities were appropriate for this development.

- g. **Permits**—In a memorandum dated January 13, 2017, the Permit Review Section provided comments that have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report.
- h. **Environmental Planning**—In a memorandum dated February 7, 2017, Environmental Planning staff provided comments on the DSP and Type 2 Tree Conservation Plan TCP2-156-03-09 as follows:
 - (1) **Site Description:** The overall 74.56-acre Glenn Dale Commons site is located on the south side of Northern Avenue, approximately 1000 feet southeast of Good Luck Road. Based on available information, the overall 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 500 feet from Phase 4. 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*.
 - (2) **Natural Resource Inventory:** An approved Natural Resources Inventory, NRI-076-06-01, which was approved August 27, 2015 was submitted. No revisions are required for conformance to the NRI.
 - (3) **Stormwater Management:** An approved Stormwater Management Concept plan and approval letter (No. 15253-2006-02) were submitted with the subject application. The plan shows the use of an existing pond to the north of Phase 4 for a majority of the drainage area of the phase. A small drainage area on the southern portion of the site will enter an existing stormdrain system that drains in a southerly direction.

The Environmental Planning Section recommends approval of DSP-16018 and TCP2-156-03-09 subject to no conditions.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated January 9, 2017, the Office of the Fire Marshal provided standard comments regarding fire apparatus, hydrants, and lane requirements. Those issues will be enforced by the Fire/EMS Department at the time of issuance of permits.

j. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 21, 2016, DPIE offered the following comments on the subject application:

- (1) The parcels are located at the intersection of Aerospace Road, Hubble Drive and Greenbelt Road (MD 193). Frontage improvements and right-of-way dedication for Hubble Drive within the limit of this phase (Phase 4) in accordance with the Department of Public Works and Transportation's (DPW&T) roadway standards are required. Improvements of Aerospace Road and Forbes Boulevard in accordance with DPW&T's standards and specification are required.
- (2) Right-of-way dedication along Northern Avenue is to be in accordance with DPW&T's residential roadway standards. Frontage improvements along offsite roads in lieu of improving Northern Avenue have been approved by DPIE.
- (3) All improvements within the public rights-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act (ADA).
- (4) Conformance with street tree and street lighting standards is required.
- (5) All storm drainage systems and facilities are to be in accordance with DPIE, DPW&T and Department of Environment (DoE) requirements.
- (6) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
- (7) A soils investigation report that includes subsurface exploration and geotechnical engineering evaluation for public streets is required.
- (8) Provide fire truck maneuverability analysis to demonstrate adequate turning radius for all roadways and parking lots.
- (9) The proposed site plan is consistent with an approved Stormwater Management Concept Plan No. 15253-2006-01, dated July 29, 2015.
- (10) Applicant shall prepare a 100-year floodplain study or 100-year conveyance analysis and secure a 100-year floodplain delineation approval for existing streams and channels upstream and adjacent and downstream to the site and adjust the lots and project layout as required.
- (11) The final Erosion and Sediment Control Plan No. 152-10 for Phase 3 was originally approved on February 16, 2010.
- (12) The existing stormwater management pond for this site was constructed under Site Development (SD No.89735-22).
- (13) Based upon the recent revision for the site, this site (Phase 4) is meeting environmental site design (ESD) requirements by reduction in impervious area.

- (14) This memorandum incorporates the site development plan review pertaining to stormwater management (Section 32-182(b) of the Prince George's County Code). The following comments are provided pertaining to this approval phase:
- (a) Final site layout, the exact impervious area locations are shown on plans.
 - (b) The exact acreage of impervious areas has not been provided.
 - (c) Proposed grading is shown on the plans.
 - (d) Delineated drainage areas at all points of discharge from the site have not been provided.
 - (e) Stormwater volume computations have not been provided.
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - (g) A narrative in accordance with the County Code has not been provided.
 - (h) Provide the above information (a-g) at the time of final site permit issuance.

Comment: The above requirements are required to be addressed at the time of technical plan approvals and prior to issuance of permits.

- k. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did offer comments on the subject application.
- l. **Prince George's County Health Department**—In a memorandum dated February 8, 2017, the Environmental Engineering Program of the Health Department stated that they had completed a health impact assessment review of the subject DSP and had the following comments:
- (1) A quality transit system is an essential element to creating a healthier community. It encourages riders to walk as a part of their daily routine and is critical to reducing an individual's risk for heart disease, obesity, stroke and diabetes. It also minimizes the number of automobile accidents that occur and it facilitates cleaner air by reducing air pollution. In addition, transit reduces isolation by creating access to grocery stores, medical services, employment and education. It is well documented that the property lies within a well-connected regional transit network.

Comment: This is noted and has been transmitted to the applicant.

- (2) The public health value of a bicycle and pedestrian friendly environment has been well documented. The existence of pedestrian friendly streets provides incentives for people to walk rather than drive. A pleasant walking environment

is a step toward encouraging people to choose transit, bikes, or walking over cars. In addition to environmental benefits, pedestrian friendly sidewalks yield health benefits by encouraging exercise.

Comment: This is noted. The submitted DSP provides a complete pedestrian system.

- (3) There are two market/grocery stores within a one-half mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.

Comment: This is noted and has been transmitted to the applicant.

- (4) The public health value of access to active recreational facilities has been well documented. Indicate the location of active recreational facilities within one-quarter mile of the proposed residences.

Comment: Active recreational facilities were evaluated with the CSP-06001-01 approval. Private facilities are provided in Phase 3 of the development, which is covered under DSP-15001.

- m. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated September 28, 2016, WSSC provided comments relating to water and sewer service that will be required prior to issuance of permits.
 - n. **Verizon**—At the time of the writing of this technical staff report, Verizon did not offer comments on the subject application.
 - o. **Baltimore Gas & Electric (BG&E)**—At the time of the writing of this technical staff report, BG&E did not offer comments on the subject application.
- 16. 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 without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
 - 17. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in general conformance with the approved Conceptual Site Plan CSP-06001-01.
 - 18. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a detailed site plan:

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 24-130(b)(5).

While there are regulated environmental features on the overall Glenn Dale site, there are no regulated environmental features within the boundaries of the subject property; therefore, no Primary Management Area is located on the subject property and no findings with regard to Section 27-285(b)(4) are required.

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-16018 and Type 2 Tree Conservation Plan TCP2-156-03-09 for Glenn Dale Commons Phase 4, subject to the following conditions:

1. Prior to certificate of approval of the detailed site plan (DSP), the applicant shall make the revisions or provide information as follows:
 - a. Procure signature approval of Preliminary Plan of Subdivision 4-16015.
 - b. Revise the template to show the rear-loaded garage unit.
 - c. Provide architectural elevations for the rear-load garage units in conformance with CSP-06001-01, Condition 2(a).
 - d. Revise General Note 5(a) to indicate 69 Lots and 8 Parcels.
 - e. Revise the General Notes to reflect the correct findings of this and all previous applicable approvals.
 - f. All rear-loaded garage townhouses shall be built with a minimum 20-foot-wide by four-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.
 - g. Maintenance Easement shall be defined in the legend as “ME” and given a symbol that is legible throughout the plan set.
 - h. Provide a decorative fence, and detail, along the frontages of Aerospace Road and Forbes Boulevard, the same as was approved on Detailed Site Plan DSP-06072-01.
 - i. Provide a minimum of one crosswalk across Aerospace Road in a location convenient to Phase 4.
 - j. Provide additional amenities within the central green, to include benches, trash cans, decorative paving, and decorative landscaping to be reviewed by the Urban Design Section as designee of the Planning Board.
 - k. Remove the footnote regarding decks from the Development Standards chart.
 - l. Provide an exhibit depicting the location, details, and specifications for the bus shelter
 - m. Revise the architecture to show and/or provide notes as follows:
 - (1) Provide a minimum of two standard endwall features in a balanced composition on all house models.
 - (2) A minimum of three standard endwall features combined with a minimum of the first floor finished in brick, stone and/or stucco shall be provided in a balanced composition on corner and highly-visible lots, including:

Block A: Lot 1
Block B: Lots 1 and 16
Block C: Lots 1, 7, 8, 14, 15, and 21
Block D: Lots 1 and 14

- (3) Above-grade foundation walls shall either be finished with materials compatible with the primary facade design, or shall be textured or formed to simulate a finish material such as brick, stone, and/or stucco.
- n. Revise the landscape plan as follows:
 - (1) Demonstrate conformance with Section 4.6 for Block A, Lot 1; Block B, Lots 1 and 16; Block C, Lots 1, 14, and 15; and Block D, Lots 1 and 14.
 - (2) Reflect the correct Alternative Compliance number on the plans.
 - (3) Along the western and southern property lines, replace 50 percent of the Honey Locusts with another species, and River Birch with species such as Black Gum and Oak.
 - (4) Revise the 4.10 schedules to indicate the length of street frontage and trees required in accordance with AC-16017.
- 2. No two identical front elevations shall be located next to or across the street from one another.
- 3. A minimum of 60 percent of the townhouse units shall have full front façades (excluding gables, bay windows, trim, and doors) of brick, stone, and/or stucco.
- 4. Prior to issuance of the 35th building permit in Phase 4, the applicant shall have completed construction of all improvements in the central green.
- 5. Prior to the approval of any 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, as designated below or as modified by DPW&T/DPIE/DPR, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. One off-site bus shelter at one of the existing stops along the north side of MD 193, or as modified by the DPW&T Office of Transit. If this bus shelter is declined by DPW&T, this condition shall be void.
 - b. One off-site bus shelter at the relocated Washington Metropolitan Area Transit Authority (WMATA) bus stop located on the north side of existing Aerospace Road, and east of Hubble Drive, or as modified by the DPW&T Office of Transit.