

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on November 19, 2015 regarding Conceptual Site Plan CSP-06001-01 for Glenn Dale Commons, the Planning Board finds:

1. **Request:** The subject conceptual site plan (CSP) application is for a mixed-use development consisting of approximately 65–70 single-family detached dwelling units; 150–200 townhouse dwelling units; 50–100 two-family (two-over-two) condominiums; 200–300 multifamily dwelling units; approximately 214,969 square feet of existing commercial/office space to remain; and 50,000 square feet of commercial/retail space.

Compared with the previous approval, this CSP proposes to demolish one additional existing but underused office building, to increase the number of townhouses, to reduce the number of multifamily dwelling units, to adjust the on-site recreational facility package to remove the previously approved community building, and to decrease the maximum floor area ratio (FAR) of the development from the previously approved 0.62 to the proposed 0.55. The development program for five phases included in this application will supersede that which was previously approved in Conceptual Site Plan CSP-06001.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T	M-X-T
Use(s)	Industrial Uses & Office	Residential & Commercial/Retail
Acreage	73.27*	74.56
Area within 100 year floodplain	1.86	1.86
Net Tract Area	73.27	72.70
Dwelling Units	0	
Multifamily		200–300
Townhouses		150–200
Two-family Condominiums		50–100
Single-family detached		65–70
Total		465–670
Lots	9	±285
Parcels	6	±33
Gross Floor Area (GFA) Square Feet	426,716	1,385,469–1,769,969
Floor Area Ratio (FAR) Based on 3,191,641 square feet of net tract area in the M-X-T Zone	0.13	0.42–0.55

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	0.55 FAR**

Notes: * This is the acreage shown on previously approved CSP-06001. A field survey of the area has been done since the original application that results in a new acreage for this CSP.

****FAR** may be increased at the time of detailed site plan in accordance with the provisions of Section 27-545(b) of the Zoning Ordinance.

- Location:** The site consists of approximately 74.56 acres of land in the Mixed Use–Transportation Oriented (M-X-T) Zone and is located west and south of Northern Avenue, east of Glenn Dale Road, and north of Greenbelt Road (MD 193). The property is located in Planning Area 70, within a “Focus Area” of the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (Glenn Dale-Seabrook-Lanham Sector Plan and SMA) for the East Glenn Dale area.
- Surrounding Uses:** The project site is located north of Greenbelt Road (MD 193). To the north and east of the subject property, across Northern Avenue are single-family detached dwellings in the R-R (Rural Residential) Zone. To the south of the property, across MD 193 is a shopping center in the C-S-C (Commercial Shopping Center) Zone and residential properties in the R-R and R-18 (Multifamily Medium Density Residential) Zones. To the west of the property is multifamily development in the R-18 Zone, and to the northwest of the property is land in the I-1 (Light Industrial) and R-R Zones that includes office buildings (some of which are vacant) and other office/commercial/industrial uses. There is a large tract of I-1-zoned property between the east and west clusters of the proposed development.
- Previous Approvals:** The property is the subject of a number of prior approvals. On March 13, 2008, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision 4-06123 (PGCPB Resolution No. 08-38) for the approximate 29-acre parcel of land known as Glenn Dale Business Campus, Lots 10 and 11, Block A, and Parcel 10 with eleven conditions. There are three other separate preliminary plans of subdivision for individual parcels included in the boundary of this CSP.

The 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area for portions of Planning Area 70* (East Glenn Dale Sector Plan and SMA) retained this property in the I-1 and I-3 (Planned Industrial/ Employment Park) Zones. However, Prince George’s County Council Resolution CR-23-2006 rezoned all parcels within this CSP area to the M-X-T Zone on March 28, 2006.

On February 1, 2007, the Planning Board approved Conceptual Site Plan CSP-06001 (PGCPB Resolution No. 06-282) with 22 conditions. On March 13, 2008, the Planning Board approved Preliminary Plan of Subdivision 4-06123 (PGCPB Resolution No. 08-38) to create 70 lots to accommodate 70 single-family detached units on 28.65 acres of vacant land. On January 17, 2008, the Planning Board approved Detailed Site Plan DSP-06072 (PGCPB Resolution No. 08-09) to demolish two of the existing vacant warehouse buildings located on the site and replace them with a residential development consisting of 142 single-family attached dwellings (townhouse) and 68 two-family (two-over-two) dwellings, which are included in the west cluster of this application.

The 2010 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. The subject site also has an approved Stormwater Management Concept Plan (15253-2006-01) which is valid through May 4, 2017.

6. **Design Features:** The subject site consists of seven contiguous parcels of various shapes that are surrounded by several existing developed properties in the industrial and residential zones. The application includes property already developed as offices and proposes to develop vacant and developed properties with residential development. Specifically, the plan proposes to demolish three existing office buildings in order to create more residential development.

The CSP shows two distinct clusters on both sides of a larger I-1-zoned tract. In the east cluster, the CSP proposes to retain the existing office building on Lot 1 that is fronting on Northern Avenue and is accessed from Mission Drive. Across Mission Drive from the existing office building is the proposed commercial/retail site for a 50,000-square-foot one-story building. This is also the site where the previously approved one-story community building is located. Further to the north of the commercial/retail site is the site for multifamily development.

In the west cluster, the proposed single-family detached houses, townhouses, and condominiums (two-over-two) are accessed via Aerospace Road and Forbes Boulevard and are located west of the multifamily development separated by existing developed properties. The single-family detached portion of the development is designed around curvilinear streets. This pod of the single-family detached housing is bounded to the north by the right-of-way of Northern Avenue and is accessed via Hubble Drive off Aerospace Road. This section provides compatibility with the single-family detached community to the north and south and the design has not changed from the original layout. The other two pods of townhouse and two-family dwellings development are located to the west and south of the single-family detached pod. The three pods are sited to encircle an existing stormwater management pond and open space area as the focal point and recreational area of this segment of the development project. The townhouses and condominium units are designed in a neo-traditional grid pattern with alleys. Parking is proposed entirely as surface parking and attached garage parking.

Recreational Facility: At time of the original CSP-06001 approval, the Planning Board decided after hearing comments from the surrounding community, the applicant, and the Prince George's County Department of Parks and Recreation (DPR), that on-site private recreational facilities were appropriate for the project development to serve the future residents. The approved CSP included

a three-story community building in one of the townhouse end units. In this application, the applicant argues that the life-cycle cost of the community building would be a huge burden on future residents, given that the total number of units proposed in this CSP revision is significantly reduced from the prior 950 to a maximum 670 units. The Planning Board agrees that the previously approved community building was not viable and concludes that additional outdoor recreational facilities should be provided within each pod of development and around the centrally-located green open space surrounding the pond as the focal point of the west cluster. At the time of the DSP covering the single-family detached houses, or the two pods of townhouse and two-family development in the west cluster, the Urban Design Section will ensure the adequacy and proper siting of the required recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the following requirements of the Prince George's County 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 single-family, multifamily, two-family residential (two-over-two) condominium units, office, and commercial/retail uses are permitted uses 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 CSP proposes approximately 50,000 square feet of commercial/retail space, approximately 426,716 square feet of office space to remain, and 465–670 single-family detached,

two-family residential (two-over-two) condominiums, and multifamily dwelling units that meet the use requirements.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for the development in this zone. The CSP'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 the 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 CSP proposes a total of 465–670 single-family detached, two-family residential (two-over-two) condominiums, and multifamily dwelling units with a proposed maximum FAR of 0.55, 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 illustrative plan shows that the uses included in this CSP will be located in many buildings and on several lots.

- (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.**

This requirement is not applicable since this application is for a CSP. Subsequent DSP approvals will provide regulations for the development on this property.

- (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). 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 incompatible industrial land uses at the time of DSP.

- (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 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 1,769,969 square feet on a 74.56-acre site is 0.55, which is calculated in accordance with the 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, this requirement is inapplicable to the subject case.

- (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.**

The only phase that does not have a preliminary plan approval is Phase 4 in the southwestern quadrant of the intersection of Aerospace Road and Forbes Boulevard. This site is developed with an office building that was retained as office use in the previous CSP approval. This CSP proposes additional townhouses and two-family residential (two-over-two) condominiums on this site. The review for conformance with this requirement will be carried out at the time of subdivision approval for this pod. Phase 1 will be analyzed through a revision to the previously approved Detailed Site Plan DSP-06072 and the final plat process.

- (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 façades 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 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 District Council may approve a request to substitute townhouses, proposed for development as condominiums, for multifamily dwellings that were required as a condition of approval in a Conceptual Site Plan approved prior to April 1, 2004.

Such substitution shall not require a revision to any previous plan approvals. Further, such townhouses are subject to all other requirements of the Zoning Ordinance.

There are 150–200 townhouses, 200–300 multifamily dwelling units, and 50-100 two-family residential (two-over-two) condominiums proposed in this CSP. The development standards included in this CSP meet the minimum lot size and lot width for the townhouses. Conformance with the above condition will be further reviewed at the time of DSP.

- (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.**

The proposed residential multifamily buildings are multi-story buildings which are below 110 feet in building height. The proposed multifamily buildings meet this height requirement.

- (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).**

This requirement does not apply to this CSP. The CSP has been reviewed for conformance with the applicable regulations in the M-X-T Zone.

- c. In accordance with Section 27-546(d), in addition to the findings required to approve a CSP, 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:

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;**

The subject project promotes the orderly redevelopment of several vacant and developed properties within a largely industrial campus that is located north of Greenbelt Road (MD 193), adjacent to Aerospace Plaza, in accordance with the vision of the 2010 Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA for a mixed-use community. With a mix of commercial/retail, existing office, single-family detached, single-family attached, two-family condominium, and multifamily residential uses, this project will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

- (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;**

The project implements the vision of the Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA by providing a mixed use of commercial, office, and residential low-, medium-, and high-density development to create a compact and walkable community.

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

The Planning Board found that the subject plan conforms to the required findings for a CSP in the M-X-T Zone from the standpoint of transportation. See Finding 11(c).

- (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;**

The CSP will bring in several housing types and new commercial/ retail use(s), in addition to the existing office use, that will complement each other to create a 24-hour environment to ensure continuing functioning of the project after workday hours through an increase in activity and the interaction between the uses and those who live, work in, or visit the area.

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

The proposal will be developed in five phases. Since one office building fronting Northern Avenue will remain, each phase will add a new use to the site and 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;**

The CSP illustrative plan shows that six pods of development will be designed in two distinct clusters. The east cluster is designed to surround Mission Drive, which is a cul-de-sac street right off MD 193. The west cluster is design around a centrally-located open space and stormwater management pond at the intersection of Aerospace Road and Hubble Drive and Aerospace Road and Forbes Boulevard. The plans should employ various design techniques, including green building techniques and building materials, to create dynamic functional relationships among individual uses within a distinctive visual character and identity.

- (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;**

Green building techniques such as those employed in Leadership in Energy and Environmental Design (LEED) standards should be utilized at the time of DSP to the extent practical to promote optimum land use and savings in energy.

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

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 CSP includes three different uses and is located within an existing industrial area that will create many housing opportunities.

- (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.**

The applicant has provided images that illustrate the quality of the proposed development. However, the architecture for the project will be reviewed at the time of DSP. Proposed conditions are included in this resolution that would require that high standards be utilized to evaluate the architecture at the time of DSP, in furtherance of this stated purpose of the M-X-T Zone.

- (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;**

The subject property was rezoned to the M-X-T Zone by Amendment 6 of Council Resolution CR-23-2006 that adopted the 2006 East Glenn Dale Sector Plan and SMA. There were no design guidelines or standards prescribed for the property. As such, the development proposed in this CSP will be subject to the applicable requirements of the M-X-T Zone, the conditions of prior approvals, and the required findings for approval of a CSP in the Zoning Ordinance, as discussed in Findings 7, 12, and 13 of this resolution.

- (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 CSP covers seven parcels in a largely industrial area. The proposed single-family detached pod will back to the existing single-family detached houses across Northern Avenue to the north. The rest of the residential pods, including two pods of townhouse and two-family (two-over-two) condominium and one pod of multifamily dwelling, will be surrounded by predominantly industrial uses. The layout of the residential components indicates that these housing types will generally be oriented toward the existing street pattern, thus achieving the outward orientation. This redevelopment is expected to rejuvenate the existing neighborhood and inject new economic vitality into the immediate areas.

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

As stated previously, the development proposed in this CSP will need to be buffered from

the surrounding industrial uses on the west, partial north, and south sides for the west cluster and on the west side for the east cluster. Compatibility of uses will be challenging for the proposed development along those boundary areas identified above as residential, with which industrial uses are inherently incompatible. At the time of the DSP review for specific pods, compatibility with the existing and proposed development in the vicinity and among different pods will be reviewed to create the best development possible through buffering and screening where appropriate.

(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 mix of uses in this CSP includes commercial/retail, office, residential (single-family low-density, single-family attached, and two-family medium-density), and multifamily dwellings. The design scheme provided for review reflected on the illustrative plan reflects a cohesive development in two distinct clusters. The development is capable of sustaining an independent environment of high quality and stability in each cluster.

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

The project is to be completed in five stages. Phase 1 is designed for single-family attached and two-family residential condominium uses. Phase 2 is designed for medium-density multifamily use. Phase 3 is designed for single-family detached use. Phase 4 is designed for single-family attached and two-family residential condominium uses. Phase 5 is designed for commercial/retail use. Since the existing commercial office located in the eastern part of the site will remain, each phase will add a new use to the larger development to provide new housing and retail opportunities.

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

A comprehensive sidewalk network has been proposed to be located on both sides of all roadways and surrounds every building. The sidewalks are further connected to the remaining part of the existing office building and surrounding neighborhoods. The Planning Board found that from the standpoint of non-motorized transportation 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

A recommendation has been included in this resolution that would require this requirement be met when a DSP is approved for the subject project.

- (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.**

The Planning Board found that the plan conforms to the required findings of adequacy from the standpoint of transportation planning, See Finding 11(c).

- (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.**

This requirement is to be evaluated at the time of approval of a DSP for this project. For those pods with an approved preliminary plan, at the time of approval of a DSP later on for the subject project, this condition will be met. For those pods without an approved preliminary plan, a new preliminary plan is required.

- (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.**

The subject property measures 74.56 acres and, therefore, does not meet the above acreage requirement. Further, it is not being developed as a mixed-use planning community. Therefore, this requirement is not relevant to the subject project.

- d. The CSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 as follows:

- (1) Section 27-274(a)(2), Parking, loading, and circulation, provides guidelines for the design of surface parking facilities. Surface parking lots are encouraged to be located to the rear or side of structures to minimize the visual impact of cars on the site. Surface parking is provided for the commercial, existing office, and residential land uses of this project. For the multifamily residential uses, structured parking garages, to the extent practical, should be provided for the residents and their guests. Most of the surface parking is anticipated to be used for the commercial uses on-site. Limited surface parking spaces located on the residential streets are mainly for future visitors. All parking for single-family detached, townhouses, and condominiums is expected to be in the attached garages and on the driveway to the garages.
 - (2) In accordance with Section 27-274(a)(2)(B), loading areas should be visually unobtrusive and loading for the commercial use should also be located to the side of the building and be visually screened from public roadways. This issue will be reviewed at the time of DSP.
 - (3) In accordance with Section 27-274(a)(6)(i), Site and streetscape amenities, coordination of the design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture will be required. A comprehensive review of streetscape amenities will occur at the time of DSP.
 - (4) A comprehensive and connected public space system should be provided to enhance the commercial and multifamily areas in accordance with Section 27-274(a)(9), Public spaces. These public spaces (plazas) should incorporate high-quality design details and be integrated into the site design by a well-designed pedestrian system and continuous streetscape. An attractive mix of design features including focal points, seating areas, specialty landscaping, and specialty paving materials should be demonstrated at the time of DSP.
- 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 CSP is not required to include detailed parking information. At the time of DSP review, adequate parking and loading will be required for the proposal.
8. **Conceptual Site Plan CSP-06001:** The Planning Board approved Conceptual Site Plan CSP-06001 on December 7, 2006 with 22 conditions. Since the subject CSP revision is to change the use, density and recreational facility package previously approved in CSP-06001, Conditions 3, 4, 5, 7, 11, 12, 13, 19 and 20 have been either replaced by new conditions in this resolution, no longer relevant, or have been fulfilled. The conditions pertinent to the current application warrant discussion as follows:

- 1. Prior to approval of a detailed site plan for the single family detached dwelling units, a new preliminary plan of subdivision shall be approved. Upon issuance of the building permit for each residential unit, the applicant shall pay the applicable public safety surcharge and schools facilities surcharge.**

A Preliminary Plan, 4-06123, has been approved for the single-family pod that is included in this CSP.

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

The development program proposed in this revision will supersede that included in Conceptual Site Plan CSP-06001 and a new trip cap has been established for what is proposed in the subject application. In accordance with the Transportation Planning Section's review (Mokhtari to Zhang, November 19, 2015), the new trip cap is no more than 528 AM or 716 PM peak-hour vehicle trip. The new trip cap condition has been included in this resolution.

- 6. Prior to approval of the DSP, a statement shall be submitted that demonstrates how conservation landscaping techniques have been incorporated into the landscape plan.**

This condition is still relevant. Since the new Landscape Manual includes many sustainable components, conformance with the requirements of the Landscape Manual is required at the time of DSP review.

- 8. At least 30 days prior to any Planning Board hearing on the DSP, the landscape plan shall provide a table stating how much tree cover currently exists on the site, how much tree cover is proposed to be removed and how much tree cover will remain on the site. The quantitative analysis shall demonstrate that at a minimum, ten percent tree cover shall be provided.**

This condition is still valid and in full force and effect, and will be carried forward as a condition of this approval to require the information at the time of DSP.

- 9. As part of the DSP submission package, a statement shall be included that demonstrates how the project will use green building techniques that reduce energy consumption and utilize alternative energy sources.**

This condition is still valid and in full force and effect, and will be carried forward as a condition of this approval to require the information at the time of DSP.

- 10. At the time of DSP review, the DSP shall show the use and location of full cut-off optic lighting features.**

This condition is still valid and in full force and effect, and will be carried forward as a condition of this approval to require the information at the time of DSP.

- 14. Prior to signature approval, the plan shall be revised to demonstrate conformance to Section 4.7 of the *Landscape Manual*.**

This condition will be carried forward as a condition of this approval to require the information at the time of DSP.

- 15. 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	400 sf yard area**	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	NA	NA	60 %

Footnote: Variations to 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**

This condition is still valid and in full force and effect, and will be carried forward with slight revisions as a condition of this approval to require the DSP to comply with those standards.

- 16. Prior to signature approval of the plan, the Brookland M.E. Church/Dorsey Chapel (PG 70-028), and the Mrs. Ward and S. Beall sites shall be shown on the plan. The sites shall also be shown on all subsequent plans of development.**

A Historic Resource (70-087) adjacent to Good Luck School at 7600 Northern Avenue has been shown on the CSP. A review by the Historic Preservation Section (Stabler to Zhang, dated October 29, 2015) concluded that a search of current and historic photographs, topographic and

historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeological survey is not recommended on the subject property. The Brookland M.E. Church/Dorsey Chapel (PG70-028) is located northeast of Northern Avenue far away from the subject site.

17. The applicant shall provide private recreational facilities as determined appropriate at the time of review of the detailed site plan, and the recreational facilities shall be constructed in accordance with the standards outlined in the Park and Recreation Facilities Guidelines.

This condition will be carried forward as a condition of this approval to require the information at the time of DSP.

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

18. At the time of detailed site plan for the single family detached units, provide for a central recreational area near the stormwater management pond to include a one story community building, including, but not limited to, an indoor fitness room and an outdoor open play area, pedestrian plaza and seating area.

This condition will be carried forward as a condition of this approval with modifications excluding community building and indoor fitness room because any building is no longer viable, given the total number of dwelling units is significantly reduced.

An application for the central recreation area has been submitted but not yet accepted by the Planning Department. The DSP for the central recreation area should be reviewed concurrently with if not prior to the DSP for this section of the development. The DSP should establish an appropriate trigger for the development of the recreational facilities concurrent with the occupancy of the dwellings to ensure the availability of amenities for the future residents.

19. At the time of detailed site plan for the townhouses and the two-family dwellings, the applicant and staff shall work together to find space for a private recreational area, centrally located within the condominium area of sufficient size to serve the immediate community. Conversion of townhouse units to two family dwellings will be allowed.

This condition will be carried forward as a condition of this approval to require the information at

the time of DSP with modifications that are specifically applicable to the DSP for single-family detached development and the two pods for single-family attached and two-family dwellings (condominiums), in addition to other conditions that are applicable to each DSP.

- 21. The plans shall be revised to clearly indicate a minimum 60-foot landscape buffer and a minimum 75-foot building setback between the proposed community and Northern Avenue. The buffer and setback shall be measured from the public utility easement along Northern Avenue.**

This condition will be carried forward as a condition of this approval to require the information at the time of DSP for the single-family detached pod that is bounded to the north by Northern Avenue, unless further modified by the Planning Board.

- 22. At the time of the first detailed site plan, the plan shall include a plan for the enhancement of the existing stormwater management pond parcel located at the intersection of Hubbell Drive and Aerospace Avenue.**

This condition is in full force and will be in effect, and carried forward as a condition of this approval to require the applicant to provide sufficient green open spaces around the stormwater management pond with recreational facilities to be reviewed with the DSP covering any of the two pods of the townhouse and two-family development.

The stormwater management pond is located on Parcel A (VJ 164-99), abutting the south property line of proposed Parcel D, and is not a part of preliminary plan. At the time of review of the DSP for the private recreation area on Parcel D, Parcel A (VJ 164-99) should be included. It should be noted that the stormwater management facilities currently serve a large number of commercially developed properties, outside the limits of the CSP. The applicant has indicated that Parcel A (stormwater management parcel) is to be conveyed to the HOA and also utilized for private recreational amenities associated with the facilities on Parcel D. The Planning Board is concerned with the ownership of that parcel being conveyed to the HOA, which would also include conveyance of the maintenance responsibilities of the SWM pond to the HOA. A thorough evaluation of the appropriateness of that conveyance and the use of Parcel A for recreational opportunities should be evaluated with the review of the DSP.

With the conversion of land uses anticipated with this CSP, as was previously allowed and again proposed with this revision to the CSP, an analysis to ensure adequate recreational facilities is necessary with this revision to the CSP.

- 9. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved tree conservation plans. A Type I Tree Conservation Plan (TCPI) is part of the review of a CSP. The current plan is the -03 revision to TCPI-03-02. The site also has an overall Type II Tree Conservation Plan (TCPII-156-03).

- a. An approved Natural Resources Inventory, NRI-076-06-01, was submitted with the application. There is a primary management area comprised of streams and wetlands, including their associated buffers, and floodplain. The floodplain information shown on the plans is from floodplain studies 910061 and 880032. No revisions are required for conformance to the NRI. The site statistics shown on the NRI are reflective of today's existing site conditions and are different than those shown on the TCPI because clearing and dedication has occurred in accordance with previously approved plans. The gross tract area and existing woodland area must continue to be shown on the TCPI in accordance with all previous versions of the TCPI and TCPII. No additional information is required for the approved NRI.
- b. Type I Tree Conservation Plan TCPI-03-02-03 as submitted shows a woodland conservation threshold (WCT) of 10.91 acres and a woodland conservation requirement of 20.15 acres. These calculations are based on areas of existing woodland and wooded floodplain different than what was shown on previously approved TCPs. Previously approved plans showed 20.07 acres of existing woodland and 0.74 acre of wooded floodplain. The current plan shows 19.67 acres of existing woodland and 0.79 acre of wooded floodplain. Additional information must be provided to justify the change in these acreages, otherwise the acreages must be revised to reflect the previously approved information.

Because permits have been issued for several phases of the overall project, off-site woodland conservation requirements have previously been met as follows: 2.41 acres for the Phase 1 (townhouses) has been recorded at Liber 18497 Folio 494; 10.59 acres for Phase 2 has been recorded at Liber 17514 Folio 624; 6.50 acres for Phase 3 (single-family dwellings) has been met on TCPII-156-03. The plan shows the woodland conservation requirement to be met with a combination of on-site preservation, reforestation, and off-site mitigation, in accordance with previous versions of the plan.

10. **Other site plan related regulations:** Additional regulations are applicable to site plan review that usually requires detailed information, which can only be provided at the time of DSP. The discussion provided below is for information only:

- a. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of ten percent of the gross tract area of TCC. This CSP project has 74.56 acres in the M-X-T Zone that results in a required TCC of 7.5 acres for the site. Conformance with the requirements of the Tree Canopy Coverage Ordinance will be ensured at the time of approval of a DSP for the project when detailed information is available.
- b. **Prince George's County Landscape Manual:** The mixed-use project will be subject to

the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, the site is subject to Section 4.1, Residential Requirements; Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3, Screening Requirements, Section 4.4, Parking Lot Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The proposed mixed-use project has two residential pods that are located adjacent to the industrially zoned properties on the west and south sides. In accordance with Section 4.7, a Type D bufferyard will be required between the residential pods and industrial property. The bufferyard includes a minimum 50 feet of building setback and 40 feet of landscape yard measured from the property line. Conformance with all of the applicable requirements of the Landscape Manual will be ensured at the time of approval of a DSP for the project when detailed information is available.

11. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—The Planning Board found that the subject application is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) policies for established communities and conforms to the institutional land use recommendation for the subject property contained in the 2010 Glenn Dale-Seabrook-Lanham and Vicinity Sector Plan and SMA. The Community Planning Division recommends a pedestrian easement (trail) from Road D of the single-family detached portion of the proposal, through the multifamily development, and to the proposed commercial/retail development to ensure continuous accessibility to the commercial use. Finally, defined community spaces would contribute to a more pedestrian-oriented environment.

A condition has been included in this resolution to require the applicant to explore the possibility of establishing a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among the different pods of the proposed development at the time of DSP. For the pod without any preliminary plan, a complete pedestrian network should be established at the time of subdivision approval.

- b. **Subdivision Review**—The Planning Board concluded the following:

The Planning Board previously approved nine preliminary plans within the geographic limit of this CSP. A number of the preliminary plans are overlapping with portions of previously approved preliminary plans superseding previous approval, as discussed further:

Phase 1: Preliminary Plan 4-86167 (approved November 20, 1986)

- Phase 2: Preliminary Plan 4-06123 (adopted March 13, 2008) and 4-94002 (adopted March 24, 1994)
- Phase 3: Preliminary Plan 4-06123 (adopted March 13, 2008)
- Phase 4: Preliminary Plan 4-87050 (adopted May 14, 1987)
- Phase 5: Preliminary Plan 4-94002 (adopted March 24, 1994)

Phasing Plan—The applicant has provided a phasing plan on Sheet 5 of 6 of the CSP. The following relates to each phase of development:

Phase 1 includes a part of the site that is the subject of Preliminary Plan 4-86167. With the review and approval of the prior Detailed Site Plan DSP-06072, a determination was made to allow the conversion from a nonresidential land use to residential land use without a new preliminary plan, even though the adequacy analysis conducted with a preliminary plan is different for the different land uses. This determination was first based on the fact that the applicant was not proposing the division of the existing platted parcel(s) into lots, by proposing a condominium regime. In addition, staff proposed (and the Planning Board approved) conditions that included a transportation trip cap, the payment of the public safety surcharge for each dwelling prior to issuance of building permits, and conditions relating to the adequacy of recreational facilities to serve the residential land use.

It appears that this CSP revision proposes to convert previously-approved condominium townhouse dwelling units (townhouses) to fee-simple townhouse lots, which is permitted pursuant to Section 24-108(a)(6) of the Subdivision Regulations without the approval of a preliminary plan, since Detailed Site Plan DSP-06072 was approved with 68 townhouses and 143 two-family dwelling units all under a condominium regime on the three existing lots. Prior to approval of a final plat, the Subdivision Regulations requires that a revision to the DSP shall be reviewed and approved by the Planning Director in accordance with Subtitle 27 of the Prince George's County Code to reflect the individual townhouse lots as fee-simple.

Section 24-108(a)(6) does not allow the division of land for two-family dwelling units to be converted to parcels without a preliminary plan if the further division of land is necessary beyond that which exists. In this case Phase 1 is located on two lots; Lot 1 recorded in NLP 119-72 and Lot 4 recorded in NLP 134-48. These two lots could be adjusted to accommodate the residential land use based on the original approval for the conversion without a preliminary plan. However, if the applicant requires more than two lots to accommodate previously-approved two-family dwelling units, a new preliminary plan will be required for the division of land.

Phase 2 is made up of Parcel 13, Parcel 116, part of Lot 1 (VJ 162-19), part of Lot 3

(VJ 171-87), and all of Lot 4 (VJ 171-87). Parcels 13 and 116 are acreage parcels that are the subject of approved Preliminary Plan 4-06123 (PGCPB Resolution No. 08-38), approved as Parcel C, Block A, to be retained by the owner for future multifamily development in accordance with the CSP Condition 19. A trip cap was established with the preliminary plan which is consistent with the CSP trip cap. Development is limited by the trip cap and may proceed to DSP if no further division of Parcel C, Block A, is proposed beyond that approved on the preliminary plan (which has not yet proceeded to final plat approval). Parcel C, Block A, was also the subject of an environmental analysis, which requires a conservation easement be established, and variations to the Subdivision Regulations for specific environmental impacts. This limit of disturbance and conservation easement established with the preliminary plan will be reviewed with the DSP for this portion of the property.

Lots 2, 3, and 4 are the subject of Preliminary Plan 4-94002, which was approved for nonresidential land uses in the I-1 Zone. Consistent with the previous determination for Phase 1, as discussed above, the conversion of that part of Phase 2 to a residential land is allowed in accordance with CSP-06001 (PGCPB Resolution No. 06-282), subject to conditions for the payment of the public safety surcharge for each dwelling unit, adherence to the applicability of a trip cap, and a determination of adequate recreational facilities. However, further division of the land will require a new preliminary plan.

The applicant should be aware that the phasing lines proposed between the land bays is not consistent with the underlying platted parcel or lot boundaries and should be adjusted prior to filing individual DSPs. A DSP must be filed on a lot in its entirety and cannot be filed on portions of lots. Please note that in order to adjust a boundary between an acreage parcel and a platted lot, the acreage parcel must first be the subject of a final plat.

Phase 3 is the subject of approved Preliminary Plan 4-06123 (PGCPB Resolution No. 08-38), which was approved for 70 single-family dwelling units. That approval included 22 conditions, but has not been platted. The plan is valid until December 31, 2015. The lotting pattern reflected on Sheet 4 of 6 of the CSP is not consistent with the approved preliminary plan and should be adjusted.

Any revision to the lotting pattern approved by the Planning Board will be evaluated with the DSP, for conformance with the preliminary plan approval. The lotting pattern should be corrected to conform to the approved preliminary plan.

Phase 3 (4-06123) included an analysis of recreational facilities proposed with the CSP to support the dwelling units proposed. A critical element of the central recreational facilities was the conversion of the "SWM/Open Space Parcel" and the incorporation of specific recreational facility elements. This portion of the development known as (Parcel A and recorded in Prince George's County Land Records (VJ 164-99) is not clearly incorporated into the phasing plan (Sheet 5 of 6) and should be. Parcel A is the subject of Preliminary Plan 4-90008 (PGCPB Resolution No. 90-203).

Phase 4 is existing Lot 6, Block A, recorded in Land Records in NLP 136-48. The final plat contains a plat note which indicates that this area of the development is subject to approved Special Permit SP-87141, and any subsequent development upon rezoning of the property would no longer apply. This area of the CSP was included in the original CSP approval and is subject to the conditions of that approval. The CSP revision proposes the conversion of this land bay into a combination of fee-simple townhouse and condominium dwelling units.

Phase 4 has an approved Preliminary Plan, 4-87050, and is platted. In this area, the CSP proposes townhomes and two-over-two dwelling units. Due to the land use conversion and the desire to have fee-simple lots, a new preliminary plan is required.

Phases 5 includes part of Lot 4, all of Lot 3, and Lot 2, as recorded in Land Records in VJ 171-87. As indicated above, the phasing lines proposed between the phases is not consistent with the underlying platted parcel/lot boundaries.

The land area of Phase 5 is the subject of approved Preliminary Plan 4-94002 (PGCPB Resolution No. 94-60(C)) and was evaluated in accordance with the I-3 zoning at the time. The CSP continues to propose a commercial land use and is consistent with that approval.

If the Planning Board finds that there is capacity left in the trip cap, Phases 2 and 5 can move forward without a new preliminary plan.

- c. **Transportation Planning**—The Planning Board found the following:

Growth Policy – Service Level Standards

The subject property is located within the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* and is part of the established communities as defined by the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized intersections: *The Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Traffic Impact Evaluation

The subject site was the subject of several preliminary plans and the original conceptual site plan, all with approved AM and PM peak-hour trip caps and all below the projected AM and PM peak-hour vehicle trips associated with the proposed development levels of the submitted plan. Consequently, and in support of the submitted application, a new traffic study dated October 20, 2015, was submitted for review. The submitted traffic study assumed the site development would consist of 50,000 square feet of commercial retail space, 171 townhouse units, 70 single-family residential units, 79 two-over two condominium residential units as 250 multifamily units, which are less than the ultimate development levels indicated in the Amended Statement of Justification for CSP-06001-01.

The Projected AM and PM peak-hour vehicle trips associated with the uses assumed by the submitted traffic study are as follows:

	Morning Peak Hour			Evening Peak Hour		
	In	Out	TOTAL	In	Out	TOTAL
Existing to remain 214,800 sq. ft. of gen. office	Trips are included in the existing traffic counts					
	(387)	(43)	(430)	(75)	(322)	(397)
Proposed						
70 Single-Family DU	11	42	56	44	23	67
171 Townhouse Units	24	96	120	89	48	137
79 Condominium Units	11	44	55	41	22	63
250 Multifamily Housing Units	25	105	130	97	53	150
Supermarket –50,000 sq. ft. less Pass-by Trips (36% PM only)	105	65	170	155	148	303
Total New Trips	176	352	528	423	293	716

The results above indicate that the proposed application which includes the existing 214,800 square feet general office space, represents a total of 961 AM peak-hour trips, and 1,117 PM peak-hour trips.

Staff Review and Comments

Regarding adequacy of transportation, based on detailed analysis and traffic projections that are included in the submitted traffic study, staff is satisfied that all five identified critical intersections with the Existing, Background, and Total Traffic and the needed improvements would operate at acceptable levels of service D during both AM and PM peak hours, as shown below:

	Existing Traffic	Background Traffic	Total Traffic
	CLV/ LOS	CLV/ LOS	CLV/ LOS
AM Peak Hour			
MD 193 & Good Luck Road	1210 / C	1282 / C	1347 / D
MD 193 & Aerospace Drive With Improvements (needed)	1320 / D	1389 / D	1528 / E 1446 / D
MD 193 & Forbes Boulevard	1234 / C	1303 / D	1440 / D
MD 193 & Mission Drive With Improvements (proffered)	1202 / C	1272 / C	1440 / D 1399 / D
MD 193 & MD 564	1216 / C	1292 / C	1367 / D
PM Peak Hour			
MD 193 & Good Luck Road	1145 / B	1202 / C	1310 / D
MD 193 & Aerospace Drive With Improvements(needed)	1323 / D	1386 / D	1495 / E 1421 / D
MD 193 & Forbes Boulevard	1258 / C	1322 / D	1437 / D
MD 193 & Mission Drive With Improvements(proffered)	1264 / C	1327 / D	1483 / E 1401 / D
MD 193 & MD 564	1090 / B	1221 / C	1253 / C

Even with the above adequacy findings requires for a CSP in the MXT Zone, the subject property is subject to several preliminary plans, each with trip caps and transportation related conditions that have not been fully satisfied. Consequently, all of the previous conditions of approval relevant to this property are still valid.

Based on an analysis of the existing records of the underling approved preliminary plans of subdivision (PPS) and record plats, the following capacities have been determined by the Transportation Planning Section to be associated with the geographic areas of those approvals. Unlike the CSP, the capacities associated with each PPS are not interchangeable and are associated with specific areas of the approvals. The total peak-hour vehicle trips associated with the subdivision approval listed below are consistent with the revised CSP vehicle-trip cap and equate to 961 AM and 1,117 PM peak-hour trips.

Any development with an impact beyond those identified below would require a new determination of transportation adequacy in accordance with Subtitle 24. This information is provided for the applicant's benefit and is intended to provide clarification as it relates to transportation capacity associated with the underlying subdivision approvals as follows:

Preliminary Plan of Subdivision 4-86167 (PGCPB Resolution No. 86-457) and Record Plat NLP 119-72

- Includes capacity for 120 AM and 137 PM peak-hour vehicle trips. This pod of development is proposed for 171 dwelling units in the CSP.

Preliminary Plan of Subdivision 4-87050 (PGCPB Resolution No. 87-189)

- Includes capacity for 55 AM and 63 PM peak-hour vehicle trips. This pod of development is proposed for 79 dwelling units in the CSP.

Preliminary Plan of Subdivision 4-94002 (PGCPB Resolution No. 94-60(C))

- Includes capacity for 271 AM and 419 PM peak-hour vehicle trips. This pod of development is proposed for 50,000 square feet of retail and 194 multifamily dwelling units in the CSP.

Preliminary Plan of Subdivision 4-06123 (PGCPB Resolution No. 08-38)

- Includes capacity for 85 AM and 101 PM peak-hour vehicle trips. This pod of development is proposed for 70 single-family dwelling units and 56 multifamily dwelling units in the CSP.

The Planning Board concluded that the plan conforms to the required findings for approval of the conceptual site plan from the standpoint of transportation subject to Conditions 9 and 10 of this resolution. These conditions supersede previous Conditions 2 and 4 of Conceptual Site Plan CSP-06001 approval.

- d. **Trails**—The Planning Board found that the plan has been reviewed for conformance to the requirements of the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 *Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements. The trails coordinator concluded that, from the standpoint of non-motorized transportation, this CSP is acceptable, fulfills the intent of applicable master plans and functional plans, and meets the findings required for a CSP. The Transportation Planning Section recommends approval of this CSP, subject to four conditions, specifically Conditions 2(h), 2(l), 4, and 5. These conditions supersede previous Conditions 5 of Conceptual Site Plan CSP-06001 approval included in this resolution.

During the public hearing for this CSP on December 10, 2015, the Planning Board modified the condition related to construction of the sidewalks along the subject's frontage of Northern Avenue, based on the input from the concerned citizen of the area.

- e. **Environmental Planning**—The Planning Board made the following findings:

Grandfathering

The project is grandfathered with respect to the current regulations of Subtitles 24, 25, and 27 of the County Code that came into effect on September 1, 2010 and February 1, 2012

because the application has a series of previous approvals. Any new preliminary plans will make that portion of the site subject to the current environmental regulations.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

Natural Resources Inventory/Existing Conditions

An approved Natural Resources Inventory, NRI-076-06-01, was submitted with the application. There is a primary management area comprised of streams and wetlands, including their associated buffers, and floodplain. The floodplain information shown on the plans is from floodplain studies 910061 and 880032.

The forest stand delineation indicates the presence of four forest stands totaling 8.11 acres and one specimen tree. Stand A is an immature mixed hardwood stand in excellent condition, Stand B is an immature conifer and mixed hardwood stand in good condition, Stand C is an early successional pine and hardwood stand in good condition, and Stand D is an immature bottomland hardwood stand in good condition.

The site statistics shown on the NRI are reflective of today's existing site conditions and are different than those shown on the TCPI because clearing and dedication has occurred in accordance with previously approved plans. The gross tract area and existing woodland area must continue to be shown on the TCPI, in accordance with all previous versions of the TCPI and TCPII.

No revisions are required for conformance to the NRI.

Regulated Environmental Features

This site has been previously developed and no new impacts to regulated environmental features that are required to be protected under Section 27-285(b)(4) of the Zoning Ordinance are proposed.

No further information concerning the regulated environmental features is needed at this time.

Woodland Conservation

This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans. A TCPI is part of the review of a CSP. The current plan is the -03 revision to TCPI-03-02. The site also has an overall Type II Tree Conservation Plan (TCPII-156-03). The current plan as submitted shows a woodland conservation threshold of 10.91 acres and a woodland conservation requirement of 20.15 acres. These calculations are based on areas of existing woodland and wooded floodplain different than what was shown on

previously approved TCPs. Previously approved plans showed 20.07 acres of existing woodland and 0.74 acre of wooded floodplain. The current plan shows 19.67 acres of existing woodland and 0.79 acre of wooded floodplain.

Additional information must be provided to justify the change in these acreages, otherwise the acreages must be revised to reflect the previously approved information.

Because permits have been issued for several phases of the overall project, off-site woodland conservation requirements have previously been met as follows: 2.41 acres for the Phase 1 (townhouses) has been recorded at Liber 18497 Folio 494; 10.59 acres for Phase 2 has been recorded at Liber 17514 Folio 624; 6.50 acres for Phase 3 (single-family dwellings) has been met on Type II Tree Conservation Plan TCPII-156-03. The TCPII plan shows the woodland conservation requirement to be met with a combination of on-site preservation, reforestation, and off-site mitigation, in accordance with previous versions of the plan.

The plan requires technical changes to be in conformance with the WCO. The scale of the plan must be provided; both the graphic scale and the written scale. The TCPI approval block must be updated to the current standard, with all previous approval information typed-in. A vicinity map must be provided on the plan. All previous TCP approvals show Specimen Tree 1 to be removed. The limit of disturbance has not changed in the area of the specimen tree, and it is noted on the plans to be in poor condition. The specimen tree must continue to be shown to be removed. The legend must be revised to show all symbols used on the plan. The TCPI notes must be revised as follows: standard Note 10 regarding grandfathering must be added, the standard note regarding stormwater management must be added, and the standard note regarding land to be dedicated must be added.

The Planning Board included two conditions relating to noise and changes to the TCP1 as specified in Conditions 1(g) and 1(h) that have been included in this resolution.

- f. **Historic Preservation**—The Planning Board found that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. A Phase I archeological survey is not recommended on the subject property. A portion of the developing property proposed for multifamily use, as well as existing commercial/office space, are adjacent to Good Luck School (Historic Resource 70-087) located at 7600 Northern Avenue.

In accordance with the provisions of Section 29-106, 29-117, 118, 119 of the County Code, the Good Luck School property was to be evaluated by the Historic Preservation Commission (HPC) at its November 17, 2015 meeting. After hearing Historic Preservation Section staff's recommendation on the historic site status of Good Luck School, HPC commissioners voted to table the issue until its December 15, 2015 meeting. If the historic

resource is found to meet the designation criteria of the ordinance, the adjacent CSP application will be reviewed by the HPC for its impacts on the historic site. If the property is not found to meet the designation criteria of the ordinance, the property will be dropped from the inventory of historic resources and no further review by the HPC will be required.

The impact of this development on the adjacent Good Luck School can be evaluated at time of DSP approval, if the property meets the designation criteria.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated November 20, 2015, DPR stated that the applicant should provide adequate, private recreational facilities for this project in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. The details of the facilities should be reviewed and approved with the pertinent detailed site plan. The recommendation has been included in this resolution.
- h. **Prince George's County Fire/EMS Department**—As of the writing of this resolution, the Fire/EMS Department has not offered any comments.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 16, 2015, DPIE stated that the proposed site plan is consistent with an approved stormwater management concept plan. The additional stormwater concept approval for the proposed multifamily and the proposed commercial retail site is required. The existing stormwater management pond for the site was approved with SD No. 89735-22. Based on the previous approval, this site is waived from environmental site design stormwater management requirements. DPIE also provided other standard comments. The requirements of DPIE will be enforced at the time of issuance of applicable permits for the development project.
- j. **Prince George's County Police Department**—In a memorandum dated October 14, 2015, the Police Department stated that, after reviewing the DSP plans, there are no CPTED (Crime Prevention Through Environmental Design) issues connected with the subject project.
- k. **Prince George's County Health Department**—In a memorandum dated October 30, 2015, the Health Department provided three comments on this CSP regarding designation of pet-friendly open space and amenities, access to healthy food choices, possible establishment of community gardens, and protection of the community against exposure to asbestos-containing materials when demolishing existing buildings.

The CSP includes three different uses and has great potential to attract a grocery provider that provides fresh fruits and vegetables for future residents. The applicant has been informed of the lack of healthy food options in the close vicinity of the site. The applicant indicates that market conditions will be the most important factor in determining what type

of grocer this site will attract. More information about possible tenants will be available at the time of DSP review. However, it must be noted that the Planning Board does not regulate tenant choices. Regarding pet-friendly amenities, the applicant is fully aware of the issue and will try to provide certain amenities at the time of DSP.

Regarding a potential community garden, the applicant is also fully aware of the issue and has shown willingness to provide sufficient open spaces to accommodate the emerging needs for community gardens to increase access for healthy food choices. This development project also involves demolishing approximately 211,747 square feet of the existing buildings. The applicant must obtain a raze permit prior to any demolition.

- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated November 17, 2015, SHA stated that any work in SHA rights-of-way will require SHA plan review, approval, and issuance of pertinent permits.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—As of the writing of this resolution, WSSC has not offered any comments on this CSP.
12. Based on the foregoing and as required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP 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.
13. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a CSP:
- (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).**

Subtitle 24-130(b)(5) is as follows:

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

The Planning Board found that this site has been previously developed and no new impacts to regulated environmental features that are required to be protected under Section 27-276(b)(4) of

the Zoning Ordinance are proposed.

The regulated environmental features on the subject property appear to have been preserved and/or restored to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI-03-02-03), and further APPROVE Conceptual Site Plan CSP-06001-01 for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the conceptual site plan (CSP), the applicant shall:
 - a. Show the correct acreage of the entire site to be 74.56.
 - b. Provide site plan notes as follows:
 - (1) "During the demolition/construction phases of this project, no dust shall be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."
 - (2) "During the demolition/construction phases of this project, noise shall not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."
 - c. Remove the labels on the plan for "condominiums," as this is an ownership method and is not a dwelling unit type. The plans should be labeled with townhouses, single-family detached or two-family attached, multifamily, commercial/office, or commercial/retail.
 - d. Reflect the existing lot and parcel lines on all plans. Sheets 1 and 4-6 shall depict both existing and proposed lot and parcel lines with clear labels.
 - e. Remove the proposed lot and parcel lines from the existing conditions and plans.
 - f. Reflect the lotting pattern approved with Preliminary Plan of Subdivision 4-06123 for Phase 3.
 - g. Show the unmitigated 65 dBA Ldn noise contour, either based on the Environmental Planning Section's noise model (266 feet from the centerline of Greenbelt Road (MD 193)), or based on a Phase I noise study on the CSP and Type II tree conservation plans.

- h. Revise the Type 1 tree conservation plan (TCPI) as follows:
 - (1) Revise the worksheet to account for the 20.07 acres of existing woodland and 0.74 acre of wooded floodplain shown on previously approved TCPs for this site.
 - (2) Show the scale.
 - (3) Show the current TCPI approval block on the plan with all previous approval information typed-in.
 - (4) Show a vicinity map.
 - (5) Show the specimen tree as to be removed.
 - (6) Revise the legend to show all symbols used on the plan.
 - (7) Add the standard TCPI notes regarding grandfathering, stormwater management, and lands to be dedicated.

- 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.

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

 - 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.

- d. Full cut-off lighting fixtures shall be used.
- 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.
- f. Provide bicycle parking at appropriate locations for the proposed nonresidential and multifamily buildings.
- g. The following standards shall apply to the development:

Standards

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

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

* To be determined at Detailed Site Plan review

** Garages may be as close as 4 feet

- h. Provide standard sidewalks along all internal roads, excluding alleys.
 - i. Explore the possibility to establish a complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections among different pods of the proposed development.
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.
4. Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210.00 to the Prince George's County Department of Public Works and Transportation (DPW&T) for the placement of a bikeway sign(s) along Northern Avenue, designated a Class III bikeway. A note shall be placed on the final plat for payment to be received prior to issuance of the first building permit.
 5. The applicant may construct a standard sidewalk along the subject site's entire frontage of Northern Avenue, as determined by the Department of Permitting, Inspections and Enforcement (DPIE) with the input from the Glenn Dale Citizen's Association.
 6. Prior to approval of a preliminary plan of subdivision for Lot 6, Block A, the following information shall be provided, or the issues shall be properly addressed as follows:
 - a. A complete internal pedestrian network, pedestrian safety features/locations, and additional neighborhood connections shall be identified.
 - 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.
 7. At the time of detailed site plan review for the proposed multifamily dwellings, the applicant shall provide adequate on-site recreational facilities to serve the future residents. Appropriate conditions including the requirement for recreational facilities agreements and bonding shall be required.
 8. Prior to issuance of the building permits for each residential unit, the applicant shall pay the applicable public safety surcharge.
 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.

10. Prior to the issuance of any building permits, except for retail use, within the subject property, the following road improvements shall; (a) have full financial assurances, or (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Install (or fund the installation of) a bus shelter at the existing bus stop at MD 193 and Aerospace Drive, or at a location, which serves the subject site to be determined by the Transit Division of the Prince George's County Department of Public Works and Transportation DPW&T), in order to serve patrons of the T15 and T17 bus routes.
 - b. Provide a two-lane approach (an exclusive left lane and a shared through-right lane) along northbound Aerospace Drive, and a two-lane approach along southbound Aerospace Drive (an exclusive right lane and a shared left-through lane), or as modified by DPW&T, at its intersection with MD 193. This improvement shall include any needed modifications to the traffic signal, signage, and pavement markings.
11. Prior to the issuance of the building permit for retail use, the applicant shall provide a three-lane approach (an exclusive left lane, an exclusive right lane and a shared left-through lane), or as modified by DPW&T, along the southbound Mission Drive at its intersection with MD 193. This improvement shall include any needed modifications to the traffic signal, signage, and pavement markings.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Shoaff, with Commissioners Washington, Shoaff, Geraldo, Bailey and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 10, 2015, in Upper Marlboro, Maryland.

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Adopted by the Prince George's County Planning Board this 10th day of December 2015.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

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