

The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>.

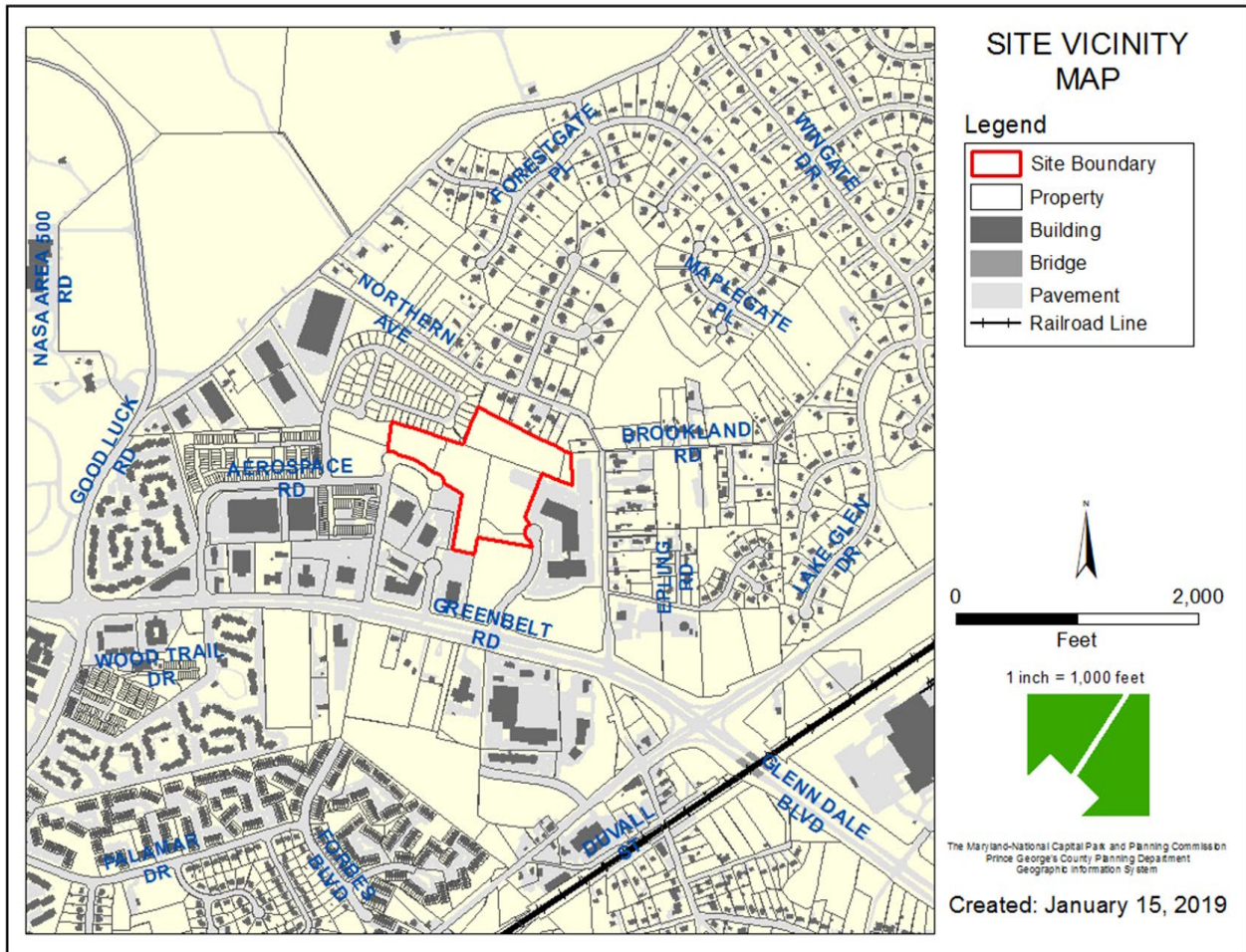
Detailed Site Plan Alternative Compliance

**DSP-18050
 AC-19006**

Application	General Data	
Project Name: Glenn Dale Commons Location: In the northwestern quadrant of the terminus of Mission Drive, and on the north and east side of Forbes Court, north of MD 193 (Greenbelt Road). Applicant/Address: Jemal's Greentec Land, LLC 702 H Street NW, Suite 400 Washington, DC 20001	Planning Board Hearing Date:	04/11/19
	Staff Report Date:	03/26/19
	Date Accepted:	01/28/19
	Planning Board Action Limit:	04/11/19
	Plan Acreage:	20.08
	Zone:	M-X-T
	Dwelling Units:	232
	Gross Floor Area (sq. ft.):	559,120
	Planning Area:	70
	Council District:	04
	Election District:	14
	Municipality:	N/A
200-Scale Base Map:	210NE09	

Purpose of Application	Notice Dates	
Construction of Phase 2 of the Glenn Dale Commons development consisting of 232 two-family attached dwelling units. Variance from Section 25-122(b)(1)(g)	Informational Mailing:	10/24/18
	Acceptance Mailing:	01/25/19
	Sign Posting Deadline:	03/12/19

Staff Recommendation		Staff Reviewer: N. Andrew Bishop Phone Number: 301-952-4897 Email: Andrew.Bishop@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-18050
Alternative Compliance AC-19006
Type 2 Tree Conservation Plan TCP2-156-03-11
Glenn Dale Commons

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

EVALUATION

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

- a. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) Zone and site design guidelines;
- b. The requirements of Zoning Map Amendment A-10038-C;
- c. The requirements of Conceptual Site Plan CSP-06001 and its amendments;
- d. The requirements of Preliminary Plan of Subdivision 4-18012;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- h. Referral comments.

FINDINGS

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

1. **Request:** The subject application is a detailed site plan (DSP) for approval of Phase 2 of the larger Glenn Dale Commons development and consists of 232 two-family attached dwelling units in the Mixed Use-Transportation Oriented (M-X-T) Zone.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Vacant	Residential
Acreage	20.08	20.08
Area within 100-year floodplain	2.81	2.81
Net Tract Area (acres)	17.27	17.27
Dwelling Units		
Two-family Attached	0	232
Total	0	232
Lots	4	0
Parcels	2	34
Gross Floor Area (GFA) (sq. ft.)	0	559,120*
Floor Area Ratio (FAR)	0	0.16**
Based on the 3,603,987 square feet of net tract area in the M-X-T Zone on the conceptual site plan.		

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

Base Density Allowed	0.40 FAR
Residential Bonus Incentive Factor	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.16 FAR**

Notes: *The GFA is not provided in the general notes on the DSP. A condition has been included in the Recommendation section of this report requiring that information. The analysis provided within this TSR was based on the correct proposed GFA as indicated above.

** The FAR provided by the applicant is not consistent with the calculated FAR for the site, per Section 27-548(e) of the Zoning Ordinance, and must be corrected. A condition has been included in the Recommendation section of this report requiring that the correct FAR be provided in the general notes as indicated above. The analysis provided within this TSR was based on the correct proposed FAR of 0.16 as indicated above.

Parking Analysis*

Total Residential Parking Spaces Provided	363**
Garage Spaces (1 standard per unit)	232 spaces
Private On-street Spaces (1 handicapped space)	131 spaces

Notes: *The number of parking spaces required in general for two-family dwellings pursuant to Part 11 Parking and Loading, Section 27-568 of the Zoning Ordinance is 464 spaces. However, the number of parking spaces required in the M-X-T Zone is calculated based on a formulaic analysis generated by the applicant in accordance with Section 27-574, which is then approved by the Planning Board at the time of DSP. This is discussed further in Finding 7 below.

** The applicant has noted that the driveways for all units are of sufficient size to accommodate a tandem parking space, for an additional possible 232 spaces. These additional spaces are not included in the provided spaces above as Section 27-551(a) and (e) allows the use of tandem driveway spaces as required parking spaces only for one-family dwellings.

Architectural Data	Base Finished Area (sq. ft.)
Jordan (Lower level unit, 1-car, 24-foot wide)	1,484
Rathburn (Upper level unit, 1-car, 24-foot wide)	2,410

- Location:** The site is 20.08 acres, zoned M-X-T, and is located at the northwestern quadrant of the terminus of Mission Drive, and on the north and east side of Forbes Court, approximately 1,200 feet north of MD 193 (Greenbelt Road), in the eastern portion of the larger Glenn Dale Commons development, as approved in Conceptual Site Plan CSP-06001-02, which included 87.24 acres. The property is located in Planning Area 70, and Council District 4.
- Surrounding Uses:** The subject site is bounded to the south by existing commercial office uses in the M-X-T and Light Industrial (I-1) Zones, and by the undeveloped public right-of-way of Forbes Court to the southwest; to the north and west by existing single-family detached dwellings in the Rural Residential (R-R), Residential-Estate (R-E), and M-X-T Zones; and to the east by office uses in the M-X-T Zone and the public right-of-way of Mission Drive.
- Previous Approvals:** 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) retained this property in the I-1 and Planned Industrial/Employment Park (I-3) Zones. However, Prince George’s County Council Resolution CR-23-2006 rezoned several of the parcels within Glenn Dale Commons to the M-X-T Zone on March 28, 2006.

CSP-06001 was approved by the Prince George’s County Planning Board on February 1, 2007 (PGCPB Resolution No. 06-282), with 22 conditions for the overall mixed-use Glenn Dale Commons development. CSP-06001-01 was approved by the Planning Board on December 10, 2015 (PGCPB Resolution No. 15-127), with 11 conditions. CSP-06001-02 was approved by the Planning Board on February 14, 2019 (PGCPB Resolution No. 19-18), with five conditions.

The 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) retained the site in the M-X-T Zone and designated it as one of the focus areas.

Zoning Map Amendment A-10038-C was approved by the Prince George's County District Council on March 12, 2018, which rezoned an additional 10.39 acres of land to the M-X-T Zone, which was included in the CSP amendment, CSP-06001-02. The boundary of Phase 2 includes this 10.39 acres that was rezoned by A-10038-C, as well as a portion of the property that was rezoned through the East Glenn Dale Sector Plan and SMA. Preliminary Plan of Subdivision (PPS) 4-18012 was approved by the Planning Board on February 7, 2019 (PGCPB Resolution No. 19-22), for creation of 34 parcels, subject to 18 conditions. The subject site also has an approved Stormwater Management Concept Plan (6447-2016-01), which is valid through November 29, 2019.

6. **Design Features:** This subject application proposes 19 buildings for the 232 two-family attached dwelling units and 8 parcels. The site plan shows two-over-two units fronting along the private streets, with rear-loaded garages accessed by alleys, internal to the site, fronting along the private streets. One vehicular access is proposed via a private street intersecting Mission Drive in the southeast corner of the property. Internal circulation is proposed through private streets and alleys, arranged in a grid pattern, which create a continuous loop through the development. The private streets are 22 feet wide and accommodate on-street parking. The proposed alleys are 18 feet wide and accommodate vehicular circulation to the individual driveways, and are not intended for general circulation. The private streets in Phase 2 will be improved with a network of sidewalks that provide connectivity throughout the site and include a series of sidewalks and trails through central landscaped courtyards. These courtyards provide a unique design element for the community and include sitting areas with benches for passive recreational opportunities for the residents. The pedestrian trails in the courtyards connect to the trails throughout other parts of the site and link Phase 2 to the central community recreational area west of the site.

Architecture: Two dwelling unit models, the Jordan and the Rathburn, for the 24-foot-wide two-family buildings are proposed with this application. They have a minimum base finished square footage of 1,484 and 2,410 square feet, respectively. These two-family dwelling units are stacked one above the other resulting in a four-story design. The Rathburn is the upper-level unit and the Jordan is the lower-level unit each with a one-car garage. A total of 19 building sticks are proposed and arranged in a grid pattern. The proposed two-family dwellings propose a combination of brick and vinyl siding in 13 different front elevations. Various architectural elements such as dentils, keystone arched windows, and box windows are appropriately used to achieve a rich visual effect. In addition, it is noted that cantilevered wood decks are proposed on the rear of each dwelling unit and shown as standard options on the architectural elevations.

Highly visible front and side elevations have been identified on the site plan; however, staff believes that buildings adjacent to roadways or programmed open space should be designated as highly visible. Specifically, the front and side elevations, as listed below:

- (a) Eastern end of building on Parcel 3
- (b) Western end of building on Parcel 4
- (c) Eastern end of building on Parcel 6
- (d) Western end of building on Parcel 7
- (e) Eastern end of building on Parcel 9
- (f) Western end of building on Parcel 10
- (g) Eastern end of building on Parcel 11

- (h) Western end of building on Parcel 12
- (i) Eastern end of building on Parcel 13
- (j) Western end of building on Parcel 14
- (k) Eastern end of building on Parcel 15
- (l) Western end of building on Parcel 16

The DSP does not provide adequate detail to determine how the highly visible buildings will be architecturally treated, which must be labeled on the architectural elevations prior to certification. Conditions have been included in the Recommendation section of this report requiring identification of the listed additional highly visible front and side elevations; revision of the architectural elevations to indicate which elevation is for highly visible buildings; and identification of the unit numbers on Parcels 13, 14, 15, 16, 17, and 19.

Lighting: The photometric plan indicates the use of a decorative light-emitting diode (LED) fixture on a 14-foot-high black pole. Details of the proposed lighting fixture and photometrics are provided in the DSP. However, details showing full cut-off fixtures have not been provided, which are required by prior approvals. Therefore, a condition is included in the Recommendation section of this report requiring full cut-off fixtures be provided.

Recreational Facilities: At the time of approval of PPS 4-18012 for this site, the Planning Board determined that the applicant would provide on-site private recreational facilities to serve future residents. In accordance with the *Park and Recreation Facilities Guidelines*, for a development of 232 two-family attached dwelling units in Planning Area 70, a recreational facility package worth approximately \$264,142 is needed to serve this development. The proposed recreational facilities, meeting the required value, include the following:

- (a) Gazebo and sitting area (Recreational Facility 1)
- (b) Sitting area with four benches (Recreational Facility 2)
- (c) One playground with swing set and spinner (Recreational Facility 3)
- (d) One school-age playground (5–11) (Recreational Facility 4)
- (e) Tot bike track (Recreational Facility 5)
- (f) Central pedestrian path and sitting areas (Recreational Facility 6)
- (g) Dog park (Recreational Facility 7)
- (h) Butterfly garden (Recreational Facility 8)
- (i) Natural surface trail (Recreational Facility 9)

The recreational areas are proposed throughout the community including the sitting area in the southern portion of the site, the butterfly garden on the west, the dog park to the north, and two outdoor tot lot activity areas in the northeastern portion of the community, including a tot bicycle track, which will allow active outdoor play opportunities for children.

It is noted that the recreational facilities have been shown and labeled on the site plan, and details of all the facilities have been provided. However, the value for these facilities include items that do not provide any recreational value, such as clearing and grading, that cannot be counted toward fulfillment of the required recreational value. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to revise the recreational values schedule to remove these items and provide the appropriate details, in support of the values claimed to meet the required value.

Signage: The applicant is proposing community signage on the property and proposing one freestanding monument sign in the DSP. The monument sign is approximately 4.5 feet high and is located on the north and south sides of the private road, at its intersection with Mission Drive. The signs include stone veneer with stone-capped monument columns, 3 to 6 feet in height, on each end of the wall. The wall on the northern portion of the road features a channel letter sign, that is approximately 2.5 feet in height and displays the community's name. The columns are bordered by a 4-foot-tall, estate-style fence that frames the entrance.

The signs appear to be generally acceptable. However, staff notes that a detail for the southern entrance monument sign has not been provided, and shall be shown for clarification. In addition, the applicant has indicated that the signage will be illuminated by up-lighting. Staff recommends that it be shown on the detail and that any up-lighting that is proposed not cause glare onto the neighboring dwelling units. Therefore, conditions have been included in the Recommendation section of this report requiring that details and specifications for the southernmost entrance monument sign be provided, that the location of the up-lighting be shown, and that the proposed up-lighting not cause glare onto the neighboring dwelling units.

COMPLIANCE WITH EVALUATION CRITERIA

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

- a. The subject application is in conformance with the requirements of Section 27-547, which governs uses in mixed-use zones.
 - (1) The proposed two-family attached residential use is a permitted use in the M-X-T Zone.
 - (2) Section 27-547(d) provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:
 - (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**

The submitted DSP for Phase 2 proposes 232 two-family dwellings only; however, the overall Glenn Dale Commons development, as approved in CSP-06001-02, provides more than one use category, such as commercial uses in Phase 5. Therefore, the DSP is in conformance with this requirement.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for 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

This development will use the optional method of development, and specifically utilizes one bonus incentive in Section 27-545(b), as follows:

(b) Bonus incentives.

(4) Residential use.

(A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.

The DSP proposes a total of 232 two-family attached residential dwellings, allowing for a maximum allowed FAR of 1.40. A maximum FAR of approximately 0.16 is proposed, which meets this requirement.

(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.

The DSP shows that the uses included in this DSP will be located in more than one building and one lot as permitted under this section.

(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.

The detailed site plan proposes appropriate bulk requirements including the location, coverage, and height of all improvements, as permitted under this regulation.

(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.

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), as discussed in Finding 11 below.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the of building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed development of 559,120 square feet applied to the entire CSP site is 0.16, which is calculated in accordance with this requirement.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

There are no private structures within the air space above, or in the ground below, public rights-of-way as part of this project. Therefore, the DSP is in conformance with this requirement.

- (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.**

PPS 4-18012 has been approved for Phase 2, which is the subject of this application. The Planning Board in the approval of the PPS authorized the use of private streets and alleys pursuant to Subtitle 24 of the Prince George's County Code for this subdivision.

- (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 two hundred (1,200) 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 eight (8) townhouses per building group, except where 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. The minimum building width in any continuous, attached group shall be eighteen (18) 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 (½) 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. The minimum building width in any continuous, attached group shall be eighteen (18) 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 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.

The project is not subject to this requirement because there are no townhouses proposed.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

There are no multifamily buildings proposed with this DSP, so this requirement is not applicable. It is noted that the two-family attached dwellings proposed with this DSP are approximately 45 feet in height.

- (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).**

The majority of the property was rezoned to the M-X-T Zone through an SMA approved on March 28, 2006. The remainder of this site was rezoned to the M-X-T Zone through A-10038-C. Therefore, this requirement does not apply to the subject DSP.

- c. In accordance with Section 27-546(d), in addition to the findings required to approve a DSP, the Planning Board shall make the following findings for projects in the M-X-T Zone:

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

Conformance to the purposes of the M-X-T Zone was found with the approval of CSP-06001-02 and is adopted herein by reference (PGCPB Resolution No. 19-18). The DSP is in conformance with the CSP and promotes the orderly development and redevelopment of land with a portion of the residential component of this mixed-use community, in close proximity to the commercial/retail component in Phase 5, directly south of the subject property. It is also noted that the development provides for the redevelopment of an industrial area and will create an attractive and distinctive community that will promote economic growth and vitality.

- (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;**

A portion of the subject property was rezoned to the M-X-T Zone by the East Glenn Dale Sector Plan and SMA approved on March 28, 2006. The remainder of this property was placed in the M-X-T Zone by A-10038-C by the

District Council. As such, the development proposed in this DSP is subject to the applicable requirements of the M-X-T Zone, the conditions of prior approvals, and the required findings for approval of a DSP in the Zoning Ordinance.

- (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;**

The two-family dwellings proposed with this DSP will create a transition between the single-family detached units in Phase 3 to the northwest, and the existing office and future commercial/retail uses south of the subject property. The layout of the residential component with this DSP will generally be oriented toward the existing street pattern achieving the outward orientation. This redevelopment is expected to rejuvenate the existing neighborhood and inject new economic vitality into the immediate area through the addition of new residents.

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

As stated previously, the development proposed in this DSP will be buffered from the surrounding uses in accordance with the Landscape Manual, and compatibility with the existing and proposed developments in the vicinity has been met by providing a visually compatible housing type and style that will provide a transitional area from the single-family detached homes to the north and west, the office buildings to the east and south, and the retail uses south of the subject property and along MD 193.

- (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;**

The design scheme provided with this DSP reflects a cohesive development in and among the existing and approved residential and commercial uses in the overall Glenn Dale Commons development and surrounding vicinity. The development of Phase 2, with pedestrian and vehicular connections and private recreational facilities, is capable of sustaining a high-quality, independent environment of quality and stability, if the conditions of approval are adopted.

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

Phase 2 is the subject of this application and is designed for two-family residential uses that will be completed in two sub-phases, in accordance with final grading permits. The proposed residential phase will be self-sufficient, in terms of access and recreational facilities, while also being integrated with previous phases through the use of trails and vehicular access, as conditioned.

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

A comprehensive sidewalk network has been proposed and is generally shown on both sides of all roadways. The sidewalks are proposed to further connect with the existing office building and surrounding neighborhoods. In a memorandum dated March 15, 2019 (Shaffer to Bishop), and incorporated herein by reference, the trails coordinator stated that, from the standpoint of non-motorized transportation, it has been determined that the plan is acceptable, in accordance with this requirement.

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

The applicant is proposing pedestrian pathways throughout the site and gathering areas, which include a gazebo and sitting areas, a school-age playground, a dog park, and a butterfly garden, in addition to benches and trash receptacles throughout the site. These areas have been designed with adequate attention to human scale and high-quality urban design.

- (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.**

This application is not a conceptual site plan, therefore 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 approved by the applicant.**

The companion PPS 4-18012 was approved by the Planning Board on February 7, 2019. The transportation adequacy findings in that PPS are discussed in Finding 10 below.

- (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.**

Glenn Dale Commons is not being developed as a mixed-use planned community. Therefore, this provision does not apply.

- d. The DSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 and as cross referenced in 27-283 and has been found to conform as set forth in this TSR, the applicable site plans and referrals incorporated herein by reference. For example, the subject development provides amenities that are functional and constructed of durable, low-maintenance materials; pedestrian access is provided to the site from the public right-of-way; and each model employs a variety of architectural features and designs, such as window and door treatments, projections, colors, and materials.
- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The detailed parking analysis methodology is as follows:

It is conceded that the methodology is based on the concept that the site contains a mix of uses. While the overall Glenn Dale Commons development is a mix of uses, the subject site is one use, residential. The applicant has submitted a revised parking analysis dated February 25, 2019, from Lenhart Traffic Consulting, Inc. Staff continues to have issues with the parking analysis, as presented, as noted below:

- (1) One of the biggest issues in townhouse and townhouse-style communities in Prince George's County is parking. While conceding that the residences are not townhouses in the sense of being single residences on fee-simple lots, they resemble townhouses with individual garages. If the site is under-parked, staff would be concerned with parking spillover onto adjacent commercial and residential areas.
- (2) Reference is made to Section 27-574 of the Zoning Ordinance. The analysis follows a procedure using an hourly fluctuation for the single use proposed and concludes that the site requires 464 parking spaces per Sections 27-568 and 27-574. The analysis concludes the following:

“A. The site provides 595 parking spaces as follows:

- i. 232 garage parking spaces
- ii. 131 on-street parking spaces as clearly delineated on the plans
- iii. 232 tandem driveway parking spaces

“B. The driveway parking spaces are considered in consideration that the condominium documents will give individual units ‘ownership’ of the driveway behind the garages associated with each unit. The various driveways on the site meet the size requirement for consideration as parking spaces.”

- (3) The parking analysis relies on the Parking Generation Manual (Institute of Transportation Engineers), as a means of analyzing the number of parking spaces sufficient to serve the development. The submitted parking analysis twice indicates that the Parking Generation Manual is used to compute a base requirement, in accordance with Section 27-574. This is erroneous; Section 27-574 states that the parking requirements for each use are to be computed “based on the requirements of Section 27-568,” with no other provision made for outside sources. The number of spaces required to serve all uses is “the greatest number of spaces in any one hour for the combined total of all uses proposed,” based on the hourly usage fluctuation for each use, and this number is termed by Section 27-574 as the base requirement.

Based on the above determinations in the parking analysis, adequate parking is provided on the site. Sufficient evidence is provided to show that 595 parking spaces, including the use of driveways leading to the one-car garages that are part of each unit, are adequate for the proposed 232 two-family residences.

8. **Zoning Map Amendment A-10038-C:** A-10038-C was approved by the District Council on March 12, 2018, with six conditions. The conditions pertinent to the current application warrant discussion, as follows:

1. Additional pedestrian and vehicular connections should be provided.

The DSP shows the locations for appropriate pedestrian and vehicular connections. In a memorandum dated March 8, 2019, the Transportation Planning Section noted that the applicant provided exhibits showing a potential additional vehicular connection, but noted that the DSP only proposes one access point. Staff recommends that the applicant provide an additional emergency vehicular access, as discussed further in Finding 10 below.

2. The architecture for the mixed-use development on the subject site should be well coordinated. The buildings should create visual interest through their, form, massing, fenestration, and architectural detail. Durable, high-quality materials should be used as finish material on the elevations.

The applicant is proposing 13 different front elevations for the subject DSP, exhibiting aesthetically pleasing architectural design, as well as the use of a combination of brick and vinyl siding. Staff recommends that enhanced treatment of highly visible buildings be provided, which is conditioned herein.

3. Standard sidewalks should be provided along both sides of all public roads, unless modified by Department of Public Works and Transportation (DPW&T).

Standard sidewalks are shown at appropriate locations.

4. **Bicycle parking should be provided on-site, with the number and location(s) to be determined at the time of Conceptual Site Plan and Detailed Site Plan.**

Bicycle parking is shown in acceptable locations.

5. **The provision of a trail connection from the proposed multifamily dwelling units to Forbes Boulevard should be considered at the time of Conceptual Site Plan and Detailed Site Plan.**

Multifamily units are no longer being proposed in this phase and have been replaced with two-family attached dwellings, as approved with CSP-06001-02. The DSP shows a proposed location for a trail connection from the two-family attached units to Forbes Boulevard, and has been determined to be adequate.

6. **Buffering in the form of landscaping, open space, berming, attractive fencing, and/or other creative site planning techniques should be utilized to protect existing residential areas.**

Buffering has been shown and determined to be sufficient, and is compatible with the surrounding properties, as discussed in Finding 11 below.

9. **Conceptual Site Plan CSP-06001 and its amendments:** CSP-06001 and its two amendments were approved by the Planning Board on December 7, 2006, December 10, 2015, and January 31, 2019, respectively (PGCPB Resolution Nos. 06-282, 15-127, and No. 19-18), with conditions. Each CSP amendment addressed or carried forward the previous CSP conditions. Therefore, the conditions of CSP-06001-02, that are applicable to this application are as follows:

1. **Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:**

- e. **The following standards shall apply to the development:**

Standards

	SFA	SFD	TFA
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 cul-de-sac	N/A	25 feet	N/A
Maximum lot coverage	N/A	60%	N/A
Minimum front setback from R-O-W	15 feet	20 feet*	7 feet
Minimum side setback	None	5 feet**	None
Minimum rear setback	None	20 feet**	None
Minimum corner setback to side street R-O-W	10 feet	12 feet	N/A
Maximum residential building height	50 feet	35 feet	50 feet
Minimum Green area	N/A	N/A	N/A

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

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

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

The subject application has included these revised standards and is in conformance to the above standards for the two-family attached dwellings, as established with the CSP-06001-02 approval for the subject project. It should be noted that all standards approved in the DSP will become the standards for the development.

3. 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. The front façade of the buildings 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) Well-designed façades with regular and attractive patterns of fenestration. For the vertically mixed-use buildings, the ground level shall be predominantly store fronts.**
 - (3) Use of architectural detail such as, but not limited to, tower elements, keystone arches, or decorative lintels on the elevations.**
 - (4) For the side elevations, a minimum of three architectural features shall be provided.**
 - (5) A varied roofline.**

The submitted elevations for architectural models for the subject DSP did not include enhanced front or side elevations to be utilized on the highly visible buildings. Therefore, a condition in the Recommendation section of this staff report has been added that would both designate the highly visible buildings in the DSP and require that, prior to certification, the applicant designate, for review and approval, highly visible architectural elevations that meet the above requirements.

b. Provide adequate on-site recreational facilities to serve future residents, in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.

This condition is being met by the fulfillment of the mandatory dedication required at the time of PPS. Conditions of the PPS require that adequate on-site recreational facilities are being provided for the development to be constructed in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. The applicant has proposed sitting areas, a butterfly garden, a dog park, and two outdoor tot-lot activity areas, in fulfillment of this requirement. Staff is recommending an appropriate timing for the construction of these facilities to serve the needs of the community. In addition, it is noted that a private HOA trail is proposed that will connect to the central recreational facilities for the greater Glenn Dale Commons development to the west, which

were approved by the Planning Board in DSP-15001, Glenn Dale Commons, Phase 3.

c. Provide a trail connection from the proposed two-family attached dwelling units to Forbes Boulevard.

A trail connection from the proposed two-family attached dwelling units to Forbes Boulevard is shown on the site plan, in conformance with this condition. In addition, it is noted that the placement of the trail within the Forbes Court undeveloped public right-of-way has been confirmed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE); however, it should be noted that the HOA will be responsible for the maintenance of the proposed trail.

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

The applicant has not identified green building techniques to be used, or evidence that green building certification will be obtained. Therefore, a proposed condition in the Recommendation section of this staff report would require that the applicant revise the DSP to identify the green building techniques to be used in this project, and/or provide evidence that green building certification will be obtained.

e. Provide full cut-off lighting fixtures.

A detail of the typical lighting fixture has been included in the subject plans; however, it does not indicate that it will be full cut-off. Therefore, a condition has been included in the Recommendation section of this staff report would require that the applicant revise the detail for the light fixture to indicate that it will be full cut-off.

f. Explore the possibility of establishing a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among different pods of the proposed development.

The sidewalks proposed with this DSP have been evaluated and determined to be adequate, creating an internal pedestrian network. In addition, it was noted that the proposed natural surface trail will connect Phase 2 to different pods in the larger Glenn Dale Commons development.

g. Provide standard sidewalks along both sides of all internal roads, excluding alleys.

A comprehensive sidewalk network has been proposed and is generally shown on both sides of all roadways, where appropriate. The sidewalks are proposed to further connect with the existing office building and surrounding neighborhoods.

4. **Prior to issuance of building permits for each residential unit, the applicant shall pay the applicable public safety surcharge.**

This condition is still relevant and will be enforced at the time of permitting.

5. **Total development within the subject property shall be limited to permitted uses within the Mixed Use–Transportation Oriented 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.**

The development within this DSP is consistent with this cap, which was for the entire CSP development.

10. **Preliminary Plan of Subdivision 4-18012:** PPS 4-18012 was approved by the Planning Board on February 7, 2019 (PGCPB Resolution No. 19-22), for creation of 34 parcels, subject to 18 conditions, of which the following are applicable to this application:

5. **Prior to acceptance of the detailed site plan, the applicant shall provide sufficient information to support a full environmental evaluation of any proposed trails including, at a minimum, a statement of justification with an analysis of alternative locations to minimize impacts to regulated environmental features, exhibits showing and quantifying the proposed impacts, cross sections, and details regarding surface type and location (natural surface vs. elevated boardwalk).**

In a memorandum dated March 6, 2019, the Environmental Planning Section noted that the applicant has submitted a statement of justification (SOJ), including an exhibit in response to this requirement. The SOJ outlines two alternative trail alignments; one as shown on previous plans along the northern portion of the property, and the other largely within the Forbes Court undeveloped public right-of-way. The proposed 5-foot natural surface trail, per Alignment 2, has been shown on the Type 2 tree conservation plan (TCP2) and DSP and accounts for the associated off-site woodland clearing. Both staff and the applicant agree that Alignment 2 would be the preferred alignment for reduction of impacts to sensitive environmental features and is recommended.

The SOJ indicates that Alignment 2 is approximately 700 feet in length (650 feet of trail and 50 feet of elevated boardwalk). The boardwalk portion of the trail is proposed outside of the Washington Suburban Sanitary Commission (WSSC) easement due to conflicts that may arise should WSSC need to perform repairs on the waterline in the future. All proposed impacts to regulated environmental features are proposed to occur off-site, within the Forbes Court right-of-way, and therefore is not subject to the typical primary management Area (PMA) impact evaluation and this alignment is recommended for approval.

8. **Total development within this preliminary plan of subdivision (PPS) shall be limited to uses which generate no more than 162 AM peak-hour trips and 186 PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new PPS.**

The development proposed with this DSP is within the conditioned trip cap.

9. **The applicant shall, at the time of detailed site plan, evaluate options for a secondary emergency vehicular access to the site. This information shall be provided in writing and shall be reviewed by the Transportation Planning Section for the purpose of determining if or where secondary access is appropriate.**

The development proposal is consistent with the approved PPS, and it is noted that the applicant provided an exhibit, which considered three potential secondary access locations (Options A, B, and C). None of the options pose significant environmental issues and the applicant's reason for not proposing any of the access options is as follows:

- “A. Option A for secondary access would connect the southwestern edge of the site to an off-site parking lot to the west. The applicant noted that an existing easement agreement excludes its use by other parties, and the staff would agree that Option A is not currently feasible.
- “B. Option B for secondary access would connect the site at Sally Ride Lane to a parking lot east of the site. This potential connection is central to the development, and the applicant notes two primary reasons for not providing this access, as follows:
- (i) The access creates a travel lane approximately 30 feet south of a proposed tot lot and could be dangerous for potential users;
 - (ii) The access creates an infringement upon parking and drive aisles associated with the office building at 7515 Mission Drive.
- “C. Option C for secondary access would connect the site to a parking lot east of the site, approximately 75 feet north of the main access. The two primary reasons for not providing this access are as follows:
- (i) The access creates traffic conflicts, and the potential for cut-through traffic due to the proximity of the office building to the main site access.
 - (ii) The access creates an infringement upon parking and drive aisles associated with the office building at 7515 Mission Drive.”

Staff has several issues with the feasibility analysis, and particularly with Options B and C. While the analysis appears to be concerned with general vehicular access, in fact, the PPS condition refers to “secondary emergency vehicular access” to the site. By dismissing all three options that the applicant proposed, the analysis does not appear to give enough consideration to the general safety issues of the proposed community. Additionally, it does not give deference to the District Council's condition in A-10038-C that, “Additional pedestrian and vehicular connections should be provided” (with the Council's use of “should” meaning that a certain course of action is preferred but, noted by the applicant, not necessarily required). Any number of emergencies could result in a blockage at the single access to the site. A fire in any of the two or three buildings closest to the site access could trap residents and hamper efforts to fight the fire without secondary emergency access.

The issues of ongoing traffic conflicts and cut-through traffic are non-issues if the access is open only in emergencies. While the infringement issue is a real one, this is something that the applicant can negotiate, given that the other adjacent property owner is also the seller of the property included in this application. Staff believes that opening access near the tot lot, Option B, is problematic. If no other viable option is found, the emergency access could be created to, and through, the undeveloped public right-of-way of Forbes Court, which the subject property has frontage on. This access would not require any easements and would connect to the developed public right-of-way of Forbes Boulevard.

The fire department's email on March 11, 2019 (Reilly to Masog) supporting the need for a secondary emergency access, made reference to the National Fire Protection Association code (NFPA), which is adopted by reference in Section 11-253 of the Prince George's County Code. Specifically, Section 1.18.2.3.3 (2015 Edition) for Multiple Access Roads, indicates that more than one fire department access road shall be provided when it is determined by the authority having jurisdiction (AHJ) that access by a single road could be impaired by vehicle congestion, condition of terrain, climatic conditions, or other factors that could limit access. M-NCPPC is the AHJ and staff believe that the single access is insufficient for fire access as discussed above, which noted that an emergency could result in a blockage to the access of the property. Therefore, an additional access should be provided, with connection to a public right-of-way, for emergency access in keeping with prior conditions of approval in the Zoning Map Amendment A-10038-C, and Preliminary Plan of Subdivision 4-18012, and is conditioned herein.

10. **Prior to issuance 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, in accordance with Section 24-124.01 of Subdivision Regulations and the cost cap in Subpart (c), 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. **Relocate the bus stop and provide a shelter along Mission Drive, in coordination with the Prince George's County Department of Public Works and Transportation, Office of Transit.**
 - b. **Provide a bus landing and knee walls at the bus stop closer to MD 193 (Greenbelt Road), along Mission Drive, in coordination with the Prince George's County Department of Public Works and Transportation, Office of Transit.**

Off-site bus shelter improvements have been agreed to by the Prince George's County Department of Public Works and Transportation (DPW&T), Office of Transit. Improvements will be provided at two existing stops, as documented in the Bicycle Pedestrian Impact Statement (BPIS) exhibit included in the record for this case.

11. **At the time of detailed site plan (DSP), the applicant shall provide an exhibit showing the location, limits, details, and specifications of all off-site improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. Cost estimates**

shall be provided for all improvements. If it is determined at the time of DSP that the cost cap is exceeded, facilities shall be selected from the improvements listed in Condition 11 by the Prince George's County Department of Public Works and Transportation/Prince George's County Department of Permitting, Inspections and Enforcement, within the constraints of Section 24-124.01(c).

A BPIS exhibit was submitted with this application. The Transportation Planning Section noted that the exhibit is sufficient and includes the location, costs, and details recommended by DPW&T.

12. In accordance with the strategies of the 2006 Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area (Portions of Planning Area 70), the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, if feasible:

- a. The proposed natural surface trail and any necessary trail easements shall be shown on the detailed site plan. Details and specifications for any necessary bridge or boardwalk structures shall also be provided. The alignment and environmental impacts will be evaluated at that time.**
- b. Prior to issuance of the 100th building permit, the trail shall be bonded, permitted, and have a timetable for construction.**

The natural surface trail is acceptable as shown on the revised plans, and details for the boardwalk have been added to the site plan. In a memorandum dated March 15, 2019, (Giles to Bishop) DPIE indicated that the trail location within the right-of-way is acceptable. The applicant has agreed to provide a maintenance agreement for the trail which will be the responsibility of the HOA. This area of the maintenance agreement should be shown on the plans prior to certification and provided prior to the 100th building permit to daylight the HOA responsibility for maintenance within the public right-of-way. The above trigger for bonding, permitting, and construction will be enforced at the time of permitting.

14. The applicant and the applicant's heirs, successors, and/or assignees shall provide private on-site recreational facilities in accordance with the Park and Recreation Facilities Guidelines. At the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.

On-site recreational facilities proposed with this application are located throughout the community. The timing for the construction of these facilities is recommended to ensure that facilities will be available to serve the needs of the community. Staff is recommending limited flexibility for the precise timing dependent on the construction schedule for the proposed units. Triggers have been proposed as conditioned in the Recommendation section of this report.

11. 2010 Prince George's County Landscape Manual: The mixed-use project is subject to the requirements of the Landscape Manual. Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Requirements for Street Trees Along Private Streets.

The required plantings and schedules are provided in conformance with the Landscape Manual, with the exception of the requirements for Section 4.7 and 4.10. The applicant has filed a request for Alternative Compliance, AC-19006, to seek relief from Sections 4.7 and 4.10, as follows:

The applicant has filed a request for alternative compliance from Section 4.7 along the northern property line, adjacent to the existing Faith Independent Baptist Church, for a reduced width of the required landscape strip (Bufferyard 2), and along the western property line, adjacent to the existing commercial office, for a reduced width of the required landscape strip (Bufferyard 5). Additionally, the applicant has filed this request for relief from Section 4.10, for not locating the required street trees within the space between the street curb or edge of paving and the sidewalk, in limited locations, on both the western and eastern sides of Buzz Aldrin Lane, due to space constraints as a result of on-street parking. Finally, the applicant also requests for relief from Section 4.10 along the eastern side of Buzz Aldrin Lane, adjacent to Parcel 18 and Parcel K, to allow 12 street trees to be located off-site on the adjacent property.

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the northern property line, adjacent to an existing church (Bufferyard 2)

Length of bufferyard	285 feet
Minimum building setback	40 feet
Landscape yard width	30 feet
Fence or wall (50% reduction)	Yes
Percent with existing trees	46
Plant units (120 per 100 l.f.)	93

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the northern property line, adjacent to an existing church (Bufferyard 2)

Length of bufferyard	285 feet
Minimum building setback	40 feet
Landscape yard width	22 feet
Fence or wall (50% reduction)	Yes
Percent with existing trees	46
Plant units (120 per 100 l.f.)	115

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the southwestern property line, adjacent to an existing commercial office (Bufferyard 5)

Length of bufferyard	646 feet
Minimum building setback	40 feet
Landscape yard width	30 feet
Fence or wall (50% reduction)	Yes
Percent with existing trees	0
Plant units (120 per 100 l.f.)	388

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the southwestern property line, adjacent to an existing commercial office (Bufferyard 5)

Length of bufferyard	646 feet
Minimum building setback	40 feet
Landscape yard width	21 feet
Fence or wall (50% reduction)	Yes
Percent with existing trees	0
Plant units (120 per 100 l.f.)	389

Justification of Recommendation

The applicant requests alternative compliance from the requirements of Section 4.7 to propose an alternative solution to the required bufferyard on the subject property. Section 4.7 requires a Type C bufferyard for both Bufferyards 2 and 5, that includes a 40-foot building setback and a 30-foot-wide landscape yard on the subject property. However, since the subject development is the lower impact use, if the adjacent site were not developed, no bufferyards would be required.

The applicant is not able to meet the required 30-foot landscape yard width along Bufferyard 2, due to the parallel parking spaces and Alley H infringing upon the western portion of the landscape yard. To offset the impact to the landscape yard and justify the provision of a 22-foot landscape yard width, the applicant has provided 22 additional plant units within Bufferyard 2.

For Bufferyard 5, the applicant can only provide a 21-foot landscape yard width due to Alley E and one parking space infringing upon the landscape yard to the west of the intersection of Alley E and Alley F. The existing office building on the adjacent site is approximately 380 feet away from the property line. To offset the impact of the reduced landscape yard, the applicant has provided all the required plant units for a Type C bufferyard, plus one additional plant unit within Bufferyard 5.

The Planning Director found that the applicant's proposals are equally effective as normal compliance with Section 4.7 of the Landscape Manual, as the 6-foot-high, sight-tight fence and additional plant units have been provided to uphold the intent of Section 4.7, which is to form a visual and physical separation between uses of a significantly different scale, character, and/or intensity of development.

REQUIRED: Section 4.10, Street Trees Along Private Streets, along Buzz Aldrin Lane*

Length of street frontage	698 feet
Street trees (1 per 35 linear feet)	20

PROVIDED: Section 4.10, Street Trees Along Private Streets, along Buzz Aldrin Lane*

Length of street frontage	698 feet
Street trees (1 per 35 linear feet)	22

Note: *Alternative compliance for street trees to be placed behind sidewalks for limited locations on both the eastern and western sides, and for 12 street trees to be located off-site, along the eastern side of Buzz Aldrin Lane.

Justification of Recommendation

The applicant is requesting alternative compliance from Section 4.10, along Buzz Aldrin Lane, to allow the required street trees to be placed behind sidewalks for limited locations on both the eastern and western sides; and to allow 12 street trees, and a sight-tight fence, to be located off-site on the adjoining property (Lot 7) to the east owned by Jemal IMP LTD.

Specifically, due to the proximity of the property boundary line to Buzz Aldrin Lane along the eastern side of the street, the applicant proposes to provide 12 street trees and a 6-foot-high, sight-tight fence within an off-site landscape easement on the adjoining property. The proposed off-site easement provides the necessary spatial requirement to meet the planting area along the eastern portion of the property. To ensure appropriateness and maintenance, the easement document should be reviewed by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Legal Department, prior to recordation, and then the recorded Liber and Folio should be added to the plan. Along the northern portion of Buzz Aldrin Lane, the applicant is requesting an alternative location of the five street trees, due to on-street parking constraining the planting area, to be within the open space to the east of Buzz Aldrin Lane. This alternative location is consistent with the intent of Section 4.10, which is to establish human scale, and promote pedestrian activity by fostering a safe, pedestrian-friendly streetscape along private streets.

Along the western side of Buzz Aldrin Lane, in Parcel 18, the applicant has proposed the alternative location of four street trees behind the sidewalk due to on-street parking constraining the planting area between the sidewalk and curb. As a result of this site constraint, the applicant has planted the street trees on the western side of sidewalks, in a larger green area, to support the roots of the proposed trees. By providing the trees behind the sidewalk, the purposes of Section 4.10 are upheld, which is to ensure that street trees along private streets are selected and planted in a manner that will enhance private streets both visually and environmentally, as well as define the private street as a unified space that connects distant and sometimes disparate uses.

In addition, on the west side of the northern stretch of Buzz Aldrin Lane, abutting Parcels 2, 4, and 7, staff has identified six street trees that have been relocated to the west of the sidewalks. The applicant has proposed to relocate the trees behind the sidewalk, due to site constraints that severely limit the planting area between the sidewalk and curb. Although these trees are behind the sidewalk, the alternative locations allow larger planting areas for the trees and continue to foster a safe, pedestrian-friendly streetscape along private streets.

The Planning Director found the applicant's proposal equally effective as normal compliance with Section 4.10 of the Landscape Manual, as the proposed off-site easement provides the needed spatial requirement necessary to meet the full landscape yard requirements. Additionally, the applicant's proposal to relocate some street trees behind the sidewalks in limited locations, along both the eastern and western sides of Buzz Aldrin Lane, due to the space limitations of the site, to allow larger planting areas, upholds the purposes of Section 4.10.

Recommendation

The Planning Director recommends APPROVAL of Alternative Compliance AC-19006 for Section 4.7, Buffering Incompatible Uses, for Bufferyard 2 along the northern property line, adjacent to an existing church; for Bufferyard 5 along the southwestern property line, adjacent to an existing commercial office; and for Section 4.10, Street Trees Along Private Streets, along Buzz Aldrin Lane, of the 2010 *Prince George's County Landscape Manual*, subject to one condition, which has been included in the Recommendation section of this report.

12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved TCPs. The TCP2 was submitted with this DSP.
- a. Natural Resources Inventory NRI-076-06-02 was submitted with the application. There is a PMA comprised of streams and wetlands, including their associated buffers, and floodplain. The forest stand delineation indicates the presence of two forest stands within Phase 2 of the project and four forest stands on the remainder of the property. The TCP2 indicates that the site has 27.67 acres of gross tract woodland and six specimen trees.
 - b. TCP2-156-03-11, as submitted, shows a woodland conservation threshold of 12.12 acres and a woodland conservation requirement of 22.38 acres. The worksheet on the plan accurately reflects the requirements for the current phase; however, the phases shown on the remainder of the worksheet have an error for the cumulative woodland conservation requirement. Staff calculates the cumulative requirement of 23.29 acres. The woodland conservation worksheet must be updated to accurately reflect the site’s requirement. The worksheet also needs to be updated to include the phase numbers for each phase of the worksheet, to type-in the correct TCP1 number associated with the case (TCP1-003-02-07), and to remove the rows for cumulative woodland conservation required and cumulative amount provided, as these are not part of the standard woodland conservation worksheet.

Because permits have been issued for several phases of the overall project, off-site woodland conservation requirements have previously been met for the developed phases. The current Phase 2 woodland conservation requirement is shown to be met with a combination of on-site preservation and off-site mitigation, in accordance with previous versions of the plan. The plan requires technical changes to be in conformance with the WCO, and the appropriate conditions have been included in the Recommendation section of this report.

13. **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) for projects that require a grading or building permit for more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. This DSP project has 20.08 acres in the M-X-T Zone that results in a required TCC of 2.0 acres for the entire site. The DSP indicates compliance with this requirement for the entire area of the DSP through proposed tree plantings.
14. **Referral Comments:** The subject case was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference and are summarized, as follows:
- a. **Historic Preservation**—In a memorandum dated February 6, 2019 (Stabler to Bishop), the Historic Preservation Section noted that there are no historic sites or resources on or adjacent to the subject property, and based on a search of current and historic photographs and topographic and historic maps, as well as the location of currently know archeological sites, the probability of archeological sites on the property was low and recommended that the Planning Board approve DSP-18050, with no conditions.

- b. **Community Planning**—In a memorandum dated March 5, 2019 (D’Ambrosi to Bishop), the Community Planning Division offered an in-depth discussion of the DSP’s conformance with the *Plan Prince George’s 2035 Approved General Plan* and the East Glenn Dale Sector Plan and SMA, and noted that master plan conformance is not required for this application.
- c. **Transportation**—In a memorandum dated March 8, 2019 (Masog to Bishop), the Transportation Planning Section noted that the DSP is within the established trip cap. In addition, it was noted that the DSP proposes one access point for the development and, while acceptable, the Transportation Planning Section encourages the applicant to provide an additional emergency vehicular access on the site. In conclusion, the Transportation Planning Section found the DSP in conformance with the previous conditions, review, and noted that on-site traffic circulation and the parking methodology provided by the applicant was acceptable. The transportation-related issues regarding access have been included as conditions in the Recommendation section of this report.
- d. **Subdivision Review**—In a memorandum dated March 8, 2019 (Turnquest to Bishop), the Subdivision and Zoning Section provided an analysis of the relative PPS conditions of approval, which is incorporated into Finding 10 above. The subdivision issues have either been addressed through revisions to the plans or through conditions included in the Recommendation section of this report.
- e. **Prince George’s County Department of Parks and Recreation (DPR)**— In a memorandum dated March 21, 2019 (Sun to Bishop), DPR noted that PPS 4-18012 required on-site private recreational facilities, to be reviewed by the Urban Design Section, as discussed in Finding 6 above.
- f. **Trails**—In a memorandum dated March 15, 2019 (Shaffer to Bishop), the Transportation Planning Section analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the East Glenn Dale Sector Plan and SMA. It was noted that the submitted site plan generally complies with these regulations, in addition to the previous conditions of approval. It was also noted that a maintenance agreement for the natural surface trail shall be recorded in the Prince George’s County Land Records prior to site development fine grading permit issuance and has been conditioned in the Recommendation section of this report.
- g. **Environmental Planning**—In a memorandum dated March 6, 2019 (Reiser to Bishop), the Environmental Planning Section provided the following comments related to the application:

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Technical Manual.” A Subtitle 25 Variance Application and an SOJ dated February 15, 2019, in support of a variance, were submitted.

The site contains six specimen trees. One Specimen Tree (ST-1) was approved for removal as part of PPS 4-18012. A second (ST-2) is proposed to be removed with this DSP application, and the applicant filed a variance. The other four specimen trees are proposed to remain.

Section 25-119(d)(1) of the WCO contains six required findings to be made before a variance can be granted.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

ST-2 is a 40-inch diameter at breast height red oak in fair condition, with significant dieback. It is located on the edge of the PMA, and the proposed development would affect a significant portion of its critical root zone. Because ST-2 is only in fair condition due to dieback, and because any impact to its critical root zone would likely cause mortality, staff supports its removal. If the site layout was redesigned to preserve the tree, it would likely become hazardous after construction and need to be removed at that time.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

Based on the various site constraints, the granting of this variance will allow the project to be developed in a functional and efficient manner, in accordance with its M-X-T zoning. If other constrained properties encounter protected trees in similar locations on a site, and in similar decline, the same considerations would be provided during the review of the required variance application.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;

The removal of the specimen tree is primarily due to its decline in health, its proximity with the proposed developable portion of the site, and the improvements required to provide health, safety, and welfare, such as site access, circulation, and stormwater management.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;

The request is based on the specimen tree's form, health conditions, and location on the site, with respect to the areas most suitable for development. Therefore, the request is not based on conditions or circumstances which are the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

This request is based on the nature of the existing site, distribution of the subject tree, and the existing infrastructure surrounding the site. This request is not based on a condition relating to land or a building use on a neighboring property.

(F) Granting of the variance will not adversely affect water quality.

All proposed land development activities will require sediment control and stormwater management measures, to be reviewed and approved by the County. Granting the variance to remove the specimen tree will not directly affect water quality because the applicant has proposed the use of stormwater measures, such as micro-bioretenion features and an existing stormwater pond.

Based on the specimen tree's location within the site and the current conditions of the tree, staff recommends APPROVAL of a variance from Section 25-122(b)(1)(G) for the removal of ST-2.

Soils

The predominant soils found to occur according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Christiana-Downer complex, Fallsington sandy loam, Issue silt loam, Issue-Urban land complex, Russett-Christiana, Sassafras-Urban land, Urban Land-Beltsville, Urban land-issue, Urban land-Russett-Christiana, and Woodstown sandy loam complexes. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are. According to the *Prince George's County Soils Survey*, the principal soils on the site are in the Christiana series.

With previous applications, a Preliminary Geotechnical Exploration Report prepared by Geo-Technology Associates, Inc. dated June 29, 2018, had been submitted. Because the Christiana soils are complexes, are not a continuous layer, and are not associated with steep slopes, the Christiana complexes are not a concern as a hazardous soil, with regard to slope stability.

- h. **Prince George's County Fire/EMS Department**—At the time of this writing, the Fire/EMS Department has not provided a memorandum on the subject application. However, in an email dated March 11, 2019 (Reilley to Masog), the Fire/EMS Department noted the NFPA1, Fire Code, conditions that will apply to the development and indicated that they will rely on M-NCPPC to determine when a location or road arrangement might be congested. A discussion of the relevant access issues is provided in Finding 10 above.
- i. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing, WSSC has not provided comments on the subject application.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 15, 2019, DPIE offered numerous comments, which will be addressed during their separate permitting process, and stated that frontage improvements along Forbes Court are to be constructed in accordance with DPW&T's Primary Residential Roadway standards, and that DPIE has no objection to defer the improvements along Forbes Court to a future date, as determined necessary by DPIE.

In addition, it is noted that DPIE has no objection to a natural surface trail within the Forbes Court right-of-way, connecting the Phase 2 development with the existing recreational facilities constructed as part of Phase 1. However, it was noted that the HOA will be responsible for the maintenance of the proposed trail. The County has been

advised that the emergency access location may be required within Forbes Court if the applicant is not able to obtain other connections via their proposed Options A, B, or C.

- k. **Prince George’s County Police Department**—At the time of this writing, the Police Department has not provided comments on the subject application.
 - l. **Prince George’s County Health Department**—At the time of this writing, the Health Department has not provided comments on the subject application.
 - m. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO has not provided comments on the subject application.
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 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.
16. As required by Section 27-285(b)(2) of the Zoning Ordinance, this DSP is also in general conformance with approved CSP-06001-02.
17. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

In a memorandum dated March 6, 2019, the Environmental Planning Section noted that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance. In addition, it was noted that no impacts for Phase 2 have been proposed within the boundaries of the application.

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-18050, Alternative Compliance AC-19006, and Type 2 Tree Conservation Plan TCP2-156-03-11, including a Variance from Section 25-122(b)(1)(g) for removal of one specimen tree, for Glenn Dale Commons, subject to the following conditions:

- 1. Prior to certification approval of the detailed site plan, the applicant shall:
 - a. Revise the site plan to provide a secondary, emergency-only, vehicular access drive to connect to a public right-of-way. The access shall be provided either directly on to Forbes Court or via an easement to a public right-of-way in accordance with the requirements of the Prince Georges County Fire Department.
 - b. Provide details and specifications for the southernmost entrance monument and the up-lighting.

- c. Proposed up-lighting to illuminate the entrance sign shall not cause glare onto the surrounding dwelling units.
 - d. Revise the recreational values schedule to remove the costs for clearing and grading, and provide the appropriate details, in support of the values claimed.
 - e. Provide the correct existing and proposed gross floor area and floor-to-area ratio in the general notes.
 - f. Delineate the location of the natural surface trail within Forbes Court.
 - g. Revise the site plan to label the unit numbers on Parcels 13, 14, 15, 16, 17, and 19.
 - h. Revise the detail for the lighting fixture to indicate that it is full cut-off.
 - i. Identify the green building techniques to be used in this project and/or provide evidence that green building certification will be obtained.
 - j. Prepare a perpetual landscape and maintenance easement for the off-site fence and landscaping on adjacent Lot 7, to be reviewed by the Maryland-National Capital Park and Planning Commission, Legal Department.
2. Prior to certification, the applicant shall revise the architecture or provide the specified documentation, as follows:
- a. Note that a minimum of 50 percent of the buildings in any horizontal, continuous, attached group shall have a roof feature containing either a cross gable or dormer window(s).
 - b. Revise the site plan to indicate additional high-visibility front and side elevations, as follows:
 - (1) Eastern end of building on Parcel 3
 - (2) Western end of building on Parcel 4
 - (3) Eastern end of building on Parcel 6
 - (4) Western end of building on Parcel 7
 - (5) Eastern end of building on Parcel 9
 - (6) Western end of building on Parcel 10
 - (7) Eastern end of building on Parcel 11
 - (8) Western end of building on Parcel 12
 - (9) Eastern end of building on Parcel 13
 - (10) Western end of building on Parcel 14
 - (11) Eastern end of building on Parcel 15
 - (12) Western end of building on Parcel 16

All of the front and side elevations deemed highly visible shall meet the following design criteria per Condition 2 of PGCPB Resolution No. 15-127:

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

The enhanced elevations to be utilized on the highly visible buildings shall be approved by the Prince George's County Planning Board, or its designee, and labeled on the architecture.

3. Prior to certification, revise the Type 2 tree conservation plan (TCP2), as follows:
 - a. Revise the cover sheet to be a new/original sheet or revise it to remove all previous approval information that does not pertain to the current approval.
 - b. Revise all sheets to show a QR code approval block filled-out with the current information and “new approval block” language removed.
 - c. Revise all sheets to show the TCP2 approval block with all previous and current approval information filled in.
 - d. Provide the standard property owner’s awareness block on the cover sheet, with the name and title of the person signing typed-in below the signature line. If the owner represents a company, the standard corporate acknowledgement form shall be submitted.
 - e. Revise the revision block with a brief explanation of the changes made to the plan.
 - f. Remove steep slopes from the plan and legend.
 - g. Revise the legend to ensure the line type scale matches what is shown on the plan.
 - h. Revise the plan to show temporary tree protection fence along all clearing areas.
 - i. Ensure all woodland conservation areas meet the minimum width required by code.
 - j. Move the general information and specimen tree tables to the detail or the cover sheet.
 - k. Update the woodland summary table to account for the off-site clearing for Phase 2 and the summary rows.
 - l. Revise the TCP2 notes, as follows:
 - (1) Combine Notes 8 and 9 to follow the standard note language.
 - (2) Add the standard post development notes.

- m. Add the standard details for tree and root pruning.
- n. Revise the woodland conservation worksheet to:
 - (1) Accurately reflect the cumulative woodland conservation requirement.
 - (2) Reflect the phase number for each phase.
 - (3) Type in the correct Type 1 tree conservation plan reference (TCP1-003-02-07).
 - (4) Remove the un-numbered rows labeled as “cumulative woodland conservation required per prior approved TCP’s” and “Cumulative amount provided with this revision.”
- 4. Prior to approval of the final plat of subdivision, if the secondary, emergency-only, vehicular access drive is provided via an easement, the easement shall be recorded in land records and the liber/folio shall be indicated on the final plat.
- 5. Prior to any building permits, the required landscape and maintenance easement for off-site fence and landscaping should be recorded in land records and the DSP and final plat shall be amended, as deemed appropriate, to indicate the liber/folio.
- 6. The proposed private recreational facilities shall be constructed in accordance with the following schedule, which shall be incorporated into the recreational facilities agreement and listed on the detailed site plan (DSP):
 - a. Prior to approval of the 50th building permit, construct Recreational Facilities 1 and 2, as identified on the DSP.
 - b. Prior to approval of the 85th building permit, construct the portions of Recreational Facility 6 located adjacent to Parcels 13-16, as identified on the DSP.
 - c. Prior to approval of the 131st building permit, construct Recreational Facilities 3, 4, and 5, and the portions of Recreational Facility 6 located adjacent to Parcels 9-12, as identified on the DSP.
 - d. Prior to approval of the 200th building permit, construct Recreational Facilities 7 and 8, as identified on the DSP.
 - e. The proposed natural surface trail (Recreational Facility 9) will be in accordance with Condition 12.b. of PGCPB Resolution No. 19-22.

It is occasionally necessary to adjust the precise timing of the construction of recreational facilities as more details concerning grading and construction become available. Phasing of the recreational facilities may be adjusted by written permission of the Prince George’s County Planning Board, or its designee, under certain circumstances, such as the need to modify construction sequence due to engineering necessity. An increase in the number of permits allowed to be released prior to construction of any given facility shall not exceed 10 percent over the number originally approved by Planning Board for each trigger.

7. Prior to approval of the 100th building permit, the applicant and the applicant's heirs, successors, and/or assignees, shall provide the maintenance agreement for the natural surface trail within Forbes Court.