



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Detailed Site Plan

DSP-09034

Application	General Data	
Project Name: Fairwood, Phase 1, Part 2B, Area 27 (The Bounty) Location: Southeast corner of the intersection of Fairwood Parkway and Gerrards Hope Drive Applicant/Address: NV Homes 555 Quince Orchard Road Suite 240 Gaithersburg, MD 20878	Planning Board Hearing Date:	05/20/10
	Staff Report Date:	05/12/10
	Date Accepted:	03/16/10
	Planning Board Action Limit:	05/25/10
	Plan Acreage:	10.87
	Zone:	M-X-C
	Dwelling Units:	81
	Gross Floor Area:	N/A
	Planning Area:	71A
	Tier:	Developing
	Council District:	06
	Election District:	07
	Municipality:	N/A
200-Scale Base Map:	207NE12	

Purpose of Application	Notice Dates	
Approval of two architectural types for 81 single-family attached units.	Informational Mailing:	11/16/09
	Acceptance Mailing:	03/16/10
	Sign Posting Deadline:	04/20/10

Staff Recommendation		Staff Reviewer: Catherine Jones	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan, DSP-09034
Fairwood, Phase 1, Part 2B, Area 27 (The Bounty)
Tree Conservation Plan TCPII/011/10

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of Zoning Map Amendment, A-9894-C
- b. The requirements of CP-9504 (Phase I)
- c. The requirements of Preliminary Plan of Subdivision, 4-00057
- d. The requirements of Final Development Plan, FDP-0001
- e. The requirements of Detailed Site Plan, DSP-99034
- f. The requirements of Detailed Site Plan, DSP-02015 and its revisions 1–19
- g. The requirements of the M-X-C Zone and the *Prince George's County Zoning Ordinance*
- h. The requirements of the *Prince George's County Landscape Manual*
- i. Referrals

FINDINGS

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

1. **Request:** The subject application requests approval of 81 townhomes, including architectural models and other site related improvements..

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-C	M-X-C
Use(s)	Vacant	Single Family Attached Residential
Acreage	10.87	10.87
Lots	81	81
Parcels	2	2
Attached Dwelling Units:	0	81

Other Development Data

Architectural Data	Base Finished Area (Sq. Ft.)	Number of Elevations
Astor Hall	2,188	2
Carnegie Place	2,470	6

PARKING	REQUIRED	PROPOSED
Parking	187 spaces	203 spaces
Garage Parking	-	162 spaces
Surface Parking	-	41 spaces
Handicap Spaces	2 spaces	2 spaces
Total Spaces	187 spaces	203 spaces

3. **Location:** The subject property is located on the south side of Fairwood Parkway, southeast of its intersection with Gerrards Hope Drive, in Planning Area 71A, Council District 6 in the Developing Tier.
4. **Surrounding Uses:** The adjacent property to the south and the west is occupied by single-family detached residences associated with the Fairwood development in the M-X-C Zone. To the east is a Potomac Electric Power Company (PEPCO) utility easement in the R-E Zone. To the north is Fairwood Parkway with land in the M-X-C Zone beyond, a portion of which has been dedicated to the Board of Education (BOE). Other features across Fairwood Parkway include a stream valley park and another section of townhouses associated with the Fairwood development.
5. **Previous Approvals:** A-9894-C (District Council Order 24-1994) was approved by the District Council on May 9, 1994 and rezoned 1,057.69 acres of land in the R-E Zone to the M-X-C Zone. On January 4, 2001, Preliminary Plan of Subdivision 4-00057 (PGCPB Resolution No. 01-07(C)) was approved by the Planning Board for 320 lots, 25 parcels, in Fairwood, Phase I, Part II. Final Development Plan, FDP-0001 (PGCPB Resolution No. 01-09) was approved by the Planning Board on January 4, 2001 for 211.4 acres of Phase I, Part II. Detailed Site Plan, DSP-02015, (PGCPB Resolution No. 02-157) was approved on September 5, 2002, by the Prince George’s County Planning Board for Infrastructure only. Subsequent revisions to Detailed Site Plan DSP-02015 have been filed and approved since the original approval for house footprints, landscaping, and other minor changes.
6. **Design Features:** The site is rectangular in shape and fronts on a public right-of-way for Fairwood Parkway, a collector road, to the north. There is a single access point to the

development from Fairwood Parkway. The ingress/egress point for the development features a large oval-shaped green in the center of the traffic circle. The site is arranged with a rectangular street system with a common green at the center. There is another green with surface parking located to the west. There are two dead-ends on Matapeakes Bounty Drive in the western portion of the development and two dead-ends near the green area provided near the center of the development. There is no vehicular connectivity between the townhouses and single-family detached homes in neighboring developments.

Appropriate sidewalks have been provided in most required locations on the subject property. There are a few areas of concern. In the center townhouse blocks, the sidewalk runs behind the units. This is an interesting design solution to providing connectivity while reducing the amount of pavement, but leads to questions about how the front of the unit is accessed by pedestrians attempting to reach the front door of a unit from the connecting trail system or provided surface parking. This issue will be discussed in more detail under Required Findings, below.

A trail runs along the southern property boundary between the single-family attached and detached units within a wooded buffer. There is a pedestrian connection provided from the central green area to this trail and the detached neighborhood beyond. The single-family detached neighborhood to the west can also be accessed via the community-wide trail system to the south

Landscaping on the subject property has been provided in accordance with the Comprehensive Update to the *Prince George's County Landscape Manual*, which has not yet been approved. The landscaping will need to be evaluated further upon submission of revised plans that reflect the current Landscape Manual schedules and requirements. The required landscaping will be discussed in detail under Required Findings below.

The general notes state that there will be no community-wide waste disposal and that each unit will utilize trash containers to be kept in the garage and brought to the curb on collection day. HVAC equipment has not been delineated on the site plan. The delineation and screening of HVAC equipment will be discussed further below under Required Findings.

Recreation facilities available to this development include a 30-acre, Maryland-National Capital Park and Planning Commission (M-NCPPC) soccer park, which includes open fields suitable for football, lacrosse, rugby, or a variety of team sports and a seven-mile system of pedestrian pathways, connected to the master trail system for the County. Fairwood Green, a shopping center which includes Safeway, Gold's Gym, and a variety of stores and services is located nearby. Open, green areas have been provided within the townhouse development for passive recreation. The western green also includes surface parking and a sitting area.

The requirements for recreational facilities have been met for the overall Fairwood development. Staff is concerned that the isolated nature and higher density of a townhouse development could limit recreational opportunities. Staff is recommending that the applicant provide a children's play area in the western green to augment the recreational facilities provided for the overall development.

The applicant is proffering all brick fronts on traditional-style townhome units with front-loaded garages. Two elevations are proposed for the Carnegie Place unit type. The front elevations for the Carnegie Place include standard full brick front, four architectural features per level, an optional carriage-style garage door, transom and side light windows on the front entryway, an option of urethane or brick, jack/segmented-arch headers with a concrete keystone, and matching sills on window features, optional shutters, dentil molding on the cornices, and optional false

dormers. The six elevations proposed for the Astor Hall unit type are similar in character and style to the Carnegie Place. The Astor Hall elevations add a selection of units with two windows or architectural features per level, as well as additional elevations offering four. Several elevations provided with the Astor Hall have cross-gables proposed, which will add further detail to the roofline of the townhouse sticks. The Astor Hall offers a concrete stoop and elevations for a first-level walkout. The architectural detailing is similar to the Carnegie Place, but has more options for decorative window and door headers and sills.

A photometric plan and lighting details have been provided. A traditional, ornamental luminaire has been provided. This style fixture does not meet Airport Policy Area requirements, which prescribe that a cut-off style fixture is utilized. Analysis of the photometric plan indicates that the streets will be lit adequately without creating excess light that could spill over into the units on adjacent properties.

Signage for the entire development was approved under Detailed Site Plan DSP-99034. The applicant has included a pillar style, brick monument sign. No lighting has been submitted for the signage.

7. **Zoning Map Amendment A-9894-C and the accompanying Preliminary Development Plan** were approved by the District Council on May 9, 1994, subject to 22 conditions. The conditions pertinent to the review of this detailed site plan warrant discussion as follows:

- 5. Development of areas north of the existing runway at Freeway Airport shall be subject to any applicable State or Federal aviation regulations.**

Comment: The subject application is within Aviation Policy Area 6 (APA-6). No proposed structure is over 50 feet in height. The open space and height requirements have been met. A condition has been added to require the applicant to disclose to the buyer that the site is within APA-6 at the time of sale.

- 7. The Fairview and Cemetery Historic Site (#71A-13) should be noted on all drawings.**

Comment: Fairview and Cemetery Historic Site (71A-13) is not located near the subject property. This condition has been met.

- 10. Traditional names associated within the property and Bowie family should be considered for use within this development for such elements as street names, parks, community centers, etc. The Historic Preservation Section should be contacted for a list of names.**

Comment: This condition was dealt with during final plat, which has already occurred for the subject property. This condition has been met.

8. **Comprehensive Sketch Map CP-9504:** Comprehensive Sketch Map CP-9504, which consists of 471 acres of land and approximately 1,000 units and 100,000 square feet of retail space and 250,000 square feet of office/service/institutional uses, was approved by the Planning Board and was affirmed by the District Council on February 24, 1997, subject to ten conditions, all of which have been previously met.

9. **Preliminary Plan of Subdivision 4-00057:** The Planning Board approved Preliminary Plan of

Subdivision 4-00057 on October 18, 2000, subject to 20 conditions. The conditions applicable to the review of this DSP are discussed as follows:

3. Development of this site shall be in conformance with the approved stormwater management concept #8322664-2000-01.

Comment: The applicant has submitted a Stormwater Management Concept Approval Letter 8322664-2000-01, which will be valid from June 9, 2009 through June 9, 2012.

10. **Final Development Plan FDP-0001:** Final Development Plan, FDP-0001, was approved by the Planning Board on January 4, 2001, subject to 10 conditions. The urban design related conditions of Final Development Plan, FDP-0001 (PGCP Resolution No. 01-09) are as follows:

1.i.(1) Landscaping proposed shall exceed applicable standards (including quantity and size) of the Landscape Manual, where deemed appropriate.

Comment: The landscaping provided exceeds the Landscape Manual requirements as required by previous approvals. The landscaping schedules provided are in accordance with the revised version of the Landscape Manual, which has not yet been approved. A condition of approval has been added to require the applicant to revise the landscape and lighting plan to provide the correct schedules in accordance with the currently approved *Prince George's County Landscape Manual*, without reducing the number of plant units proffered on the proposed landscape plan.

1.i.(2) Telephone and utility boxes along the roadside shall be effectively screened.

Comment: Telephone and utility boxes have not been delineated on the site plan. A condition has been added under the Recommendation Section of this report to require these to be shown, and screened on three sides, unless modified by the utility company.

11. **Detailed Site Plan DSP-99034 (Signage for all of Fairwood):** Detailed Site Plan, DSP-99034 was approved by the Planning Board on December 16, 1999, subject to three conditions. The permitted sign area for this portion of Fairwood is 12 square feet. The brick pillar sign submitted with this application is 6.125 square feet. This requirement has been met. The urban design related conditions of DSP-99034, which approved signage for all of the Fairwood development, are as follows:

3. The illumination of proposed signage shall be subject to approval by the Planning Board or their designee at the time of Detailed Site Plan review.

Comment: No lighting has been submitted with the brick, entry pier. A condition of approval has been added to the Recommendation Section below to require any proposed illumination of proposed signage to be submitted and reviewed by staff, prior to signature approval.

12. **Detailed Site Plan DSP-02015 (Infrastructure for Phase 1, Part 2B) (Revisions 1–19):** Detailed Site Plan DSP-02015 was approved on July 11, 2002 and was limited to the proposed grading of the site and the installation of utilities, streets and the stormwater management ponds for a portion of Phase I, Part 2. The Type II Tree Conservation Plan TCPII/4/02-01, was also reviewed along with the detailed site plan application. The "01" revision added seven lots to the plan, which do not impact the subject application. The "03" revision added pocket parks, entrance

features, signage, and other neighborhood amenities on a portion of the land to be dedicated to the homeowners association (HOA). The conditions of Detailed site Plan DSP-02015-03 that are applicable to the subject application are as follows:

1. Prior to certificate approval of this detailed site plan, the applicant shall make the following revisions:

b. Provide illumination details of the proposed signage wherever it is applicable.

Comment: As previously discussed, no lighting has been proposed for the brick-pier entry feature. A condition of approval has been added to the Recommendation Section of this report to address this condition.

d. If approved by the Department of Public Works and Transportation, the plan shall be revised to indicate that all crosswalks are paved. The surface material of the crosswalks shall be a contrasting material, such as pavers, cobbles, stamped asphalt of a contrasting color or a combination of brick and concrete. A detail of the surface material shall be added to the appropriate detail sheet.

Comment: This condition has not been met. Crosswalks are delineated as striped. No paving detail has been included in the submission. This condition has been carried forward in the Recommendation Section below.

13. Conformance with the requirements of the M-X-C Zone and the Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements in the M-X-C Zone, the Site Design Guidelines and Part 10 B, Airport Compatibility, of the Zoning Ordinance:

- a. The subject application is in accordance with the requirements of Section 27-547 of the Zoning Ordinance, which governs development in the M-X-C Zone. The single-family attached dwellings are a permitted use in the M-X-C Zone.
- b. The proposed development as Phase I, Part II, of the larger Fairwood project also conforms to Section 27-546.04, Other Regulations. The detailed site plan also complies with Section 27-546.07(c) for the Planning Board to approve a detailed site plan in addition to the findings required by the Zoning Ordinance, Part 3, Division 9, as follows:
 - (1) **The proposed development is in conformance with the purposes and other provisions of the M-X-C Zone;**
 - (2) **The arrangement and design of buildings and other improvements and the mix of uses reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**
 - (3) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**
 - (4) **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, the quality of urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting, both natural and artificial.

- (5) **The detailed site plan is in general conformance with the approved final development plan. Where not defined in an approved development plan, the design standards of the zone most compatible with the M-X-C Zone shall be applicable.**

Comment: The subject application is a detailed site plan for 81 single-family attached units in Phase 1, Part 2B. The proposed development is in conformance with the purposes and other provisions of the M-X-C Zone. The proposed development is also in conformance with the approved final development plan.

The subject site is located west of the PEPCO power line, just south of Fairwood Parkway, within a larger planned community. The applicant has provided open, green areas for passive recreational activity and a sitting area located in the western green. The trail system included in the plan is a portion of a comprehensively designed pedestrian system for the entire Fairwood project, which is convenient and encourages pedestrian activity within the development, and is further tied into the community-wide trail system. The trail system not only provides easy on-site circulation for the residents, but will also provide access to other parts of the planned community.

- c. The application is also subject to provisions in Part 10B, Airport Compatibility, because all Aviation Policy Areas, as defined in Section 27-548.35, Aviation Policy Area dimensions, encumber the subject property. At time of Preliminary Plan of Subdivision 4-00057 and Final Development Plan FDP-0001 approval, all APA-related provisions applicable to the subject property were carefully reviewed. The following discussion provides a summary of the topics covered by the Chapter on Aviation Policy Analysis in FDP-0301 and the application's compliance with each regulated area in Airport Compatibility of the Zoning Ordinance.

Sec. 27-548.38.(b) Density

- (4) **In APA-4 and APA-6, development densities and intensities are the same as in the underlying zone.**

Comment: The development density of the proposed townhouse development is in conformance with the underlying M-X-C Zone.

Section 27-548.38.(c) Building Orientation and Massing

Comment: There are no regulations concerning building orientation and massing for APA-6. The subject proposal is in conformance with applicable APA regulations.

Section 27-548.38.(d) Use Restrictions

- (A) **Cause electrical interference with navigational signals or radio communications at the airport or with radio or electronic communications between the airport and aircraft;**

- (B) **Emit fly ash, dust, vapor, gases, or particulate matter that may conflict with operation of the airport;**
- (C) **Foster a substantial increase in bird population;**
- (D) **Make it difficult for pilots to distinguish between airport lights and other lights, or impair pilot or ground operator visibility in the vicinity of an airport; or**
- (E) **Otherwise endanger the landing, taking off, or maneuvering of aircraft.**

Comment: There are no specific use restrictions specified for APA-6. The subject proposal is not expected to interfere with navigation or communications, create airborne pollution that creates reduced visibility, or otherwise interfere with the operation of Freeway Airport.

- d. The application complies with the parking requirements of Part 11, Off-Street Parking and Loading, of the Zoning Ordinance and previous approvals.
 - e. The detailed site plan has been reviewed for compliance with the sign requirements of Part 12, Signs, of the Zoning Ordinance and previous approvals.
14. **Conformance with the requirements of the *Prince George's County Landscape Manual*:** The application has provided schedules in accordance with a proposed revised version of the *Prince George's County Landscape Manual*, which has not been adopted yet. The landscaping provided exceeds the Landscape Manual requirements as required by previous approvals. The landscape plan should be revised to reflect the schedules required by the Landscape Manual without decreasing the number of plants proffered on the proposed landscape plan.
15. **The Urban Design Section:** The Urban Design Section has reviewed subject application and has the following findings and recommendations:

Architecture

The applicant has indicated that the two-car, front-load garage is a standard feature. This should be delineated on the template sheet of the detailed site plan. Either the elevations submitted should delineate the garage on the elevation as standard, or the elevations that do not show the garage on the front elevation should be eliminated from the architectural package. In addition, the elevations proposed show an optional, partial siding front. The builder has proffered 100 percent brick fronts. This should be demonstrated on the architectural elevations.

Staff is recommending that the optional, carriage-style garage door be made standard, as all of the units will have highly visible, front load garages. Staff is also recommending a special treatment for units with end walls that will be visible. These units are on lot numbers 110, 140, 163, 168, 145, 149, 150, 153, 158, 177, 185, 189, 190, and 194. It should be noted that the lot numbering is incorrect in several locations, so these numbers may be subject to change. Staff is recommending that these units include an all brick façade and a minimum of three-architectural features. Endwalls which are less visible should be permitted to be siding, and should include no less than two architectural features standard.

Staff is recommending that a similar treatment be provided on rear elevations that will be visible

from public areas, such as the units on lots 185–194. The rear elevations provided offer a large number of architectural features in a balanced composition. However, the composition on each unit is identical. The only differentiation between the individual rear elevations is the color of the siding. The applicant has indicated that it will be difficult to provide a diversity of compositions based on the internal floor plan of the unit and has proffered a six-foot privacy fence. Staff can support the privacy fence as it protects the rear yards of individuals living in those units, but does not provide an adequate screen for the monotonous rear elevation. Staff is recommending that the applicant provide additional landscaping to soften the fence and that a double allée, four rows of trees, two on each side, be utilized to further screen the upper stories of the units from the public space. In addition, staff is recommending that the applicant provide sticks for these elevations that demonstrate that no less than 50 percent of the units will have cross-gables or false dormers to add variation to the roofline.

To provide architectural diversity to the rooflines, staff is recommending that the applicant submit sticks for each building, prior to signature approval that demonstrate that no two identical elevation shall be placed adjacent to one another and that no less than 50 percent of the units will include cross-gables, dormers, or other variation in roofline.

Site Layout

To improve site circulation and provide better access for emergency vehicles, staff is recommending that the applicant open the dead end between Matapekes Bounty drive and Collingtons Bounty Drive. The dead end provided a continuous connection between the HOA land to the north and the trail system to the south. To avoid conflicts between pedestrians and vehicular traffic, staff is recommending that the rectangle formed by the crosswalks, and the crosswalks themselves be elevated and paved with a decorative pavers, coordinated with other paved crosswalks in the development.

Staff is also recommending that typical sidewalks, no less than four feet wide, be provided on both sides of the streets. The current design does not provide access between the surface parking and the front entrance of several units. In addition, the site plan should be revised to demonstrate that no fewer than two units should have the potential to be handicap accessible.

16. **Referrals:** The subject application was referred to the concerned agencies and divisions. The major referral comments are summarized as follows:
- a. **Historic Preservation Section**—The Historic Preservation Section indicated in a referral, dated March 24, 2010, that the proposed DSP for townhouses would have no effect on identified historic sites, resources, or districts.
 - b. **Archeological Review**—The Archeological Review staff indicated in a memorandum dated March 31, 2010 that a Phase I archeological survey is not recommended.
 - c. **Community Planning Division**—The Community Planning Division indicated in a memorandum dated April 13, 2010 that the application is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier. This application conforms with the residential low land use recommendations of the February 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74, 74B*. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employments areas that are increasingly transit serviceable.

Walkability

Sec. 27-546.07 calls for detailed site plans associated with an application in the M-X-C Zone to include a “pedestrian system that is convenient and is comprehensively designed to encourage pedestrian activity within the development”. The proposed development should consider connecting the proposed Matapeakes Bounty Drive to Gerrards Hope Drive and Ogles Hope Drive either via a pedestrian connector or preferably by extending Matapeakes Bounty Drive itself.

The 2006 Approved Bowie & Vicinity Master Plan proposes a side path along Fairwood Parkway between the PEPCO easement to the east and Fairview Vista Drive to the west.

An elementary school is proposed to be located directly across the street from the subject property and since Fairwood Parkway is a four-lane collector, the proposed development should consider incorporating a distinct crosswalk at Earth Bounty Drive to facilitate pedestrian crossings. The crossing could take the form of raised or textured paving, use contrasting materials, and/or include in-pavement lighting.

High-Quality Development

The Urban Design section of the 2002 *Prince George’s County Approved General Plan* calls for the “design of new development to be attractive and vital”. Likewise, the Developing Tier chapter in the 2006 Approved Bowie & Vicinity Master Plan identifies “the achievement of high-quality development” as being an overall planning issue. The proposed development should consider introducing some architectural diversity into the rear façades of the townhomes so that the units are distinguished one from another. Similarly, the proposed development should consider introducing some architectural diversity into the design of the garage faces. For example, the garage faces could be slightly recessed from the front plane of the house, have varying door patterns and colors, consist of two single doors instead of one, and/or incorporate fixed glass in the top panels. The proposed development should consider not having more than two houses with the same garage design adjacent to each other.

- d. **Transportation Planning Section**—The Transportation Planning Section indicated in a memorandum dated March 31, 2010 that the 81 lots were platted and recorded pursuant to Detailed Site Plan DSP-02015. Access and on-site circulation are in accordance with prior plans.
- e. **Subdivision Section**—In a memorandum dated April 1, 2010, the Subdivision Section stated that the property is the subject of Preliminary Plan of Subdivision 4-00057, approved by the Planning Board and adopted on January 25, 2001 PGCPB Resolution No. 01-07(C)) with twenty conditions. The detailed site plan is in conformance with the conditions of that approval. Parcel G, H and the 81 lots are all the subject of record plats; Parcel G, Block L is recorded in plat book REP 210@63, Parcel H and 71 of the lots recorded in plat book REP 210@63, and the ten remaining lots (lots 185–194) are recorded in plat book PM 223@99. The Subdivision staff provided five recommendations, which have been added to the Recommendation Section of this report.
- f. **Trails**—The Trails Coordinator indicated in a memorandum dated April 19, 2010 that from the standpoint of non-motorized transportation, it is determined that this plan is

acceptable, fulfills the intent of applicable master plans and functional plans, fulfills prior conditions of approval (including the detailed site plan for Grading, Road Construction, and Infrastructure), and meets the finding required for a detailed site plan as described in Section 27-285 of the Zoning Ordinance subject to one condition, which has been added to the Recommendation Section of this report.

- g. **Department of Parks and Recreation (DPR)**—The Department of Parks and Recreation indicated in an e-mail dated April 1, 2010 that they have no comment on this DSP.
- h. **Permit Review Section**—In a memorandum dated April 15, 2010, the Permit Review Section provided 14 comments. The applicable comments have been included in the Recommendation Section as conditions prior to signature approval of this site plan.
- i. **Environmental Planning Section**—The Environmental Planning Section, in a memorandum dated April 23, 2010, recommended approval of the Detailed Site Plan, DSP-09034, and Type II Tree Conservation Plan, TCPII/011/10, subject to eight conditions, which have been included in the Recommendation Section of this report. The current application is for a portion of the previously approved detailed site plan, which has been accepted for review as a new detailed site plan and as a result, a new Type II tree conservation plan number has been assigned.

This 10.87-acre site in the M-X-C Zone is located in the southwest quadrant of the intersection of Fairwood Parkway with the PEPCO power right-of-way, Church Road, and US 50. A review of the available information indicates that no streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are found to occur on the subject site. Transportation-related noise impacts have not been found to impact this site because this portion of the overall site is set back a considerable distance from US 50. The soils found to occur according to the *Prince George's County Soil Survey* include Collington fine sandy loams and Collington silt loams, which present few limitations to the development of this property. According to available information, Marlboro clay is not found to occur on this property. According to available information, there are no rare, threatened, or endangered species found to occur on the subject site. Although Church Road is a designated scenic and historic road, this site plan is located outside of the viewshed of Church Road. This property is located in the Collington Branch and Northeast Branch watersheds of the Patuxent River basin and in the Developing Tier as reflected in the General Plan. The site contains no elements of the June 2005 *Approved Countywide Green Infrastructure Plan*.

- j. **Fire Department/EMS**—The Fire/EMS Department indicated in a memorandum dated March 29, 2010, that the application was reviewed according to Departmental Procedures and Operation Guidelines of the Prince George's County Fire/EMS Department. The Fire/EMS department provided seven standard comments pertaining to the subject property.
- k. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated March 30, 2010, the Department of Public Works and Transportation (DPW&T) provided 16 comments. DPW&T will enforce its requirements through its independent permitting process.

- l. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated April 28, 2010, WSSC responded with three comments. The applicable comments have been added to the Recommendation Section of this report.
 - m. **The City of Bowie**—The City of Bowie responded with a memorandum dated April 28, 2010, which contained five comments. The applicable comments have been added to the Recommendation Section of this report.
17. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan, DSP-09034, Fairwood, Phase 1, Part B (The Bounty) and Type II Tree Conservation Plan, TCP/011/10, subject to the following conditions:

1. Prior to signature approval of this detailed site plan, the applicant shall:
 - a. Revise the architectural elevations package to demonstrate that:
 - (1) Carriage-style garage doors shall be provided as a standard feature.
 - (2) A two-car, front-load garage shall be provided as a standard feature.
 - (3) Front elevations shall be 100 percent brick. Elevations showing partial brick/siding front shall be eliminated.
 - (4) The following high-visibility end units shall have 100 percent brick endwalls: 110, 140, 163, 168, 145, 149, 150, 153, 158, 177, 185, 189, 190, and 194. (It should be noted that the lot numbering is incorrect in several locations and will need to be updated. This will change the lot numbers provided here.) The high-visibility end units shall provide a minimum of three, standard architectural features in a balanced composition, with decorative features such as arched windows, doors, or shutters that are compatible with the front elevation of the unit. End units, which are not highly visible, should include two standard features.
 - (5) Submit sticks that demonstrate that:
 - (a) Identical elevations shall not be placed immediately adjacent to one another.
 - (b) No less than 50 percent of the units will include cross-gables, dormers, or other variation in roofline.

- (c) Standard features for each unit in the stick. Options will only be shown on architectural elevations for individual units.
 - (6) Provide M-NCPPC Planning Department Approval Blocks on each elevation, stick, etc.
 - (7) Articulate the units by offsetting the setback by two feet to provide visual relief and add to the individual character of each unit in each stick.
- b. Revise the site plan as follows:
- (1) Revise the townhouse templates provided on the detailed site plan to label the height, number of stories, and standard two-car garage on the template.
 - (2) Revise the general notes and the plan to label and provide the acreage of Parcels G and H and homeowner association ownership (HOA).
 - (3) Correct the labels on several lots, which indicate two 'Lots 129' and two 'Lots 136.'
 - (4) Provide bearings and distances on all lot lines.
 - (5) Provide the yard area calculation of the townhouse units. A table of green area/lot coverage should be provided.
- c. Revise the landscape and lighting plan to reflect the following conditions:
- (1) Lighting standards along all roads shall have cutoff-type lamp fixtures to direct glare downwards.
 - (2) Lighting shall be provided for the brick, entrance pier to be approved by the Urban Design Section as a designee of the Planning Board.
 - (3) The landscape plan should be revised to reflect the schedules required by the *Prince George's County Landscape Manual* without decreasing the number of plants proffered on the proposed landscape plan.
 - (4) To help eliminate the continued use and presence of invasive and non-native plants as well as plants susceptible to disease and infestation, native and non-invasive plants shall be utilized throughout the entire site of The Bounty.
 - (5) All 'Fastigiata' White Pine trees (*Pinus strobus*) shall be replaced with Red Cedar or American Holly trees, each a minimum of six to eight feet in height at the time of planting.
 - (6) Landscape materials shall be relocated to provide a clear access path around the blocks of townhouses (ten-foot-wide setback).
 - (7) The areas of afforestation shall be graphically shown on the Landscape Plan and labeled with regard to methodology and size.

- (8) The location of the permanent tree protection devices shall be shown on the landscape plan.
- d. Revise both the site and landscape and lighting plans to reflect the following:
- (1) Telephone and utility boxes along the roadside shall be shown on the detailed site plan and landscape plans, to be screened on at least three sides, unless modified by the applicable utility.
 - (2) Create an internal vehicular connection by opening the dead end between Matapeakes Bounty Drive and Collingtons Bounty Drive. The space between these two dead-ends shall be opened to vehicular traffic, and be surfaced with decorative pavers.
 - (3) The plan shall be revised to indicate that all crosswalks are paved, unless modified by the Department of Public Works and Transportation (DPW&T). The material of the crosswalks shall be contrasting material, such as pavers, cobbles, stamped asphalt of a contrasting color or a combination of brick and concrete. A detail of the surface material shall be added to the appropriate details sheet.
 - (4) Provide a striped crosswalk across Fairwood Parkway at Gerrards Hope Drive as part of the required intersection improvements, unless modified by DPW&T.
 - (5) Provide a children's play area in the western green.
 - (6) Typical sidewalks, no less than four feet wide, shall be provided on both sides of all streets.
 - (7) Sidewalks shall be continuous across driveways.
 - (8) Driveways shall be constructed of concrete.
 - (9) At least two units in the development should have the potential to be handicap accessible.
 - (10) Revise the site plan to demonstrate that American with Disabilities Act (ADA) accessibility standards shall be met:
 - (a) Appropriate details for handicap parking spaces including dimensions, striping, markings, and signage shall be provided.
 - (b) One of every four parking spaces for the physically handicapped shall be van accessible dimensioned at 16 feet by 19 feet.
 - (c) Show depressed curbing or ramping on the site plan to demonstrate accessible route for the physically handicapped.
 - (d) Provide an ADA-compliant curb cut and ramp along Collington Bounty Drive where the six-foot asphalt trail intersects with the road.

- e. Revise the detailed site plan to demonstrate compliance with the following safety and utility-related conditions
 - (1) Areas that do not accommodate the turning radius of a 43-foot wheel base vehicle shall be widened to allow emergency apparatus to turn.
 - (2) Any court or dead end created shall provide a 43-foot turning radius within 200 feet of the end of the road.
 - (3) Revise the site plan to demonstrate the Washington Suburban Sanitary Commission (WSSC) easements will be free and clear of all obstructions.

- f. Revise the TCPII as follows:
 - (1) As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.
 - (2) The cover sheet from the overall approved TCPII shall be added as a key sheet, and the location of the new Detailed Site Plan, DSP-09034 and Type II Tree Conservation Plan TCPII/011/10 shall be outlined and labeled;
 - (3) A new TCP approval block shall be added to all sheets for the approval of Type II Tree Conservation Plan TCPII/011/10 and the following note shall be added:

“Note: TCPII/011/10 is separated from TCPII/04/02-07 by the approval of this plan.”
 - (4) The detail sheet from overall TCPII/04/02-07 (Sheet 2 of 12) shall be added as the second sheet of the plan. A detail for a permanent tree protection device (split rail fence or equivalent) shall be added to the sheet, and shall include a detail for mounting woodland conservation area signage on the fence.
 - (5) The TCP plan sheet for area limited to DSP-09034 The Bounty shall be revised as follows:
 - (a) The outline of the DSP site plan shall be clearly shown as the limits of Type II Tree Conservation Plan TCPII/011/10.
 - (b) The match line on the bottom of the TCPII plan sheet shall be removed.
 - (c) A legend shall be added to the plan, which includes all graphic elements shown.
 - (d) A new approval block and the explanatory note concerning separation from the overall TCPII shall be added to the plan sheet.
 - (e) The disposition of the specimen trees shall be revised to reflect the plan.
 - (f) Afforestation will be removed from the proposed pathway location

- (g) A permanent tree protection device (two-rail split rail fence or equivalent) shall be shown along all vulnerable edges of afforestation/reforestation areas
 - (h) The landscaping proposed on the landscape plan shall be shown on the TCPII, and shall be relocated to allow clear access around the blocks of townhouse (ten-foot-wide setback).
- 2. Prior to the issuance of grading, street construction, or building permits, the following conditions shall be met:
 - a. Sediment and Erosion Control Plans shall be submitted as part of the permit package.
 - b. All crosswalks shall be identified with sign W11A-2, as identified in the Manual on Uniform Traffic Control Devices or equivalent.
 - c. The applicant shall file a record plat in accordance with Section 24-108 of the Subdivision Regulations to reflect the public utility easements (PUE's) as depicted on the DSP, or shall provide a copy of the recorded utility easements for the record plat file.
- 3. At the time of sale, the applicant shall disclose to the buyer that the site is located within APA-6.
- 4. Prior to signature approval, the plans shall be revised as follows for the highly visible rear elevations on the units on lots 85–94:
 - a. Provide two rows of willow oaks (*Quercus phellos*) on each side of the green, in the form of an allée, to screen the upper stories of rear elevations.
 - b. Provide a sight-tight, six-foot-high, non-wood and non-white privacy fence for units with a rear yard facing the public green.
 - c. Shrubs and other landscaping shall be provided to soften the appearance of fences or walls.
 - d. Add false dormers or cross gables to the roofline of these rear elevations. No less than 50 percent of the units in each highly visible rear elevation, shall have false dormers or cross gables.