



# THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 16-63

File No. 4-16010

## RESOLUTION

WHEREAS, SLDM, LLC is the owner of an 11.95-acre parcel of land known as Lots 1 and 4, and Outlots B and C, all within Block A, said property being in the 14th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation-Oriented (M-X-T) and Light Industrial (I-1); and

WHEREAS, on April 8, 2016, SLDM, LLC filed an application for approval of a Preliminary Plan of Subdivision for 111 lots and 23 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-16010 for Glenn Dale Commons, Phase 1, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 19, 2016, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on May 19, 2016, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-03-02-04, and further APPROVED Preliminary Plan of Subdivision 4-16010, including a Variance from Section 27-548(h) of the Prince George's County Zoning Ordinance from the minimum lot size for Lot 74, with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to make the following technical corrections:
  - a. Remove Approval Sheet 1A, from the plan set.
  - b. Correct General Note 1 to read as follows: Existing Lots 1 and 4, Block A, and Outlots B and C.
  - c. Revise the plan inset of sheet 1 to correct the labeling of Lot 14, Block C, and Parcel Q.
  - d. Revise the two-family attached parcels on all sheets as numbered parcels. Include the number and type of dwelling units within these parcels. Reflect the changes in the Parcel Area Summary Table on Sheet 1.



- e. Remove the "Slab" and "Ext. Footer" notes from lots.
- f. Add the maintenance easement abbreviation, ME, to the legend.
- g. Relocate overlapping text so that the lot dimensions and bearings are legible.
- h. On Sheet 4, Existing Conditions Plan, darken the existing lot and outlot property lines so they are legible.
- i. The Land Surveyor shall sign and seal the plan.
- j. Add a general note to state the following: Mandatory Dedication Required: Private on-site recreation.
- k. Add a general note to state that the subdivision will be served by private roads and private alleys.
- l. Add "Phase 1" to the Glenn Dale Commons title block on all sheets.
- m. Remove the existing conditions text from Sheets 2 and 3.
- n. Add a parcel over the private alley serving the proposed two-family Parcels S and T.
- o. Correct General Note 10 to include the CSP-06001-01 approval.
- p. On Sheet 1, add to the plan inset that the southern portion of the Aerospace Road cul-de-sac will be vacated with Phase 4 (4-16015) of Glenn Dale Commons.
- q. Revise General Note 21 to state "Minimum Building Width: 20 feet. Minimum Building Width Proposed: 24 feet."
- r. Add to General Note 8 the maximum allowable FAR (1.4 FAR) and how this is calculated.
- s. Revise all plans to reflect the zoning and use in the adjacent properties.
- t. Add to Sheet 4 the disposition of all structures including sidewalks. Label the existing driveways to be removed. Add a note regarding the disposition of the access easement as described in Liber 7582 at folio 736.
- u. The plans, charts, and notes shall be updated to reflect the addition of the two I-1 parcels to be conveyed to the homeowners association.



- v. Re-label Outlots B and C as Parcels V and U.
  - w. Revise the lotting pattern in accordance with applicant's exhibits "Variance Exhibit Attachments A and B" to remove Lots 73-75 from the I-1 Zone.
  - x. Adjust the public utility easement to abut Lots 73-75 to provide utility service.
  - y. Add a general note that acknowledges the approval of the variance to lot size for Lot 74 by 52 square feet from the minimum lot size requirement of 1,800 square feet. With the approval of the variance request, Lot 74 would be 1,748 square feet.
  - z. Revise General Note 6 to reflect 23 parcels, and add the new parcels to the "Parcel Area Summary" table on Sheet 1.
  - aa. Provide a standard sidewalk along the entire north side of Private 'Road A' within Parcel C, except for Units 32-45, Block B.
- 2. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require the approval of a new preliminary plan of subdivision prior to approval of any building permits.
  - 3. Approval of this preliminary plan of subdivision shall supersede Preliminary Plans of Subdivision 4-86167 (PGCPB Resolution No. 86-457) and 4-90008 (PGCPB Resolution No. 90-203) for the development of Phase 1 of Glenn Dale Commons.
  - 4. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Development Review Division to ensure that the rights of the M-NCPPC Planning Department are included. The liber and folio of the declaration of covenants shall be noted on the final plat prior to recordation.
  - 5. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association (HOA) land consistent with the approved preliminary plan of subdivision and detailed site plan (DSP). Land to be conveyed shall be subject to the following:
    - a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division (DRD), Upper Marlboro.
    - b. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.



- c. The conveyed land shall not suffer the disposition of construction materials, soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
  - d. Any disturbance of land to be conveyed to a HOA shall be in accordance with an approved detailed site plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
  - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD in accordance with the approved DSP.
  - f. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
- 6. The applicant and the applicant's heirs, successors, and/or assignees shall provide private on-site recreational facilities and private off-site recreational facilities on Parcel D (the centralized recreational area adjacent to the stormwater management pond) in accordance with the *Park and Recreation Facilities Guidelines* and Conceptual Site Plan CSP-06001-01.
  - 7. Prior to submission of final plats, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) to the Development Review Division (DRD) for construction of recreational facilities on-site and off-site on Parcel D for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the liber/folio reflected on the final plat.
  - 8. Prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of the on-site and off-site (Parcel D) recreational facilities.
  - 9. Development of this site shall be in conformance with Stormwater Management Concept Plan 15253-2006-01 and any subsequent revisions.
  - 10. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a ten-foot-wide public utility easement (PUE) along all public streets, and one side of all private streets, or a PUE acceptable to the applicable public utility providers, as reflected on the approved detailed site plan.
  - 11. Prior to final plat, in accordance with Section 24-112 of the Subdivision Regulations, the applicant shall vacate that portion of the dedicated public right-of-way of Aerospace Road no longer necessary to support the lotting pattern reflected on the approved detailed site plan.



12. Total development within the subject property shall be limited to uses which generate no more than 123 AM and 140 PM peak-hour vehicle trips. Any development with an impact beyond that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
13. Prior to approval of the 69th building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agencies access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
  - a. Prior to issuance of the 69th building permit, provide the final striping plan for Aerospace Road and Forbes Boulevard for the review and approval of DPIE/DPW&T. The roadway striping plan shall be prepared in accordance with the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) and the Prince George's County Department of Public Works and Transportation (DPW&T) standards for construction. The final striping plan shall be modified from the bicycle lane exhibit included in the bicycle and pedestrian impact statement to accommodate turning movements where Aerospace Road and Forbes Boulevard intersection with MD 193. The roadway restriping plan will include the following elements:
    - (1) Seven-foot-wide parallel parking along both sides of Aerospace Road;
    - (2) Five-foot-wide bicycle lanes along both sides of Aerospace Road;
    - (3) Two eleven-foot travel lanes to serve both directions of vehicular traffic; and
    - (4) Appropriate roadway markings and signage will be included on the lane restriping plan.
  - b. Install the "bicycle pedestrian" and other roadway signage as shown on the roadway restriping plan approved by DPIE/DPW&T.
14. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
  - a. Provide standard sidewalks along all internal roads, excluding alleys.
  - b. Provide a standard sidewalk along the entire north side of Private 'Road A' within Parcel C, except for Units 32-45, Block B.



- c. Provide a striped crosswalk along Aerospace Road at Dorsey Lane (Private Road within Parcel B), unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
15. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
- a. Revise the calculations for Phase 3 (DSP-15001) of the worksheet as needed to reflect the calculations shown on the approved TCPII-156-03-05 associated with Phase 3 (Detailed Site Plan DSP-15001).
  - b. Revise the title of the plan to remove the revision number.
  - c. Revise the legend on the cover sheet to include the symbol shown on the plan for off-site clearing.
  - d. Revise the TCP1 notes as follows:
    - (1) Note 7 shall state that the site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by the *Plan Prince George's 2035 Approved General Plan*;
    - (2) Note 9 shall state that "The overall site has frontage on Greenbelt Road, an arterial roadway;" and
    - (3) Note 10 shall state that "Phase 1 is not grandfathered."
  - e. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
16. The following note shall be placed on the final plat of subdivision:
- "Development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-03-02-04), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission."

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:



1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on Tax Maps 35 grid F-1 and 36 A-1, and is known as Lots 1 and 4, and Outlots B and C, all within Block A. The two existing lots are known as; Lot 1 recorded in NLP 119-72 (1984) pursuant to the approval of Preliminary Plan of Subdivision 4-83117 (PGCPB Resolution No. 83-262) and Lot 4 recorded in NLP 134-48 (1987), pursuant to the approval of Preliminary Plan of Subdivision 4-86167 (PGCPB Resolution No. 86-457). The two Outlots B and C were recorded in land records in VJ 164-99 (1993), pursuant to the approval of Preliminary Plan of Subdivision 4-90008 (PGCPB Resolution No. 90-203). This site was previously approved for office warehouse.

This PPS is located on the northwestern quadrant of the intersection of Aerospace Road and Hubble Drive. Two vehicular access points are proposed, one on each abutting roadway. The development will circulate internally through two private roads and five private alleys. The private roads are shown with a variable width right-of-way with a pavement width of 22 feet wide and some sections of parallel parking. Sidewalks are recommended along the private roads. The private alleys are proposed with a 22-foot-wide right-of-way width and a pavement width of 18 feet wide.

Thirty-four (34) of the lots front Aerospace Road and are designed with rear-loaded garages from a private road. Six (6) of the lots front Hubble Drive and are designed with rear-loaded garages being served by private alleys. Forty (40) of the lots along the western and northern perimeters are front-loaded garages and directly access the private roads. The remaining thirty-one (31) lots front on either private roads or open space, but will be rear loaded being served by private alleys. This is allowed through the conversion of the townhouses approved under DSP-06072 pursuant to Section 24-108(a)(6) of the Subdivision Regulations. The 64 two-family attached dwellings are designed on five parcels, and will be served by either private roads or private alleys. The interior street system proposed by the applicant is adequate to serve the development.

Lots 1 and 4 were rezoned from Light Industrial (I-1) to Mixed Use Transportation-Oriented (M-X-T) by the 2006 *Approved Sector Plan and Sectional Amendment for the East Glenn Dale Area*. Outlots B and C are zoned I-1. With the rezoning from I-1 to M-X-T for Lots 1 and 4, and the approval of Conceptual Site Plan CSP-06001 (PGCPB Resolution No. 06-282), the proposed land use changed from office warehouse to residential. Detailed Site Plan DSP-06072 (PGCPB Resolution No. 08-09) was approved in 2008 on the subject property with 68 townhouses and 142 two-family attached. The PPS currently reflects three townhouse lots, Lots 73-75, which are split zoned (M-X-T and I-1), which include the areas of Outlots B and C. Townhouses are not a permitted land use without the approval of a special exception in the I-1 Zone.

The I-1 zoning was identified during the review of this PPS as being within the limit of the DSP and PPS. Identifying this issue, late in the review process, resulted in the one-week continuance of the Prince George's County Planning Board hearing from May 12, 2016 to May 19, 2016.



Outlots B and C together total 2,796.5 square feet and are surrounded by the M-X-T zoned property. The two outlots were not reviewed as part of the original DSP, nor are they now included in the DSP revision. The applicant is not intending to rezone the outlots and desired to move forward with the PPS and DSP. The area of I-1 zoning is included in this PPS, but is not included within the DSP, and will be re-platted as parcels that are to be owned and maintained by the homeowners association (HOA). No lots will contain I-1 zoning, but lead walks, utilities as well as other structures will be located within the I-1 zoning. The public utility easement (PUE) in this area shall be widened over the I-1 parcel to abut the single-family attached lots to provide utility service. The need to remove the I-1 property from the single-family attached lots results in the need for a variance for lot area for proposed Lot 74. On May 4, 2016, the applicant submitted a variance request for a lot below 1,800 square feet with this PPS. The Planning Board approved the variance request for proposed Lot 74.

3. **Setting**—This PPS is located on the northwestern quadrant of the intersection of Aerospace Road and Hubble Drive. The site is bounded on the south by Aerospace Road and on the east by Hubble Drive. Lots 1 and 4 are zoned M-X-T (Mixed-Use-Transportation) and Outlots A and B are zoned I-1 (Light Industrial.) The properties directly across Aerospace Road (to the south) are zoned I-1 and are developed with commercial uses. The properties directly across Hubble Drive (to the east) are zoned M-X-T and are Phases 3 and 4 of the Glenn Dale Commons development covered under CSP-06001-01, and are proposed to be developed with private recreational facilities and single-family attached dwelling units. The abutting properties to the north are zoned I-1 and R-R and are developed with office uses, an indoor athletic field, and one single-family detached residential dwelling.
4. **Development Data Summary**—The following information relates to the subject PPS application and the development proposed.

Zones Use(s)	EXISTING	APPROVED
	M-X-T/I-1 Office/Warehouse	M-X-T/I-1 Single-family attached
Acreage	11.95	11.95
Lots	2	111
Outlots	2	0
Parcels	0	23
Dwelling Units:	0	175
Townhouse	0	111
Two-family Attached	0	64
Public Safety Mitigation Fee	No	No
Variance(s)	No	Yes
		27-548(h)
		Minimum Lot Size
Variation(s)	No	No



Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on April 22, 2016. The variance from the minimum lot size requirement of 1,800 square feet for one lot was submitted on May 4, 2016, and is approved.

5. **Previous Approvals:** The property is the subject of a number of prior approvals. PPS 4-86167 was approved in 1986 (PGCPB Resolution No. 86-457) and PPS 4-90008 was approved in 1990 (PGCPB Resolution No. 90-203). The approval of this Preliminary Plan of Subdivision, 4-16010, shall supersede the previous PPS for the development of this site.

**CSP-06001 and 01 Revision**

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.

In regards to Conditions 2(h) and 2(i), sidewalks are being provided along both sides of most internal roads. One additional sidewalk segment is recommended to complete the network along the north side of Private 'Road A,' with the exception of along the south



side of dwellings 32–45, Block B. Sidewalks exist along the subject site's frontage of both Hubble Drive and most of Aerospace Road. Walking paths or sidewalks are provided in the areas of open space within Phase 1. Additional trails were approved elsewhere in the development at the time of CSP. Pedestrian safety features will be evaluated at the time of DSP. However, the proffered road restriping will greatly enhance the pedestrian environment along both Aerospace Road and Forbes Boulevard.

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.**

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

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



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

Compliance to this condition is being reviewed by the Urban Design Section with DSP-06072-01.

- 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.**

Conditions 4-7 are for Phases 2 and 3 of the Glenn Dale Commons development. These conditions do not apply to Phase 1 which is the subject of this PPS.



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

Condition 8 will be reviewed with the building permit.

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.**

With this PPS, a trip cap is required for Phase 1 of Glenn Dale Commons.

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.**

Conformance to Conditions 10 and 11 is addressed further in the Transportation finding.



**Detailed Site Plan DSP-06072 and -01 Revision**—The revision to the DSP to reflect the lotting pattern and dwelling unit mix is a companion case to this PPS, and is scheduled to be heard at the same Planning Board hearing as the subject PPS. Any of the Planning Board's decisions with that DSP that affect the subdivision layout or capacity levels may result in the loss of lots. Prior to certificate approval of the DSP, the PPS shall be signature approved.

6. **Community Planning**—This property lies within the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) designated Employment Area and the Innovation Corridor. Plan Prince George's 2035 defines the Innovation Corridor as having "the highest concentrations of economic activity...and has the greatest potential to catalyze future job growth, research, and innovation in the near-to-mid-term." The 2006 *Approved Sector Plan and Sectional Map Amendment for the East Glenn Dale Area portions of Planning Area 70* recommends mixed-use development. The 2006 East Glenn Dale Sector Plan SMA contains a series of strategies for the redevelopment of Glenn Dale Commons as a pedestrian-friendly "residential-oriented, mixed-use development." There are no parks in the immediate vicinity of the property. The Countywide Master Plan of Transportation recommends an on-road bicycle route on Forbes Boulevard, bicycle lanes for Greenbelt Road (MD 193), and both bicycle lanes and a sidepath for Good Luck Road. The property is not located within any Aviation Policy Area or the proposed Military Installation Overlay (M-I-O) Zone. The 2006 East Glenn Dale Sector Plan SMA reclassified existing Lots 1 and 4 from the Light Industrial (I-1) Zone to the Mixed-Use Transportation-Oriented (M-X-T) Zone. Outlots B and C remain in the I-1 Zone.
7. **Stormwater Management**—The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has approved a Stormwater Management Concept Plan, 15253-2006-01 that is valid through May 4, 2017. The plan shows the site draining toward an existing pond located to the east of PPS, across Hubble Drive. The concept letter indicates that a portion of Phase 1 does not drain to the existing pond. This area is considered redevelopment and is required to meet water quality standards, which is being accomplished by a reduction in overall impervious area. Development of the site shall conform to the approved stormwater management concept plan and any subsequent revisions to ensure that development of this site does not result in on-site or downstream flooding.
8. **Parks and Recreation**—The Prince George's County Department of Parks and Recreation (DPR) considered the recommendations of the 2006 East Glenn Dale Sector Plan SMA, the Formula 2040 Functional Master Plan for Parks and Recreation, the previously approved CSP-06001-01, and the Subdivision Regulations (Subtitle 24) as they pertain to public parks and recreation.

The subject property is located on the north side of MD 193, east of Good Luck Road and is not adjacent to any existing M-NCPPC-owned parkland. Conceptual Site Plan CSP-06001-01 was approved on 74.56-acre of land in the M-X-T Zone with a range of retail and commercial uses consisting of a maximum area ratio (FAR) of 0.42-0.55. Along with the retail and commercial uses, CSP-06001-01 also allows for a mix of multifamily and single-family attached and detached dwelling units (465–670 total units), which is less than the previous approved CSP which called for 954 residential units with a projected population of 2,508 new residents.



This PPS covers 11.95 acres of land and is for the approval of 111 single-family attached and 64 two-family attached dwelling units which is within the limits of the approved CSP-06001-01. These total number dwelling units will generate approximately 720 new residents into the existing community.

As per the previously approved CSP, the applicant is proposing private on-site recreational facilities and off-site facilities on Parcel D in order to meet the needs of the future residents. The applicant has submitted a list of the proposed recreational facilities to include: a fitness trail with exercise stations, a community pavilion structure, a community garden area, picnic area with tables and grills, tot-lot and school age playground and open play areas both on-site and on Parcel D. Based on the density in Phases 1–5 (CSP-06001-01), DPR has determined that the provision of private on-site recreational facilities including off-site on Parcel D, will meet the requirements of mandatory park dedication as required in the Subdivision Regulations (Section 24-135).

9. **Trails**—No master plan trails recommendations impact the subject application. However, there are several general strategies in the 2006 East Glenn Dale Sector Plan SMA that relate to the subject site:

- **Require sidewalks along all new roads.**
- **Incorporate pedestrian safety features such as raised crosswalks, improved lighting, curb bump-outs, and pedestrian signals into new development and redevelopment.**

(SMA East Glenn Dale Area, page 31).

The area master plan also includes a strategy for incorporating trail connections into new development where feasible. This strategy supports the provision of sidewalk and trails connections internal to the site and is referenced below:

- **Incorporate trails into new subdivisions as development occurs. Provide trail connections between subdivisions and land uses to the extent feasible**

(SMA East Glenn Dale Area, page 31).

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) includes several policies related to pedestrian access and the provision of sidewalks. The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

**POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**



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

Approved CSP-06001-01 (PGCPB Resolution No. 15-127) includes a number of conditions of approval related to pedestrian and trail facilities, some of which are applicable to Phase 1, and are addressed further.

**Proposed On-Site Bicycle and Pedestrian Improvements:** Consistent with the policies of the MPOT, standard or wide sidewalks are provided along both side of most internal roads (excluding alleys). An additional sidewalk connection is recommended along the north side of the Private 'Road A' within Parcel C. Internal paths and sidewalks within internal open space further enhance connectivity within the site. Sidewalks exist along the subject site's frontages of both Hubble Drive and most of Aerospace Road. There are no master plan trails issues in either the MPOT or the area master plan that impact the subject property.

**Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:** Due to the location of the subject site within a designated corridor, the application is subject to Section 24-124.01 of the Subdivision Regulations, which includes a requirement for the provision of off-site bicycle and pedestrian improvements.

Section 24-124.01(c) includes the following guidance regarding off-site improvements:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Section 24-124.01(c) includes specific guidance regarding the cost cap for the off-site improvements. The amount of the improvements is calculated as follows:

**The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.**



The PPS proposes 111 single-family dwellings and 64 two-family attached dwellings for a total of 175 dwelling units. Based on the prior approval of DSP-06072 for the site, some of these units are counted as previously approved. The cost cap of \$13,500 is based on Section 24-124.01(c) and the 45 proposed townhouse lots included with the subject application. Section 24-124.01(d) provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required.

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- i. **installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
  - ii. **installing or improving streetlights;**
  - iii. **building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
  - iv. **providing sidewalks or designated walkways through large expanses of surface parking;**
  - v. **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
  - vi. **installing street trees.**

The required Bicycle and Pedestrian Impact Statement (BPIS) was submitted on April 7, 2016. A GIS map was compiled for the vicinity of the site showing existing and planned bicycle and pedestrian facilities within a one-half mile radius of the subject site, and potential pedestrian destinations that future residents and guests of the site may use. This map indicates that the sidewalk network is fragmented in the vicinity of the subject site and that master plan bicycle and pedestrian facilities are recommended along MD 193. Key pedestrian destinations in the vicinity of the subject site include Duval High School at Good Luck Road and MD 193, apartments on both sides of MD 193, bus stops along Good Luck Road and MD 193, and the Eastgate Shopping Center on the south side of MD 193.

**Compliance with Section 24-124.01 and the Transportation Review Guidelines Part 2, 2013:** The BPIS considered a variety of bicycle and sidewalk improvements that will improve bicycle and pedestrian access both within the larger Glenn Dale Commons development (including future Phase 4) and the destinations noted above. The BPIS included details/preliminary designs for the following improvements.



- **Restriping plan for Aerospace Road/Forbes Boulevard.** This plan includes seven-foot-wide on-street parking, five-foot-wide bicycle lanes and eleven-foot travel lanes. In discussions with DPW&T/DPIE on March 19, 2016, DPW&T indicated that when the applicant completes the restriping plan, the County will implement the improvements through the resurfacing program.
- **Sidewalk construction along Aerospace Road.** This improvement will involve 255 linear feet of off-site sidewalk construction along the west side of Aerospace Road, directly south of this PPS. The retrofit will complete a gap the sidewalk network and provide complete sidewalk access from the subject site to MD 193.
- **Sidewalk construction along MD 193.** This sidewalk retrofit will complement the sidewalk improvements being done on-site. To completely provide this connection, the sidewalk will have to be extended an additional 275 linear feet to the east side of Executive Place in order to make the complete connection to the traffic light for Eastgate Shopping Center.

Prior to the Planning Board hearing, the applicant withdrew their proposal for the construction of the sidewalk along Aerospace Road. Although this improvement was originally proffered in the submitted BPIS dated April 7, 2016, after further analysis by the applicant, the total cost of the sidewalk originally estimated at \$7,894 required significant grading necessitating the construction of a retaining wall, increasing the cost of the sidewalk project by an estimated \$5,000 to \$6,000. This would place the proffered improvements beyond the cost cap specified in Section 24-124.04(c). Additionally, the applicant determined that there was insufficient existing right-of-way to the construct the section of sidewalk. Section 24-124.01(e)(2) states "No developer/property owner shall be required to acquire additional land not already owned by that developer/property owner in order to construct adequate pedestrian and bikeway facilities. All adequate pedestrian and bikeway facilities required under this Section shall be constructed within existing public easements and rights-of-way, or within land dedicated (or to be dedicated) by the applicant to public use."

For these reasons, the improvement for the sidewalk construction was removed as a condition of approval.

As noted above, the PPS for Phase 1 of Glenn Dale Commons has a relatively low cost cap of \$13,500. The construction costs for each of the projects noted above exceeds this cap. As stated by the applicant on page 12 of the BPIS, engineering and design will further add to the cost of the projects.

Due to the provided estimates and the relatively low cap for the site, the striping plan (labeled "Bicycle Lane Exhibit" in the BPIS) should be accepted as the off-site improvements for the PPS (Phase 1). DPW&T and DPIE agreed that when the applicant completes the striping plan for Aerospace Drive-Through approval, DPW&T will implement the plan. The cost estimate included in the BPIS for the roadway re-striping plan design and engineering is \$12,000. This improvement



is within the cost cap. As noted earlier, the cost cap for Phase 1 per Section 24-124.01(c) is \$13,500.

**Demonstrated nexus between the subject application and the off-site improvements:**

Section 24-124.01(c) of the Subdivision Regulations requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities.

This section is referenced below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

The proffered off-site improvements for the revised street section along Aerospace Road and Forbes Boulevard (as shown on the bicycle lane exhibit) will improve bicycle access from the subject site to MD 193, thereby providing better access from the site to Eastgate Shopping Center, Duval High School, and the existing apartment units. The restriping plan along Aerospace Road and Forbes Boulevard will improve access from the subject site to the destinations to the east and the west of the site along MD 193.

**Finding of Adequate Bicycle and Pedestrian Facilities:** Section 24-124.01 of the Subdivision Regulations requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. More specifically, Section 24-124.01(b)(1) and (2) includes the following criteria for determining adequacy.

- (b) **Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**
- (1) **The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**



- (A) **The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**

Sidewalks exist along most segments of Aerospace Road, although some gaps in the sidewalk network exist. The applicant is completing the portion of the sidewalk along the frontage of Phase 1. This will ensure that pedestrians on the subject site have a complete sidewalk connection to MD 193. An additional sidewalk is recommended along the north side of the road within Parcel C.

- (B) **the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, "bulb out" curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

The applicant is proffering a variety of off-site improvements involving restriping Aerospace Road and Forbes Boulevard. The curb-to-curb space within the road will be reallocated to include on-street parking and designated bicycle lanes. These facilities will improve the environment and safety for pedestrians by slowing traffic and buffering the sidewalk from the travel lanes. Currently, the road is extremely wide, scaled for industrial use, and travel lanes are not formalized, which encourages the traffic to move relatively fast and unimpeded within an extremely wide paved area in both directions. The restriping plan submitted by the applicant will serve to significantly the travel lanes and the visual appearance of the road to a residential scale improving safety for all users.

- (2) **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
- (A) **The degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**



The restriping plan will allow for the provision of designated bicycle lanes along the entire length of Aerospace Road and Forbes Boulevard north of MD 193. This is a total distance of approximately 3,300 linear feet. The portion of Forbes Boulevard north of MD 193 is designated as a master plan bikeway, which is planned to continue along the road south of MD 193.

- (B) The presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**

The restriping plan will allow for the provision of designated bicycle lanes along the entire length of Aerospace Road and Forbes Boulevard north of MD 193. This is a total distance of approximately 3,300 linear feet. Discussions with the operating agency have indicated that DPW&T/DPIE support this restriping effort and the reallocation of the roadway space to accommodate designated bicycle lanes. Upon the approval of the striping plan by the applicant, DPW&T will implement the restriping plan as part of the roadway maintenance in the next year.

- (C) The degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**

The restriping plan submitted by the applicant will result in approximately 3,300 linear feet of bicycle lanes being marked along Aerospace Road and Forbes Boulevard. This project was discussed on March 15, 2016 and April 19, 2016 meetings with DPW&T and DPIE. Both agencies agreed that the striping was an excellent off-site improvement that will greatly benefit the future residents of the site by calming traffic along the currently wide road, provide an additional buffer for the sidewalk, and accommodating bicyclists along a significant stretch of road leading to and from the subject site.

- (D) The availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

No bicycle parking is necessary for the subject application because it involves only single-family and townhouse development. However, bicycle parking has been required in other portions of the larger Glen Dale Commons development.

**BPIS and Proffered Off-Site Improvements:** The off-site improvements connect directly to the subject site, supplement what is being provided on-site and provide improvements similar to a Complete Streets retrofit along Aerospace Road and Forbes Boulevard. The designated bike lanes will accommodate cyclists going from the site to MD 193. The sidewalk retrofit along Aerospace



Road will provide a complete sidewalk connection from the site to MD 193. And, the on-street parking will further serve to calm traffic speeds along the road by visually narrowing down the corridor. As noted earlier, the applicant will be conditioned to get the striping plan approved by DPIE/DPW&T and DPW&T will complete the actual repaving and pavement markings at the time of their regularly scheduled maintenance. Furthermore, the Planning Board concludes that this agreement is consistent with Section 24-124.01 because the development of the striping plan is within the cost cap and there is an agreed upon timetable for construction per DPW&T/DPIE, the operating agency.

10. **Transportation**—The PPS application consists of properties that were the subject of previous Planning Board actions.

On December 1, 1983, the Planning Board approved PPS 4-83117 for approximately 27.9 acres of land which resulted in formation of Lot 1, which included all of the proposed property. This approval did not include any specific off-site transportation related improvements.

On November 20, 1986, the Planning Board approved the PPS 4-86167 for a 30.77-acre parcel of land which included the eastern half of the proposed property. This approval also did not include any specific off-site transportation related improvements.

On May 17, 1990, the Planning Board approved PPS 4-90008 for 26.5 acres of land, which included very small portion of the proposed property. Pursuant to PGCPB Resolution No. 90-203, this approval includes the following transportation condition that portions of it, underlined, have not been fully satisfied:

- 1(h) **Provide a double left-turn from eastbound Greenbelt Road (MD Route 193) into northbound Forbes Boulevard and restripe to provide a left-turn lane to eastbound Greenbelt Road. Forbes Boulevard would then be a minimum of 57 feet wide for at least 250 feet.**

The portion of the proposed property that were subject of the 4-90008 are recorded as Outlots B and C. Section 24-101(b)(19) of the Subdivision Regulations states the following definition for an outlot.

- (19) **Outlot: A piece or parcel of land that remains within a subdivision but which does not meet the minimum requirements of the Zoning Ordinance for a buildable lot and is, therefore, not usable as a legal building site.**

Due to the definition above determining that outlots are not “useable as a legal building site,” the above referenced and unsatisfied transportation condition should not be carried forward with Outlots B and C as new approval conditions for the current PPS.



On November 19, 2015, the Planning Board approved the Conceptual Site Plan (CSP-06001-01), with several transportation related conditions. The CSP application and its approved development data summary included the subject property and the proposed 111 townhouses and 64 two-family attached units that are planned to be constructed on the subject property. All of the CSP transportation related conditions are enforceable at the time of building permit.

#### **Growth Policy – Service Level Standards**

The subject property is located within the Developing Tier, as defined in Plan Prince George's 2035. 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**

As noted above, the subject property has been the subject of several PPS and CSP approvals. Conceptual Site Plan CSP-06001-01 included capacity levels within Phase 1 for 171 dwelling units of 120 AM and 137 PM peak-hour vehicle trips. This PPS application for Phase 1 proposed 175 dwelling units (111 single-family attached and 64 two-family attached). This is a de minimus increase in the total number of trips, and is within the overall trip cap for Glenn Dale Commons. With the approval of this PPS, the 175 dwelling units project a total of 123 AM and 140 PM peak-hour vehicle trip cap. As a result, the submission of a new traffic study as part of the PPS application was not required.

As part of the required adequacy review for a recently approved CSP application (CSP-06001-01), a submitted traffic impact study was reviewed for a mix of uses that included the proposed 111 townhouse and 64 two-family attached units that will be constructed within the limits of this PPS. The Planning Board concurred with the study findings that all impacted critical intersections would operate or continue to operate at acceptable level of service (D), or better with additional improvements. All required improvements were carried forward as approval conditions that are enforceable at time of building permit for the proposed development of 111 single-family residential and 64 two-family attached residential units, and host of other development mixes.

Based on the above findings, and since all of the proposed trips that would be generated by the proposed development are deemed as vested trips with prior subdivision approvals, therefore, the needed transportation facilities are and will be adequate as required by Section 24-124 of the Subdivision Regulations to serve the proposed development.



Based on the preceding findings, adequate access roads will exist as required by Section 24-124 of the Subdivision Regulations to serve the proposed development.

11. **Schools**—This PPS has been reviewed for impacts on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and County Council Resolution CR-23-2003, and concluded the following:

**Impact on Affected Public School Clusters  
Attached Single-Family Units**

Affected School Clusters #	Elementary School 1 Cluster	Middle School 1 Cluster	High School 1 Cluster
Dwelling Units	175	175	175
Pupil Yield Factor	0.145	0.076	0.108
Subdivision Enrollment	25	13	19
Actual Enrollment	9,518	3,712	5,838
Total Enrollment	9,543	3,725	5,857
State Rated Capacity	8,960	3,938	6,288
Percent Capacity	106%	95%	93%

County Council bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority (WMATA); or \$12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,017 and \$ 15,458 to be paid at the time of issuance of each building permit.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a quarter-mile of a Metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the 2010 *Approved Bowie State MARC Station Sector Plan And Sectional Map Amendment*. The bill also established an exemption for studio or efficiency apartments that are located within the County Urban Centers and Corridors as defined in Section 27A-106 of the Prince George's County Code; within an Approved Transit District Overlay Zone; or where there is no approved transit district overlay zone then within a quarter-mile of a Metro station. This act is in effect from October 1, 2013 through September 30, 2018. The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.



12. **Fire and Rescue**—This PPS was tested for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations. Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month”. The proposed project is served by West Lanham Hills Fire/Emergency Medical Services, Company 848, a first due response station (a maximum of seven minutes travel time), is located at 8501 Good Luck Road. “In the Fire/EMS Department’s Statement of Adequate Apparatus, as of February 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.”
13. **Police Facilities**—The subject property is located in Police District II, Bowie. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The PPS was accepted for processing by the Planning Department on April 8, 2016.

Reporting Cycle	Previous 12 Month Cycle	Emergency Calls	Nonemergency Calls
Acceptance Date 4/8/2016	12/2015-1/2015	8 minutes	13 minutes
Cycle 1			
Cycle 2			
Cycle 3			

Based upon the most recent available information as of December 2015 for police response times, the response time standards of ten minutes for emergency calls and 25 minutes for nonemergency calls were met on April 8, 2016.

14. **Water and Sewer Categories**—The 2008 *Water and Sewer Plan* designates Lots 1 and 4 in Water and Sewer Category 3, inside the sewer envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act for development on public sewer. Water and sewer lines in Aerospace Road and Hubble Drive abut the lots. Water and sewer line extensions may be necessary for the proposed residential subdivision and must be approved by the Washington Suburban Sanitary Commission (WSSC) before recordation of a final plat. The development will be served by public water and sewer.
15. **Health Department**—The Environmental Engineering/Policy Program of the Prince George’s County Health Department did not offer comment on the subject PPS.
16. **Use Conversion**—This PPS was analyzed based on the proposal for residential development. The analysis includes access, mandatory dedication, public facilities, and density specifically related to the land use and layout proposed with this application.



While the subject application is not proposing any nonresidential development, if such a land use were proposed, a new PPS shall be required.

17. **Public Utility Easement (PUE)**—The Subdivision Regulations require that the PPS reflect a ten-foot-wide PUE along both sides of all public rights-of-way (24-122(a)) and one side of all private streets (24-128(b)(12)). The PPS reflects the ten-foot-wide PUE along Aerospace Road and Hubble Drive, and along at least one side of all private streets. The PPS complies with these requirements.
18. **Historic**—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.
19. **Environmental**—The Planning Board previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-06001	TCP1-003-02-01	Planning Board	Approved	12/07/06	06-282
DSP-06072	TCPII-156-03-02	Planning Board	Approved	11/17/08	08-09
4-06123	TCP1-003-02-02	Planning Board	Approved	03/13/08	08-38
CSP-06001-01	TCP1-003-02-03	Planning Board	Approved	12/10/15	15-127
DSP-06072-01	TCP2-156-03-06	Planning Board	Concurrent Review	Pending	Pending

An approved and signed Natural Resource Inventory, NRI-076-06-01, which was approved August 27, 2015 was submitted.

#### **Grandfathering**

Phase 1 of the project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010 because the application is for a PPS.

Phase 1 of the project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and technical manual.

#### **Site Description**

The overall area for Glenn Dale Commons (Phases 1-5) contains 74.56-acres, and is located on the south side of Northern Avenue approximately 1,000 feet southeast of Good Luck Road. Based on available information, the overall site contains streams, wetlands, and 100-year floodplain. The site is in the Folly Branch watershed of the Patuxent River basin. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Christiana Downer, Christiana Downer-Urban, Elkton-Urban, Fallsington, Issue, Russet-Christiana, Sassafras-Urban, Udorthents, Urban land, and Woodstown complexes. Based on available information, Marlboro clay is not found to occur in the vicinity of this property; however, Christiana complexes are. MD 193 is in the vicinity of the site



and it is a traffic noise generator. However, traffic noise impacts are not anticipated because MD 193 is approximately 1,000 feet from Phase 1. There are no designated scenic or historic roads in the vicinity of the site. According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. The site contains Regulated areas and Gap Areas within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan*. Glenn Dale Commons is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035.

#### **Review of Previously Approved Conditions**

The following text addresses previously approved environmental conditions related to the subject application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

#### **Conformance with CSP-06001-01 PGCPB Resolution No. 15-127**

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

- 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.**

This condition was met on TCPI-003-02-03 associated with CSP-06001-01 prior to certification. The unmitigated 65 dBA Ldn noise contour does not affect Phase 1.

#### **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, which was approved August 27, 2015 was submitted. No revisions are required for conformance to the NRI.

#### **Woodland Conservation**

The PPS is subject to the provisions of the applicable Prince George's County Woodland Conservation Ordinance (WCO) because it has previously approved Type I and Type II Tree Conservation Plans associated with TCPI-03-02-01 and TCPII-156-03-01, respectively. A '-04' revision to TCP1-03-02 was submitted with this application.

The overall 74.56-acre site contains 20.07 acres of existing woodland on the net tract and 0.74 acres of woodland within the 100-year floodplain. Glenn Dale Commons Phases 1-5 has a Woodland Conservation Threshold (WCT) of 10.91 acres, or 15 percent of the net tract. Because



the overall site will be developed in phases, a phased worksheet is shown on the TCP. The overall site's cumulative woodland conservation requirement of 19.99 acres is proposed to be met in different phases. On the TCP, Phase 1 shows 2.41 acres of credit for off-site woodland conservation met on another property. It should be noted that the off-site mitigation for Phase 1 has already been acquired as part of a previous TCPII approval and permit issuance for this site. The area of off-site clearing shown for Phase 3 is slightly different than what was reviewed on the most recently approved TCPII for that phase. Prior to certification of the TCP1, the calculations for Phase 3 must be revised to reflect the most recent TCPII approval for that phase.

The tree conservation plan has been reviewed and requires technical revisions to be in conformance with the applicable 2010 Woodland Conservation Ordinance (WCO). The title of the plan must be revised to remove the revision number. The legend on the cover sheet must be revised to show the symbol used on the plan for off-site clearing. TCP1 Note 7 must be revised to add that the site is located within the Established Communities of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035. TCP1 Note 9 must be revised to indicate that the overall site (CSP-06001-01) fronts on Greenbelt Road, which is an arterial roadway. TCP1 Note 10 must be revised to indicate that Phase 1 is not grandfathered. The approval block must be updated on all sheets to type-in the -03 certification information (Megan K. Reiser on 3/7/16 for CSP-06001-01). After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

20. **Urban Design**—A revision to CSP-06001-01 (PGCPB Resolution No. 15-127) was reviewed and approved. A revision to DSP-06072, Phase 1 of the Glenn Dale Commons development, is currently in review. Detailed Site Plan DSP-06072-01 is proposing to convert the condominium townhouse (TH) dwelling units and two-family dwelling units to fee-simple TH lots. Section 24-108(a)(6) of the Subdivision Regulations permits the conversion of TH condominium units to fee simple lots in general without the approval of a PPS in certain circumstance. The original DSP-06072 in this case was approved with 68 townhouses and 142 two-family dwelling units all under a condominium regime on the three existing lots (PGCPB Resolution No. 08-09). The current application is proposing to convert the previously approved 68 TH dwelling units to fee-simple lots which is permitted pursuant to Section 24-108(a)(6). However, the applicant is also proposing to convert two-family dwellings to TH dwellings which is not permitted under the Subdivision Regulations in the M-X-T Zone without a new PPS. Preliminary Plan of Subdivision 4-16010 is in response to the applicant's desire for additional fee-simple lots. The companion case, DSP-06072-01, proposes applying the conversion provisions pursuant to Section 24-108(a)(6) to the previously approved townhouses and, through the subdivision process, requesting 43 additional lots, for a total of 111 TH lots and 64 two-family attached dwelling units.

The approved Conceptual Site Plan, CSP-06001-01, included lot standards. This PPS meets the minimum standards, with the exception to the requirement to remove Lot 74 from the I-1 Zone, which results in the need for a variance to the minimum lot size of 1,800 square feet of 52 feet. The Planning Board approved a lot size variance for the lot size of Lot 74, to 1,748 square feet. A



variance to Section 27-548(h) of the Zoning Ordinance to allow more than 20 percent of building groups to include more than six (6) units was submitted with the companion case DSP-06072-01 and is recommended for approval with the DSP. The companion case, DSP-06072-01, will be heard after this PPS at the same Planning Board hearing scheduled for May 19, 2016. The Planning Board's decisions in this PPS could affect the layout with the DSP.

21. **Variance**—The PPS includes Lots 1 and 4 (M-X-T Zone), and Outlots B and C (I-1 Zone). The DSP which is currently pending and to be heard by the Planning Board on the same date as the PPS and includes Lots 1 and 4 only, and reflects Outlots B and C for informational purposes.

The I-1 zoned properties (Outlots B and C) were identified during the review of this PPS and together total 0.0642 acres or 2,794 square feet. The two outlots are the result of the approval of PPS 4-90008 and the dedication of Hubble Drive (VJ 164-99). Outlots B and C are located on the west side of Hubble Drive and remained a part of the subdivision but did not meet requirement of zoning, therefore identified as "outlots." At the time of the recordation of the final plat (1993) Outlots B and C were zoned I-1. Subsequent to the final plat approval, Lots 1 and 4, abutting Outlots B and C to the west, were rezoned to the M-X T Zone.

Subsequent to the rezoning, Lots 1 and 4 were the subject of three prior approvals CSP-06001, CSP-06001-01, and DSP-06072, all which included the entire properties being Lots 1 and 4, and abutting properties Outlots B and C. Those approvals were silent to the I-1 zoning of these outlots. With this PPS and associated '-01' revision to the DSP, the Planning Board recognized the split zoning of the property and that townhouses are not a permitted land use in the I-1 Zone, and adjustments to the lotting pattern was necessary to remove TH lots from the I-1 zoning of the property.

The applicant is not intending to rezone Outlots B and C and desired to move forward with the PPS and DSP with split zoning. Therefore, the following revisions to the PPS will allow the retention of all of the lots proposed (111) and the common open space as currently planned. The two outlots must be re-platted as parcels that are to be conveyed to the homeowners association, and Lots 73, 74 and 75 will be adjusted so that no lots will contain I-1-zoned land, but lead walks, utilities as well as other structures will be located within the I-1-zoned property as part of the HOA open space. This adjustment requires the approval of a variance to the lots size for Lot 74. In the M-X-T Zone the minimum lot size for a townhouse lot is 1,800 square feet. Lot 74 is proposed, after the lot-line adjustment to remove the I-1 Zone from the lot area at 1,748 square feet. All of the other lots in the subdivision will conform to the minimum lot size standard. On May 4, 2016, the applicant submitted a variance request for a lot below 1,800 square feet with this PPS. The variance is analyzed in accordance with Section 27-230 of the Zoning Ordinance below, and is approved.

Section 27-230 sets forth the required findings for approval of variance requests as follows:



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

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

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

This is an extraordinary situation where existing Outlots B and C were not rezoned with the SMA to the M-X-T Zone, consistent with the surrounding property. With Outlot B remaining in the I-1 Zone, and the proposed Lots 73-75 adjusted to not include any I-1-zoned property, the result was that Lot 74 was below the minimum lot size of 1,800 square feet by 52 square feet to 1,748 square feet, resulting in this variance request.

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

The strict application of this Subtitle would result in a loss of a lot. The zoning issue was not the fault of the applicant, and a similar development layout was reviewed and approved with DSP-06072.

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

The Planning Board approval of a reduction of the lot size of Lot 74 by 52 feet would have no effect in the overall design of the PPS. The layout was found to have been acceptable with the review and approvals of CSP-06001, DSP-06072, CSP-06001-01, and the companion site plan to this PPS, DSP-06072-01.

The Planning Board **approves** of a variance to the lot size for proposed Lot 74.

With the approval of the variance, prior to signature approval of the PPS, the plans shall be revised to make the following technical corrections:

- a. The plans, charts and notes shall be updated to reflect the addition of the two I-1 parcels to be conveyed to the HOA,
- b. Re-label Outlots B and C as Parcels V and U,
- c. Revise the lotting pattern in accordance with Applicants Variance Exhibit Attachments A and B to remove Lots 73-75 from the I-1 Zone.



- d. Adjust the public utility easement (PUE) to abut Lots 73-75 to provide utility service.
  - e. Add a general note that acknowledges the approval of the variance to lot size for Lot 74 by 52 square feet for a minimum lot size of 1,748 square feet.
22. **Vacation of Dedicated Right-of-Way (24-112)**—PPS includes a portion of the dedicated public right-of-way for Aerospace Road as recorded in plat NLP 134-48. The applicant proposes revisions to the alignment of this street which will result in a plat of resubdivision. The current cul-de-sac of Aerospace Road is dedicated to public use but the full cul-de-sac was not developed and is therefore not fully open to the public. Prior to approval of the final plat, subsequent to the approval of this PPS and DSP-06072-01, the applicant must vacate, in accordance with Section 24-112, any portions of the right-of-way incorporated into this PPS and DSP-06072-01. The southern portion of the Aerospace Road cul-de-sac will similarly be required to be vacated prior to final plat with the review of Phase 4 (4-16015) of Glenn Dale Commons. The cul-de-sac portion of the right-of-way is no longer necessary for the overall circulation of the Glenn Dale Commons Community.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

\* \* \* \* \*

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 Geraldo, with Commissioners Washington, Geraldo, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Shoaff absent at its regular meeting held on Thursday, May 19, 2016, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of May 2016.

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date

5/25/16

Patricia Colihan Barney  
Executive Director

By

Jessica Jones  
Planning Board Administrator

PCB:JJ:SN:rpg