

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on May 5, 2016 regarding Detailed Site Plan DSP-10044-01 for Naylor Station, the Planning Board finds:

1. **Request:** The subject revision to a detailed site plan (DSP) proposes to redevelop an existing shopping center site with Phase 1 of a mixed-use development consisting of 598,400 square feet of office and 12,800 square feet of retail uses. The proposed development is a revision to the original DSP, which proposed 1,150,000 square feet of office space and an associated seven-story parking garage, as well as 12,000 square feet of retail use.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Commercial Integrated Shopping Center	Office/Retail
Acreage	14.43	14.43
Parcels	7	8
Gross Floor Area of Retail Uses (sq. ft.)	128,130	12,800
Gross Floor Area of Office Uses (sq. ft.)	-	598,400
Total Gross Floor Area (sq. ft.)	128,130	611,200

Parking Requirements per the Sector Plan

Proposed Uses	Maximum Surface Spaces Allowed*
Office (598,400 sq. ft. @ 2.75 spaces per 1,000 sq. ft.)	1,645
Retail (12,800 sq. ft. @ 2.75 spaces per 1,000 sq. ft.)	35
Total Required	1,680
 Total Surface Parking Provided	 514
	405 standard @ 9.5 feet x 19 feet
	91 compact @ 8 feet x 16.5 feet
	12 standard handicapped
	6 van-accessible handicapped
 Total Garage Parking Provided	 142
	104 standard @ 9.5 feet x 19 feet
	38 compact @ 8 feet x 16.5 feet
Total Parking Approved	656*

Note: *Per the D-D-O Zone standards, there is no minimum off-street parking requirement, only a maximum allowed surface parking ratio, which the proposed development meets. This is discussed further in Finding 7 below.

Loading Spaces (per Section 27-582 of the Zoning Ordinance) **:

Office Building (598,400 sq. ft.)	6 spaces required
	6 spaces approved

Note: **The applicable D-D-O Zone does not have a standard for required loading spaces; therefore, the requirements of the Zoning Ordinance apply. In accordance with the requirements of Sections 27-574 and 27-583 of the Zoning Ordinance, loading facilities in the M-X-T Zone does not have specific number requirements, but rather is decided by the applicant at the time of DSP review and approval. The submitted DSP has provided the loading spaces for the office use as required by Section 27-582. But it does not provide any loading spaces for the retail buildings as the individual tenants will be small enough in size that they will not be served by large loading trucks and will not require a standard loading space.

3. **Location:** The site is located on the northeast side of Branch Avenue (MD 5) and in the southeast quadrant of the intersection of Suitland Parkway and Branch Avenue. The property is located in Planning Area 76A and Council District 7.

4. **Surrounding Uses:** The subject property is currently developed with a multi-part masonry shopping center, with a total of approximately 128,130 square feet of enclosed space and associated surface parking lots. The shopping center was developed in phases from 1954 to 1969. To the southwest of the larger site, is the variable width right-of-way of Branch Avenue (MD 5), an arterial roadway. Also, along the southwest edge, the site wraps around two separate parcels with frontage on Branch Avenue that are zoned M-X-T and developed with small, single-story, retail buildings. To the southwest, across Branch Avenue, is the Naylor Road Metro Station, on the Green Line, its associated parking and various commercially-developed, M-X-T-zoned properties. The Branch Avenue entrance to the Naylor Road Metro Station is located directly across Branch Avenue from the northernmost existing entrance to the subject property. To the north of the subject property is the Washington Metropolitan Area Transit Authority's (WMATA) above-ground Green Line metro tracks and the right-of-way of the Suitland Parkway. To the northeast, the subject property abuts a parcel zoned Multifamily Medium-Density Residential (R-18) that is developed with a multifamily garden apartment complex, Carriage Hill Apartments, beyond which is the Suitland Parkway right-of-way. To the southeast of the larger site are a parcel zoned Open Space (O-S) that is developed with an elementary school known as Overlook Elementary School, which fronts on and is served from Curtis Drive; a vacant M-X-T-zoned parcel; and an MX-T-zoned parcel developed with a liquor store that fronts on Branch Avenue. All of the adjacent properties are in the Development District Overlay (D-D-O) Zone found in the 2014 *Approved Southern Green Line Station Area Sectional Map Amendment*.
5. **Previous Approvals:** On May 12, 2011, the Planning Board approved Conceptual Site Plan CSP-10005 (PGCPB Resolution No. 11-44), subject to five conditions, covering the entire site for a mixed-use development consisting of 1,600,000 square feet of office space and up to 32,000 square feet of retail uses with associated parking. On May 26, 2011, the Planning Board approved Preliminary Plan of Subdivision, 4-11001 (PGCPB Resolution No. 11-54), subject to 12 conditions, proposing to subdivide the entire site into eight parcels. On June 2, 2011, the Planning Board approved Detailed Site Plan DSP-10044 (PGCPB Resolution No. 11-58), subject to six conditions, covering the entire site for a mixed-use development consisting of 1,150,000 square feet of office space and an associated seven-story parking garage, as well as 12,000 square feet of retail use. Subsequently, the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* retained the property's M-X-T zoning and superimposed a Development District Overlay Zone (D-D-O) over the subject property. The subject property has a Stormwater Management Concept Plan No. 8888-2010-02, which was approved on September 16, 2015 and is valid until September 16, 2018.
6. **Design Features:** The detailed site plan, which covers the entire site, proposes to develop the portion identified as Phase 1 of the CSP with a mixed-use project consisting of approximately 598,400 square feet of office space, a two-story parking garage, and 12,800 square feet of retail uses. The Phase 2 portion of the site, as referred to in the CSP, has been identified as a site for future development.

The subject site is located at the gateway area from the District of Columbia to Prince George's County. The proposed development is the first large-scale redevelopment within the entire Branch Avenue Corridor. Therefore, creation of a strong gateway image and establishment of high redevelopment standards for the entire corridor has been the focus of the original DSP and this revision application.

Three access points have been proposed off Branch Avenue (MD 5). A full access entrance in the middle of the site divides the site into two distinct parts. The northern part adjacent to the Suitland Parkway is Phase 1, which will be developed with an eight-story office building with 598,400 square feet of gross floor area (GFA). The office building is proposed to have a one-story main entrance/lobby area located in the middle of the building facing Branch Avenue with a pedestrian plaza area in front of it. This entrance is linked to the Naylor Road Metro Station by wide sidewalks along and crosswalks across Branch Avenue. The office building is set back more than 25 feet from the right-of-way of Branch Avenue, which is set back more than 40 feet from the existing curb line in this area, due to Maryland State Highway Administration (SHA) recently expanding the right-of-way. To the south of the office building, two small retail buildings are located along the Branch Avenue right-of-way on either side of the main entrance drive, with surface parking located behind them. In the far northwestern corner of the site, is an additional limited access point that leads to the area behind the office building. This area is where the service functions of the building, such as the generators, loading spaces, and dock are located, along with some surface parking, and a two-story parking structure.

The southern part of the site has been designated primarily for the second phase of the proposed development in accordance with Conceptual Site Plan CSP-10005. Therefore, the existing surface parking area will be repaved and restriped with this DSP and used temporarily for parking for the office building until the future phase is developed. The second two-way access to the site is located adjacent to the southernmost boundary line, which runs along the southeastern edge of the property and connects to the existing parking lot, and will provide access to both the future parking garage and the office building in the second phase.

The office building elevations feature a generally rectangular-shaped, modern structure facing Branch Avenue with a one-story main entrance lobby. The office building is designed in modern institutional-building vocabulary with various fenestration patterns. The building is finished with multiple gray-colored precast concrete panels in combination with a large amount of evenly-spaced glass windows. Dark and light-toned panels are provided in areas to embellish the façade and provide varied visual interest. The main entrance to the office building is designed in an all glass and metal one-story structure, so as to be clearly identified. The location of the main entrance close to the right-of-way of Branch Avenue and its transparent glass design make the entrance the most visually prominent part of the site's Branch Avenue frontage. The applicant submitted documentation that they intend to obtain Leadership in Energy and Environmental Design (LEED) Silver certification for the office building.

The small, two-story parking garage, located behind the office building, is a typical building with plain concrete panel and cast-in-place finishing and a tension cable rail system as the horizontal material. The office building is located between the parking garage and the site's frontage of Branch Avenue (MD 5). Therefore, the parking garage will not be visible from Branch Avenue. However, in order to create a more solid, quality appearance to the structure for the site users, the Planning Board found that some of the horizontal tension cable rail system should be replaced with a solid material, such as the concrete panels. A condition of approval requires the applicant to provide additional solid material on the parking garage, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

The retail buildings proposed in this application are located along the right-of-way of Branch Avenue (MD 5). Due to security considerations for a potential federal tenant, the retail buildings are designed as stand-alone buildings. The buildings are 21 feet high and have a two-story appearance with a functional one-story floor plan. The elevation is finished with a combination of stucco, metal panels, masonry, and storefront windows. The front elevations, facing Branch Avenue, east and north elevations are all designed with multiple windows and possible doors for future tenants. However, the south and east elevations of the northern building both have large, blank wall areas that will be highly visible to all site users. The Planning Board found that more architectural features should be added to these portions of the building to break up the expanse of blank wall. This could be done through a change in material, color, façade depth and/or other common architectural treatments. Therefore, a condition of approval requires the addition of architectural interest to the northernmost retail building, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

One 96-square-foot, metal and concrete monumental entrance sign has been proposed in the DSP facing Branch Avenue. Both the sign-face area and height are consistent with the sign standards approved in the CSP for the site. No building-mounted signs are proposed for the office building and only potential locations have been identified for the retail buildings. Each storefront has one primary identification sign which is located above the main windows area. Since no tenants have been identified at the time of this DSP review, details regarding building-mounted signs for the retailers are not available. Prior to the issuance of sign permits for the retail building, a Planning Director level review should be required to ensure that the proposed signage is appropriate in relationship to the retail building in terms of design, color, materials, and method of lighting.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2014 Approved Southern Green Line Station Area Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, and establishes design standards and a Development District Overlay (D-D-O) Zone for the area. The sector plan recommends flexible future land use on the property and development as a neighborhood commercial center. The proposed office and retail uses are permitted in the M-X-T Zone within one-half mile of a metro

station as listed in the D-D-O use table. The plan's associated Development District Overlay Zone has impact on the development application for this property, as the property is within the one-half mile of the metro station and will need to adhere to the Naylor Road Urban Design Standards. As mentioned in the D-D-O-Z, for development standards not covered in the standards, the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* apply.

The development district standards under the Naylor Road Station Area has multiple sections; some of which do not apply to the subject development. The sections titled "Street Design Standards" and "Block Standards" do not apply as the proposed development is not creating any new public, private streets or blocks. All street and access locations were established with the approved preliminary plan. The "Good Hope Avenue Shopfront Area Standards" section does not apply as the subject property does not have any frontage on Good Hope Avenue. The remaining sections apply and are discussed as follows:

Building Location: Build-To-Zone and Build-To-Line

This standard requires a build-to zone for all development types and uses by stating that all buildings should be located a minimum of 15 feet to a maximum of 30 feet from the curb. The two proposed retail buildings are located within this zone, while the proposed office building is set further back as allowed. Therefore, the subject DSP meets the applicable standards in this section.

Building Height Standards

The standards in this section indicate that there are no maximum building heights in this area and only sets a minimum building height within the 'Naylor Triangle,' between Suitland Parkway and the Metro station, Oxon Run Drive, Naylor Road, and Branch Avenue (MD 5), which does not include the subject property. Therefore, the subject DSP meets the applicable standards in this section.

Parking Standards

This section has multiple standards which apply to the subject application. In conformance with the standards, the submitted DSP does not have surface parking between a building façade and the curb and does not propose any surface parking along a public right-of-way. The standards regarding shared parking facilities and off-site surface parking does not apply as neither is proposed in this application.

Regarding the number of parking spaces, the standards indicate that there is no minimum off-street parking space requirement, there is a maximum surface parking ratio for different uses and there are no maximums for parking spaces in structured parking. The submitted DSP conforms to all of the applicable standards in this section.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone and the requirements of the Development District Overlay (D-D-O) Zone of the Zoning Ordinance:

- a. In accordance with Section 27-546(d) of the Zoning Ordinance, the Planning Board must make the following findings in addition to Section 27-276(b) requirements for approval of a DSP as follows:

Section 27-546. Site Plans.

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

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

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 as follows:

Section 27-542. Purposes.

- (a) **The purposes of the M-X-T Zone are:**

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The subject DSP proposes to redevelop an existing shopping center with a mixed-use development consisting of office and retail uses. The larger site is located in the southeast quadrant of the intersection of Branch Avenue (MD 5) and Suitland Parkway, approximately 600 feet from the Naylor Road Metro Station platform of the Green Line. Given its prominent location near the District of Columbia boundary, the proposed office building will be a landmark at this gateway to Prince George's County. The proposed office space is targeting a federal tenant, and the proposed retail is to serve the employees working in the building complex and others passing by on Branch Avenue. The proposed development will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The 2014 Southern Green Line Station Area Sector Plan and SMA identifies the subject property as "Overlook Heights" and "Curtis Drive Shops" areas. The sector plan recommends "flexible use" to allow a property owner to attract office or retail development. The entirety of the subject property is within the "TOD-F," flexible, designation. The proposed development conforms to the referenced strategy by proposing a development plan containing approximately 600,000 square feet of office space in the core of the site fronted by approximately 12,000 square feet of retail space along the property's street frontage on Branch Avenue.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The proposed development plan takes full advantage of the development potential inherent in the M-X-T Zone with a proposed overall 2.5 floor area ratio (FAR) for all phases. Since the site is located within walking distance (approximately 600 feet from the platform) to the Naylor Road Metro station, it is fully compliant with this purpose. The existing shopping center on the subject site has only 128,130 square feet of gross floor area, which equals a FAR of 0.19. This application will conserve the value of the site and maximize the potential inherent in the M-X-T Zone.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The proposed DSP plan conforms to this purpose as the development plan is designed to provide safe and convenient access to the Naylor Road Metro Station located directly across

Branch Avenue from the subject property. The property also has immediate access to Branch Avenue and Suitland Parkway, which are two major roadways in the area.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The proposed development represents the first major development in the Naylor Road Metro Station Subarea. In order to encourage an active 24-hour environment, a mix of office and retail land uses is being proposed. Residential uses already exist in the surrounding area that will combine with thousands of daily workers on the subject site to create a vibrant, 24-hour environment. The Phase 1 development, as proposed, will generate synergy for further new development and redevelopment of the entire Naylor Road Metro Station Subarea.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The proposed Phase 1 office building is designed to afford an architecturally-attractive building façade and lobby entrance facing Branch Avenue (MD 5). The commercial retail space is designed to face directly onto Branch Avenue. Due to safety considerations for a possible future federal tenant, the retail building does not have vertical mixed-use and is located outside the required security perimeter for the office building. However, the façades of all of the buildings will provide architectural variety and articulation through the modulation of wall planes, detailing, color, texture and materials, and application of various building heights and proportions that will make the view from Branch Avenue as visually rich as a vertical mixed-use building. Through the innovative design of building façades and site design, the DSP blends the two diverse land uses together harmoniously.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The two uses included in the first phase of this development are office and retail. The office building has been strategically located on the site to encourage transit ridership, and the retail building along Branch Avenue makes this use accessible for both the population traveling to or from the Naylor Road Metro Station and the general public as they walk or drive along Branch Avenue. Due to security considerations for a potential federal tenant, the office building is set further into the site away from the retail buildings, which front on Branch Avenue. Between the two buildings, there are surface parking and open spaces. The office building has an attractive main lobby, accessed through an open pedestrian plaza. The retail building is designed to appear two-story with more commercial features, but is consistent in color and materials with the office building. The proposed office and retail buildings complement each other in terms of function, but each has a distinctive visual character and identity.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The total proposed development is more than 1.6 million square feet on an existing shopping center site. The project consists of office and retail uses and will be implemented in two phases. This DSP represents the first phase of development consisting of approximately 600,000 square feet of office and 12,000 square feet of retail use. The office building is being designed to meet current Leadership in Energy and Environmental Design (LEED) standards for energy efficiencies and reduction of stormwater runoff. The development of Naylor Station as a high-density, mixed-use community adjacent to Metro, is the very model for smart growth. In addition, this facility will provide economies of scale in construction and permit the use of energy conscious design and technologies that smaller projects are unable to afford.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

The DSP proposes approximately 600,000 square feet of office and 12,000 square feet of retail development, which is the first phase of the proposed development for the site that will allow for appropriate responses to the market and promote economic vitality and investment.

- (10) **To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The proposed development is the first large project in the Naylor Road Metro Station Subarea. This proposal includes a flexible range of retail and office development which will allow for appropriate responses to the market. The Phase 1 building, as proposed in this DSP, can be scaled to meet the varying demands of the market. In addition, the availability of the additional development capacity of Phase 2 allows further flexibility in responding to the market as it may develop over time. The design of both the office and retail buildings in this DSP is of the modern architectural style while utilizing energy efficient building materials and design strategies. The physical forms of the office and retail buildings will provide a gateway image when people enter into the County.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject property was rezoned from the C-S-C Zone to the M-X-T Zone by the 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment*, which defined long-range land use and development policies, detailed zoning changes, and establishes design standards for the area. The proposed development was found to be in conformance with the development concept of the sector plan in the previous CSP and DSP approvals. The subject revision to the DSP proposes a very similar development in terms of uses, building locations, and site amenities, although the building mass is scaled back to accommodate a different potential tenant. Therefore, the subject application can be said to be in conformance with the design guidelines and standards recommended by the sector plan.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed mixed-use development is the first major project within the Naylor Road Station Subarea. After it is fully complete, this project will provide office space for more than 3,000 employees. The retail component will also create additional employment opportunities for the adjacent community. The proposed project will not only improve the visual appearance of the area, but should also be a catalyst to the improvement and rejuvenation of the surrounding neighborhoods.

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

Much of the existing development located in the vicinity of the subject site is older structures which contain uses that are not consistent with the long-term vision for the community. As discussed previously, the proposed development will be the first large project in the area. The design quality brought by the proposed development will set new standards for the revitalization of the vicinity.

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

The mix of uses in this case, including retail and office, and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability as this purpose intends, while at the same time providing key elements to ensure each component is successful. The office building will provide a location for more than 3,000 employees, and the retail building will provide essential services to the large working population. An outdoor plaza and surface parking by the retail buildings will provide needed public amenities and convenience to both the office workers and the general public visiting the retail stores. The proposal reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

The entire development on the larger site will be generally implemented in two phases. The breakdown of the gross floor area of the uses in each phase is as follows:

PHASE 1	
Office	±598,400 sq. ft.
Retail/commercial	±12,800 sq. ft.
SUBTOTAL	±611,200 sq. ft.
PHASE 2	
Office	±1,000,000 sq. ft.
Retail/commercial	±0 - 6,000 sq. ft.
SUBTOTAL	±1,006,000 sq. ft.
The Entire Development	
Office	±1,600,000 sq. ft.
Retail/commercial	±12,800-18,800 sq. ft.
TOTAL	±1,618,000 sq. ft.

This DSP includes the first phase of the development, which consists of one large office building and two smaller retail buildings that will provide needed services to the office occupants. This phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent Phase 2 into the entire development.

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

The pedestrian system for the project consists of an on-site part and an off-site part. The off-site part includes the sidewalks along both sides of Branch Avenue and the bicycle path along the subject site's frontage along Branch Avenue. The on-site system includes the pedestrian path, which is mainly located along the main driveway on the site. Additional pedestrian paths are also provided between the retail and office buildings, and from the office building to the sidewalks along both sides of Branch Avenue. The entire system is convenient and has been comprehensively designed to create a pedestrian-friendly environment.

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

Two places in this DSP have been designed as gathering places for people. Those places are an entrance plaza in front of the building's main entrance off Branch Avenue and a large plaza next to the proposed retail building. Adequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting of the public plazas.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The larger site has a previously approved CSP that has been reviewed for conformance with this requirement. According to the Planning Board's approval, 100 percent of construction funds for transportation facilities are allocated within the Prince George's County Capital Improvement Program (CIP) or the current Maryland Department of Transportation Consolidated Transportation Program (CTP), will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, and will be adequate to carry anticipated traffic for the proposed development.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The larger site has a Conceptual Site Plan, CSP-10005, which was approved by the Planning Board on May 12, 2011, and a Preliminary Plan of Subdivision, 4-11001, which was approved by the Planning Board on May 26, 2011. The project will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County CIP, within the current state CTP, or to be provided by the applicant.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject site contains 14.43 acres and is not a mixed-use planned community. Therefore, this DSP is not subject to the requirement.

- b. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsections (b) and (c) of this Section, additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The plan has been reviewed in accordance with the above Section of the Zoning Ordinance. The development is subject to the Naylor Road Urban Design Standards Subarea D-D-O Zone standards. However, if there is no D-D-O standard, the underlying zone requirements and the other applicable regulations in the Zoning Ordinance including, but not limited to signage and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) apply to this DSP.

Section 27-548. M-X-T Zone.

- (a) Maximum floor area ratio (FAR):**
- (1) Without the use of the optional method of development – 0.40 FAR;
and**
 - (2) With the use of the optional method of development – 8.00 FAR.**

The submitted DSP for Phase 1 of development for 611,200 gross square feet proposes an FAR of approximately 0.97. This is the density range for the development approved in the CSP and as prescribed by the then applicable 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment*.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed uses are located in more than one building on more than one lot. The DSP satisfies this requirement.

- (c) **Except as provided in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows a proposed layout for one office building, two retail buildings and associated parking, both surface and in a garage. Once the DSP is approved, it will be the guide for the development of the subject site.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 12 below provides a detailed discussion on the plan's conformance with the applicable landscaping requirements.

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

The submitted DSP does not propose any enclosed pedestrian spaces, theaters, or residential uses. The calculated floor area ratio does not include the parking structure and is applied to the entire property which was the subject of the CSP.

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

The submitted DSP does not propose any private structures above or below public rights-of-way.

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

Vehicular ingress/egress access for proposed Parcels 1 through 8, which do not have direct frontage and/or access to a public street, was authorized pursuant to Section 24-128(b)(9) by the approval of PPS 4-11001.

- c. Per Section 27-283(a) of the Zoning Ordinance, a DSP shall be designed in accordance with the design guidelines in Section 27-274. The subject application was reviewed relative to the design guidelines and found to be in general accordance with them, such as by providing parking lots to the rear and sides of the structures, separating the loading area from the parking areas, and harmonious use of building materials and style.
- d. Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed in Finding 7 above, this DSP meets all of the applicable D-D-O Zone standards.
9. **Conceptual Site Plan CSP-10005:** Conceptual Site Plan CSP-10005 (PGCPB Resolution No. 11-44) for the entire site was approved by the Planning Board on May 12, 2011 with five conditions. Of the five conditions attached to the CSP approval, the following conditions are applicable to the review of this DSP:

2. At the time of detailed site plan, the applicant shall:

- a. **Provide the site plan and landscape plan details for the alternative retail building location, including but not limit to, the layout, landscaping, pavement, screening of the surface parking spaces, and location of sidewalks.**

The subject DSP revision does not necessitate the alternative retail building location. Both proposed retail buildings are located entirely outside of the SHA easement area.

- b. **Provide a build-to line (BTL) along Branch Avenue (MD 5) in relation to the ultimate road curb location, as determined by the Maryland State Highway Administration (SHA).**

The submitted DSP shows an ultimate road curb location along Branch Avenue and both retail buildings have been located along the right-of-way line, which is approximately 15 to 20 feet from the ultimate curb line.

- c. **Show evidence of efforts to work with SHA to resolve the existing easement issues and how it relates to building and parking placement.**

Since the CSP approval, SHA has taken the land within the easement. The applicant has revised the DSP layout to avoid building and parking conflicts within the SHA right-of-way.

- d. **Provide information regarding conformance with Subtitle 25, Division 3, Tree Canopy Coverage Ordinance.**

The submitted site plan included a tree canopy coverage (TCC) worksheet. Further discussion of conformance with the Tree Canopy Coverage Ordinance is included in Finding 13 below.

- e. **Comply with the general design parameters as follows:**

General

- **Building height¹ 4-12 stories**
(4-8 along the side fronting Branch Avenue)
- **Density 1.0-2.5**

Note: ¹For primary building, if more than one building is proposed in the application.

The submitted site plan proposes an eight-story office building as the primary development on the site, and additional buildings on-site include one-story retail buildings and a two-story parking garage. These buildings total 611,200 gross square feet as the Phase 1 part of the site development, which results in a density of 0.97 FAR. Therefore, the proposed DSP development conforms to the building height requirements of the CSP and will be in full conformance with the density requirement at the time of Phase 2.

Site Design

- **Build-to-line (Branch Avenue) Minimum 20 feet and a maximum of 25 feet from the curb line.**

This and many of the following requirements were set based on the 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment* (Branch Avenue sector plan) which was superseded by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (Southern Green Line sector plan). The new sector plan recommends a build-to line of 15 to 30 feet. The applicant has proposed a build-to line along the right-of-way of Branch Avenue for the retail buildings, which is between 15 to 20 feet of the proposed curb line.

- **Building setbacks (other property lines) 20 feet.**

This requirement was superseded by the Southern Green Line sector plan, which does not have any requirements or recommendations for building setbacks from other property lines. However, all buildings meet this requirement, except for one of the retail buildings where it is adjacent to other retail buildings along the Branch Avenue frontage.

- **For additional site design standards sees Pages 58–59 of the 2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment.**

The 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment* was superseded by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. The proposed development meets all the site design standards of the Southern Green Line sector plan as discussed in Finding 7 above.

Building Design

- **See Building Design Standards on Pages 60–62 of the 2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment.**

The 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment* was superseded by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. The proposed development meets all the building design standards of the Southern Green Line sector plan as discussed in Finding 7 above.

Parking

- **At rear of the building, minimum 90 percent in the parking structure.**
- **Parking ratio (See Table 7 on Page 59 of the 2008 Approved Branch Avenue Corridor Sector Plan and Sectional Amendment).**
- **Provide a low masonry wall or hedge, or a combination of both wall and landscaping at those locations where surface parking can be viewed from Branch Avenue.**
- **Any applicable requirements of Part 11 of the Zoning Ordinance.**

The 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment* was superseded by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. The proposed development meets all the parking standards of the Southern Green Line sector plan as discussed in Finding 7 above.

Signage

- **Pole mounted signs are not permitted.**

The submitted site plan does not propose any pole-mounted signs.

- **All freestanding signs shall be in the form of monumental sign.**

All of the freestanding signage proposed on the DSP is ground-mounted monumental signage.

- **A maximum three primary identification signs are allowed for the campus. The primary identification sign may be ground-mounted monumental sign or in combination with other entrance features such as a low wall. The maximum height of the primary identification sign shall not exceed 6 feet. The maximum sign face area (both sides) of each monumental identification sign shall not exceed 100 square feet.**

The submitted DSP proposes one free-standing monument identification signs, which has a maximum height of six feet and the sign face area of the one-sided sign is 96 square feet.

- **One primary building mounted sign is allowed for each retail storefront. An additional secondary sign is allowed for each retail store. The signs shall be located below roof line. Total sign face area on a given façade area shall not exceed 10 percent of the façade solid area.**

The submitted retail architectural elevations show conceptual outlines for building-mounted signage located below the roof line. No specific dimensions or details were provided for these signs; therefore, a condition requiring approval of the proposed building-mounted signage prior to the issuance of any sign permit has been included in this approval.

- **The maximum sign face area for the directional signage shall be 20 square feet.**

No directional signage was shown on the submitted DSP; however, this condition will remain in effect for any future proposed directional signage.

Landscaping

- **Applicable sections of the 2010 Prince George's County Landscape Manual.**

The submitted site plan included proposed landscaping. Further discussion of conformance with the Landscape Manual is in Finding 12 below.

Others

- **Other standards governing the site amenities such as lighting are the design guidelines in the 2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment under Design and Appearance section.**

The 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment* was superseded by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*. The proposed development meets all the design standards and guidelines of the Southern Green Line sector plan as discussed in Finding 7 above.

10. **Preliminary Plan of Subdivision 4-11001:** On May 26, 2011, the Planning Board approved Preliminary Plan of Subdivision, 4-11001 (PGCPB Resolution No. 11-54), subject to 12 conditions, proposing to subdivide the entire site into eight parcels. The following conditions relate to the review of this application are discussed below:

3. **Prior to approval of the Detailed Site Plan, the landscape and lighting plans shall show the use of full cut-off optic light fixtures for all outdoor lighting except in areas where safety or security would be compromised.**

The DSP complies with this condition by selecting full cut-off lighting fixtures for outdoor use.

4. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, unless modified by SHA:**
 - a. **A wide pedestrian streetscape along the subject site's entire frontage of Branch Avenue (MD 5). The placement of street furniture, crosswalks, pedestrian safety features, and accessible clear space.**
 - b. **Pedestrian signals at all signalized intersections along MD 5 on the subject site.**
 - c. **High visibility and contrasting crosswalks and ADA-accessible (Americans with Disabilities Act) ramps and curb cuts at all ingress/egress points for the subject site along MD 5.**

The wide pedestrian streetscape is reflected on the plans. This streetscape ranges from 15 to 19 feet wide in front of the retail, and includes a more expansive pedestrian plaza in the vicinity of the entrance to the office building. High-visibility crosswalks with in-pavement lighting are shown on the submitted plans and detail sheet. These facilities meet the intent of the preliminary plan conditions. Pedestrian countdown signals are also required, but do not appear to be indicated on the submitted plans. Therefore, a condition has been included in this approval requiring this revision.

5. **Prior to approval of the final plat, the following notes shall be provided:**
 - a. **Development of this subdivision shall be in accordance with approved Stormwater Management Concept Plan, 8888-2010-01, and any subsequent revisions.**

The Stormwater Management Concept Plan and approval date are provided in General Note 13 of the DSP.

- d. **Direct vehicular access to Suitland Parkway is denied.**

Denial of access along Suitland Road is shown. The three vehicular access driveway locations shown on the DSP are in conformance with the approved PPS.

6. **Total development within the subject property shall be limited to uses which generate no more than 1,809 (1,592 in; 217 out) AM peak hours trips, and 1,983 (337 in; 1,646 out) PM peak hour trips in consideration of the approved trip rates for a government office building, and the existing shopping center. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

The current proposed development falls within this trip cap.

7. **Access to Branch Avenue (MD 5) shall be limited to four access points consist of two multi-lane driveways, one right-in only driveway, and one secured and gated driveway limited to emergency vehicles only as reflected on the approved detail site plan (DSP).**

Three access points off of Branch Avenue have been shown on the site plan. Two of them have multilane driveways, and one is a limited use driveway. The DSP complies with this condition.

11. **Prior to the approval of any Detailed Site Plan for residential development a preliminary plan of subdivision shall be approved.**

This DSP does not contain any residential use. Only office and retail uses are included in this application.

11. **Detailed Site Plan DSP-10044:** Detailed Site Plan DSP-10044 was originally approved by the Planning Board on June 2, 2011 (PGCPB Resolution No. 11-58), subject to six conditions. The District Council affirmed the Planning Board's decision. The following conditions of that approval are relevant to the subject application:

1. **Prior to certificate approval of this detailed site plan, the applicant shall:**
 - a. **Provide a key map on the building elevation drawings to identify each elevation.**

The submitted architectural elevations provide a key map to identify each elevation.

- b. **Identify a location in the main entrance area for the possible future bicycle share facility on the detailed site plan.**

A future bike share facility location is indicated on the submitted DSP.

- c. **Provide cascading shrubs planted at the top of the retaining wall along the southeastern property line, in order to prevent erosion and enhance the aesthetics of the large wall as seen from within the site.**

The majority of the retaining walls have been eliminated from the site plan and cascading shrubs are proposed to be planted at the top of the one retaining wall remaining near the main entrance off of Branch Avenue.

- d. Provide specialty pavers or paving patterns in the sidewalk along Branch Avenue (MD 5). A striped crosswalk shall be provided across the emergency access lane entrance at the northwestern corner of the site and across the main entrance drive to the Phase 2 office building. The sidewalk connection shall also be shown for proposed Parcels 6 and 7.**

A wide concrete and "concrete unit paver" sidewalk is shown along the subject site's entire frontage of MD 5. High-visibility crosswalks are indicated at all appropriate locations, including the main access road and the entrance at the northwestern corner of the site. A sidewalk connection has also been provided along the right of way in front of proposed Parcels 6 and 7.

- e. Provide the height and dimensions of all proposed buildings.**

The height and dimensions of all proposed buildings have been provided on the DSP, except for the proposed parking structure.

- f. Provide striping and arrows to show on-site circulation on all driveways.**

Striping and arrows have been provided on the DSP to show on-site circulation for all driveways.

- g. Show setbacks from streets or adjacent property lines for all retaining walls six feet or more in height.**

Setbacks have been shown on the DSP for the one remaining retaining wall greater than six feet in height.

- h. Show the setbacks for the monument signs.**

Only one monument sign is proposed and the setback dimension has been provided on the DSP.

- i. Provide railing for all high retaining walls as required by the building code.**

The provided retaining wall detail indicates a railing to be provided at the top.

- j. **Incorporate all of the pedestrian and bicycle connections shown on the conceptual circulation plan from Conceptual Site Plan CSP-10005.**

All previously approved pedestrian and bicycle connections are shown, as applicable.

- k. **Revise the site plan to reduce the turning radius, to the extent practical and as approved by the Maryland State Highway Administration (SHA), for the central ingress/egress point for vehicles turning into the site from northbound Branch Avenue (MD 5).**

The DSP has been revised to reduce the turning radius from northbound Branch Avenue onto the site to 30 feet. Thirty feet is the minimum radius allowed by the Maryland State Highway Administration (SHA) and final design is subject to their modification.

- l. **Provide a minimum of 15 bicycle parking spaces at each of the three bike rack locations indicated on the parking structure floor plan. Revise the parking totals to include the total number of bicycle parking spaces provided.**

The previously proposed parking structure has been reduced in size and therefore, only provides seven bicycle parking spaces within the structure. However, an additional 47 bicycle parking spaces are shown elsewhere on the site in convenient locations.

- m. **Revise the landscape plan as follows:**

- (1) **Fully screen the proposed loading space on the alternative retail layout from Branch Avenue (MD 5), per Section 4.4 of the *Prince George's County Landscape Manual*, including relocating it to the southern façade of the building, if necessary.**

The current site design does not necessitate an alternative retail layout and no proposed loading spaces will be visible from Branch Avenue.

- (2) **Provide an additional five to six shade trees along the right-of-way within proposed Parcel 7 and within the sidewalk area between the main entrance plaza and the passenger drop-off lane.**

The current DSP proposes a retail building on proposed parcel 7 along the build-to line (BTL). Additional shade trees would be inappropriate in this area. One shade tree within the right-of-way is proposed in a tree pit. The passenger drop-off lane has also been eliminated in the current design; however, additional shade and ornamental trees have been provided between the main entrance and Branch Avenue.

- (3) Provide additional landscaping within the unpaved portion of the eastern end of the entrance plaza.**

The entrance plaza has been redesigned into a pedestrian boulevard with shade and ornamental trees lining a wide pedestrian walk. This area includes benches, pedestrian-scale lighting, enhanced unit pavers and cut-outs, for planting areas to encourage pedestrian use.

- (4) Add a detail regarding the use of structural soils for all trees that will be planted in an area of less than 160 square feet of contiguous pervious land area.**

A detail for trees planted in areas less than 160 square feet of contiguous pervious land area has been provided that shows the use of structural soils extending under paved areas.

- 2. Prior to issuance of building permit for the parking garage, the applicant and the applicant's heirs, successors, and/or assignees shall explore alternative screening elements for the parking garage, in addition to the originally proposed green screen, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.**

The current proposed parking structure is two-stories, instead of seven, and located more internal to the site, away from the adjacent residential properties. Therefore, alternative screening is no longer necessary as it will be screened by the existing slope and proposed landscaping.

- 3. Prior to issuance of building permit for the office building, the applicant shall revise the design of the two plaza areas (one in front of the building's main entrance, the other between the office building and the retail building) to include:**
- a. Visual interest which may include a fountain, public art or sculpture, or other architectural and landscape elements and/or**
 - b. Pavement materials of varied physical texture, color, and patterns to guide movement and define functional areas. The design shall be reviewed and approved by Urban Design Section as the designee of the Planning Board.**

The submitted DSP shows two well-designed plazas that include visual interest with terraced seat walls and plantings area and provide for varied pavement materials that guide movement.

- 4. Prior to issuance of any sign permit for the retail building, the applicant shall obtain approval of the proposed building-mounted signage by the Urban Design Section as the designee of the Planning Board.**

This condition should be maintained, as no signage details were provided for the retail buildings at this time.

5. **At the time of building permit for the retail building, if the applicant has not purchased the easement from SHA, the DSP shall be revised to incorporate "Alternate Retail Layout—Option B" into the plan for the development of the retail building area. This revision shall be approved by the Urban Design Section as the designee of the Planning Board.**

This is no longer an issue as the retail buildings have been designed to be located outside of the mentioned SHA easement.

6. **The pedestrian crosswalks on all street approaches at the four existing and proposed signalized intersections along Branch Avenue, between the Curtis Drive intersection and the Naylor Road Metro Station access road (the site's emergency access road as designed and shown on applicant's Exhibit #2), shall be included in the SHA access permit application. ADA-accessible ramps and curb cuts shall be included. The design of the crosswalks may be modified by SHA as part of its approval of the access permit.**

The required Americans with Disabilities Act (ADA) ramps and curb cuts are indicated on the submitted DSP. Details are included for the ramps and crosswalk treatments.

12. **Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Since the applicable D-D-O standards do not include any landscape-related standards, the Landscape Manual applies. The detailed site plan is subject to Section 4.2, Requirements for Landscaped Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development From Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping of the Landscape Manual.
 - a. **Section 4.2, Requirements for Landscape Strips along Streets**—Applies to all public and private road frontages of properties with nonresidential uses, which includes the entirety of the Branch Avenue frontage in this application. In conjunction with the previous DSP, an Alternative Compliance application, AC-11003, was approved for the subject property from the requirements of Section 4.2 for sidewalks to be located within the landscape strip area due to the building location and pedestrian improvement requirements. This was justified through the provision of a widened landscape strip and additional shade trees and shrubs. This AC approval remains in effect with the current application as the same conditions exist. However, in order to be in full compliance with the previous AC approval, additional 12 shade trees should be provided between the right-of-way line and the office building. Therefore, a condition has been included in this approval requiring this addition.

- b. **Section 4.3, Parking Lot Requirements**—Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements, requires that when a proposed parking lot is adjacent to a property line, a minimum three-foot-wide landscape strip with shrubs be provided between the parking lot and the adjacent property line. This applies where the existing parking lot is adjacent to the southeastern property line. The submitted DSP shows the requirements for width and plant units being fully met for this section.

Section 4.3(c)(2), Parking Lot Interior Planting Requirements, requires that a certain percentage of the parking area, in accordance with the size of the parking lot, be interior planting areas with one shade tree for each 300 square feet of planting area. The landscape plan identifies that these requirements do not apply to the existing parking lot as it is just being repaved and restriped with no new impervious area being created. The requirements do apply to the larger parking lot behind the office building and the parking lot by the retail buildings. The submitted DSP provides the appropriate schedules showing all requirements are met, except for the number of shade trees in the parking lot behind the retail building. Therefore, the Planning Board found that the applicant should revise the plan to show full conformance or obtain an alternative compliance approval prior to certification of this DSP.

- c. **Section 4.4, Screening Requirements**—The site is subject to Section 4.4, which requires screening of loading spaces, trash facilities, and mechanical equipment from all adjacent public roads and existing residential uses. The proposed loading spaces and generators are located to the east of the office building, which will screen them from Branch Avenue and proposed plantings will screen them from Suitland Parkway (MD 337). No external trash facility was shown on the submitted DSP, and if one is proposed in the future, it will have to be screened in accordance with this section.
- d. **Section 4.6, Buffering Development from Streets**—Section 4.6 requires a property with frontage on the Suitland Parkway (MD 337) provide a minimum ten-foot buffer with one shade tree and ten shrubs per 35 linear feet of frontage, excluding driveways. The submitted site plan provides a sufficient number of shade trees and shrubs along this frontage; however, there is a short length where the full ten-foot buffer width is not provided. Therefore, the Planning Board found that the applicant should revise the plan to show full conformance or obtain an alternative compliance approval prior to certification of this DSP.
- e. **Section 4.7, Buffering Incompatible Uses**—A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transition between moderately incompatible uses. The commercial office building, parking garage, and retail buildings are all considered medium-impact uses per this section. No bufferyard is required by this section along the property lines of the adjacent school and food and beverage stores, which are also medium-impact uses. A Type “B” bufferyard, including a minimum building setback of 30 feet and a minimum landscape yard of

20 feet, is required between this site and the adjacent multifamily apartment complex to the northeast. The submitted site plan provides sufficient plantings to meet the requirements for this bufferyard; however, the full 20-foot buffer width is not provided for the entire length. Therefore, the Planning Board found that the applicant should revise the plan to show full conformance or obtain an alternative compliance approval prior to certification of this DSP.

- f. **Section 4.9, Sustainable Landscaping Requirements**—Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or cultivars is specified below:

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

The landscape plan provides more than 50 percent native shade and ornamental trees and more than 30 percent native evergreen trees and shrubs, and, therefore, meets the above requirements.

13. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage requirement applies to this M-X-T-zoned site per the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 62,846 square feet or ten percent of the subject 14.43-acre site. The original DSP approval included a variance to this requirement; however, the current DSP revision is able to fully meet the tree canopy coverage requirement. The submitted plans provide the correct schedule showing the requirement being met through a combination of existing preserved trees and proposed tree plantings on-site.
14. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is subject to the current provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site is greater than 40,000 square feet in size, contains more than 10,000 square feet of woodlands, and has previously approved tree conservation plans. The subject site has a TCP2 that was approved with the previous DSP and a revised Type 2 tree conservation plan has been submitted with this application.

The submitted TCP2 proposes to clear 0.56 acres of the 1.88 acres of on-site woodland and has a total woodland conservation requirement of 2.78 acres. The plan meets the woodland conservation requirement through 1.17 acres of on-site preservation and 1.61 acres of off-site conservation. A condition has been included in this approval requiring the liber and folio of the woodland conservation easement be added to the TCP2 prior to certificate approval of this DSP.

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

- a. **Historic Preservation**—The Historic Preservation Commission (HPC) reviewed the original DSP application at its April 19, 2011 public hearing. At that meeting, the HPC received a presentation from staff and from the applicant, but did not take an action because no quorum was present. Action on that application was taken at the subsequent HPC meeting on May 17, 2011. At that meeting, the HPC voted 4-0-1 (the Chair voted “present”) to forward the following findings, conclusions and recommendations to the Planning Board for its use in the review and approval of the subject application.

Given its 2011 review and recommendation for approval of the proposed project, the Historic Preservation Commission has delegated review of the current application to Historic Preservation Section staff because the impact of the proposed project on the Suitland Parkway remains substantively similar to the project reviewed in May 2011.

Background

The subject detailed site plan application is located adjacent to and south of the right-of-way of Suitland Parkway and east of the parkway’s intersection with Branch Avenue. Suitland Parkway (Historic Site 76A-022), was constructed from 1943–1944 and consists of nine miles of roadway (of which more than six miles are within Prince George’s County). The parkway is a dual-lane road with concrete-arch bridges faced with stone. Planned before the outbreak of World War II, the project came to fruition with the entrance of the U.S. into the war in December 1941 and the establishment of Andrews Air Force Base a few months later. The parkway connects the base (now Joint Base Andrews) with Bolling Air Force Base and Washington, D.C. It has carried many diplomatic processions and official entourages, and now provides an efficient line of transportation between Washington, D.C. and suburbs in the County. The parkway was listed in the National Register of Historic Places in 1995.

Findings

- (1) The subject application is for approval of a detailed site plan for Naylor Station. Redevelopment of the subject 14.8012-acre property, zoned M-X-T, with a phased, mixed-use development comprising a total of 1,620,000 square feet of gross floor area (GFA) is proposed. Phase 1 will include the development of one office building with approximately 600,000 square feet and retail buildings of up to 14,000 square feet oriented along Branch Avenue. Future phases will utilize the remaining approximately 1,000,000 square feet of office area and up to 6,000 square feet of additional retail space. Surface parking located toward the rear of the property will provide the required parking to serve the Phase 1 office use and a small surface parking lot will provide the parking to serve the Phase 1 retail uses. The site plan also shows a two-story parking structure in Phase 1

which would serve the office building. Additional structured parking will be built to serve future phase. The application proposes construction that follows both Smart Growth and Leadership in Energy and Environmental Design (LEED) principles with features such as proximity to Metro and the incorporation of public spaces, among other sustainable attributes. The project will be architecturally harmonious while providing visual variety and articulation through the modulation of wall planes, detailing, color, texture, and materials worked in a contemporary idiom.

- (2) The subject property is currently developed with a multi-part masonry shopping center with a total of approximately 128,000 square feet of enclosed space, and associated parking. Maryland State Tax Assessment Records indicate that the current center was constructed in phases from 1954 to 1969.
- (3) The applicant submitted a site context study with the underlying conceptual site plan application (CSP-10005) that addressed sightlines and view sheds to and from Suitland Parkway (MD 337) and the project site. The study's illustrations indicate that only portions of the projects will be visible from nearby locations at selected times of year. The partial visibility is a result of the general elevation of the project site above the nearby section of the parkway and its roadbed, woodland within the parkway right-of-way at this location and the elevated Metro track in the vicinity.

Conclusions

- (1) The subject application plans for a complex of buildings that when completed, will significantly enhance an underdeveloped site close to the Naylor Road Metro Station. There is no test for architectural compatibility when judging an early twenty-first century office and commercial complex against the historic integrity and significance of a mid-twentieth century parkway that is a transportation-related and scenic corridor. The contemporary architectural expression selected for the project reflects the time in which it will be built.
- (2) To the extent that the project will be partially visible from the parkway at certain times of the year and from certain vantage points, the project layout with a taller building set back from the openness of the Branch Avenue intersection, will allow much of the project to be buffered by trees within the parkway and/or the Metro tracks. On the north-facing side of the building adjacent to Suitland Parkway, site plan drawings for the subject application show approximately 62 shade trees, all of which are native species. Enhanced landscaping using evergreen trees, native shrubs and groundcover on the building's north side facing Suitland Parkway is suggested to mitigate the potential viewshed impact of the proposed building at traffic level from Suitland Parkway. Enhanced landscape materials on the side of the proposed building facing Suitland Parkway should be shown on the landscape

plans. The green elements of this project represent a significant improvement over the current structure and its substantial paved and un-landscaped parking area. Taken as a whole, this development should be a notable visual landmark at an increasingly important intersection and a gateway to Prince George's County.

The Planning Board found that the applicant should enhance the landscape treatment and materials of the areas of the subject property adjacent to Suitland Parkway (MD 337) to ensure greater at-grade screening of the developing property when viewed from the parkway.

A condition has been included in this approval to require the enhanced landscape treatment along the parkway.

- b. **Community Planning**—The Planning Board reviewed an analysis of the subject DSP's conformance with the D-D-O Zone Standards as discussed in Finding 7 above.

The *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) makes no relevant recommendations influencing a development application on this property. The subject property is located in the Local Transit Centers area of the Prince George's County Growth Policy Map in the *Plan Prince George's 2035 Approved General Plan*. The vision for Local Transit Centers in Prince George's County is to have smaller scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established grid and offer local-serving retail and limited office uses. The application is consistent with the *Plan Prince George's 2035 Approved General Plan*.

The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* recommends flexible future land use on the property and development as a neighborhood commercial center. The plan's associated Development District Overlay Zone (D-D-O-Z) has impact on the development application for this property, as the property is within the one-half mile of the metro station and will need to adhere to the Naylor Road Urban Design Standards Subarea. Some uses are prohibited in the D-D-O-Z, such as a Barber or Beauty Shop, and this will be enforced at the time of use and occupancy permits for the retail space. Underlying zoning regulations and the Landscape Manual also apply.

- c. **Transportation Planning**—The Planning Board reviewed an analysis of the DSP's conformance with the transportation-related PPS conditions, which is incorporated into Finding 10 above. They also found that all other aspects of the site design as they pertain to access and circulation are adequate.
- d. **Subdivision Review**—The Planning Board reviewed an analysis of the DSP's conformance with the PPS conditions, which is incorporated into Finding 10 above, as well as the following summarized comments:

The subject property is located on Tax Map 80 in Grid A-4 and is composed of Parcels A and B –Towers, Branch Avenue recorded in Plat Book WWW 42-86 on December 13, 1961, and Parcels 30, 230, 246, 247, and 68, all recorded among the County Land Records. The property was the subject of Preliminary Plan of Subdivision (PPS) 4-11001 (PGCPB Resolution No. 11-54). At the time of PPS review, the property consisted of 14.80 acres within the Mixed Use – Transit Oriented (M-X-T) Zone and the Development District Overlay (D-D-O) implemented through the 2014 Approved Southern Green Line Sector Plan and SMA. However, since the approval of the PPS, approximately 12,539 square feet of land was conveyed to the State of Maryland for public right-of-way along Branch Avenue.

Subsequent to PPS approval, Detailed Site Plan DSP-10044 was approved for 1,162,000 square feet of gross floor area (GFA) of office and retail uses (12,000 square feet of GFA for retail and 1,150,000 square feet of GFA for office). This DSP revision proposes an increase in square footage to a total of 1,611,850 square feet of GFA (611,200 square feet of GFA in Phase 1). Only development of Phase 1 is shown on the DSP (12,800 square feet of GFA for retail and 598,400 square feet of GFA for office). The PPS was reviewed and approved for the development of 1,610,000 square feet of GFA for office use and 19,584 square feet of GFA for retail use. The proposed development for Phase 1 is within the approved square footage of the PPS, and no change in use is proposed.

The subdivision conditions are as follows:

- (1) Prior to certification of the DSP, the following corrections should be required:
 - (a) Provide a general note referencing PPS 4-11001 with the PGCPB Resolution No. 11-54.
 - (b) Increase the line weight of proposed Parcels 1 through 8 on Sheet 3 to more clearly delineate the parcel boundaries.

Detailed Site Plan DSP-10044-01 is in substantial conformance with the approved Preliminary Plan of Subdivision 4-11001, if the above comments have been addressed prior to approval.

The subdivision conditions have been included in this approval.

- e. **Trails**—The Planning Board reviewed the submitted DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements.

Both the MPOT and area master plan recommend continuous sidewalks and bicycle facilities along Branch Avenue and in the vicinity of the subject site in order to facilitate transit-oriented development and multi-modal access to Metro. The area master plan includes several detailed policies and strategies to improve pedestrian access and pedestrian safety along Branch Avenue and to the metro station. These recommendations are stated below.

Policy 1: Incorporate appropriate pedestrian, bicycle, transit-oriented design, and transit-supporting design features in all new development in centers and corridor nodes.

Strategies:

1. Utilize pedestrian amenities and safety features through all road improvement projects or property frontage improvements, including pedestrian refuges, contrasting crosswalks, in-pavement lighting at crosswalks, curb extensions, mid-block crossings, raised crosswalks, and other traffic-calming techniques.
2. Provide continuous sidewalks along both sides of all roads within the study area. These sidewalks should be a minimum of six feet wide along major roadways.
3. Improve pedestrian crossings and connections at Branch Avenue, St. Barnabas Road, Silver Hill Road, and Iverson Street. Priority should be given to creating safe at-grade crossings that will contribute to the retail main-street environment. If development intensifies, consideration should be given to assessing the appropriateness of pedestrian overpasses.

Policy 2: Provide adequate pedestrian and bicycle linkages to schools, parks, recreation areas, commercial areas, and employment centers.

Strategy:

Give high priority to the funding and construction of major trails providing critical linkages through the sector plan area:

Suitland Parkway Trail: Extend the Suitland Parkway Trail to the Branch Avenue Metro Station as recommended in the Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A). This trail will provide access to the existing Suitland Parkway Trail in Washington, D.C. and to the Naylor Road and Suitland Metro Stations. It

will also connect to the planned Henson Creek Trail extension in the vicinity of the Branch Avenue Metro Station and Town Center at Camp Springs.

***Branch Avenue Linear Park:* Design and construct a linear park to provide an attractive and safe pedestrian network. Consideration should be given to designing a side path or wide sidewalks in conjunction with designated bike lanes.**

The MPOT reiterates the recommendations along both Suitland Parkway (MD 337) and Branch Avenue (MD 5) and also includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets section 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.

The subject application has numerous prior approvals which include Conceptual Site Plan CSP-10005, PPS 4-11001, and Detailed Site Plan DSP-10044. These applications included numerous conditions of approval related to bicycle and pedestrian facilities. The trails planner's responses to these conditions have been incorporated into Findings 9, 10, and 11 above as appropriate.

The subject application reflects streetscape improvements along the entire frontage of Branch Avenue (MD 5). These improvements include new street lighting, benches, street trees and landscaping, and wider sidewalks. In some locations, the proposed sidewalk is over 15 feet in width and consists of both concrete and concrete unit pavers. This wide sidewalk and associated amenities meets the intent of the master plan along Branch Avenue. Restriping for designated bike lanes can be considered by the Maryland State Highway Administration (SHA) as part of road resurfacing or streetscape improvements along the corridor.

The proposed trail along Suitland Parkway (MD 337) will be on the adjacent land owned by the National Park Service (NPS). Although the NPS has completed an initial feasibility study for this trail, there is currently no funding for more detailed design or construction. The retaining wall along the entire northern boundary of the site will prohibit access to the trail, except at MD 5.

Prior conditions of approval from the CSP, Preliminary Plan, and DSP appeared to be adequately reflected on the submitted DSP revision. The streetscape along MD 5 and associated pedestrian plazas will greatly enhance the pedestrian environment and walkability along the frontage of the subject site and the crosswalk improvements will enhance the safe connectivity to Metro. One exception is the requirement for pedestrian signals and all signalized intersections along the site's frontage of MD 5. It is recommended that the plans be revised to identify the placement of these signals and that a detail be provided for this improvement.

Conclusion

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, and meets the finding required for a detailed site plan as described in Section 27-285 of the Zoning Ordinance if the following conditions were to be placed:

- (1) Prior to signature approval of the detailed site plan, revise the plans to identify the location of all pedestrian signals required at the signalized intersections along the subject site's frontage of Branch Avenue (MD 5). A detail shall also be included indicating the type of signal to be used, subject to modification by SHA.

The above condition has been included in this approval.

- f. **Environmental Planning**—The Planning Board reviewed a discussion of the DSP's conformance with the Woodland and Wildlife Habitat Conservation Ordinance as discussed in Finding 14 above, and the following additional comments:

This 14.43-acre site in the M-X-T Zone is located in the southeast quadrant of the Branch Avenue (MD 5) and Suitland Parkway (MD 337) intersection. A review of the available information and the approved Natural Resource Inventory (NRI) indicate that no regulated environmental features, such as streams, wetlands and 100-year floodplain, are found to occur on the property. The site is adjacent to Suitland Parkway which is a source of traffic-generated noise; however no residential or residential-type uses are proposed. Suitland Parkway is listed on the National Register of Historic Places. The soils found to occur on this site, according to the *Prince George's County Soil Survey*, are in the Marr-Dodson, Sassafras, and Urban land soil series. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. The site is within the Oxon Run watershed of the Potomac River basin. The site is located within the Established Communities area of the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

A signed Natural Resource Inventory (NRI-039-08) was submitted with the application. The site contains no regulated environmental features such as streams, wetlands, or 100-year floodplain. The forest stand delineation report describes one mid-successional stage forest stand totaling 1.88 acres, dominated by tulip poplar and black cherry. There are no specimen trees found on the site. This approved NRI has expired and an updated NRI is required to be submitted that meets current requirements.

This property is located on the south side of Suitland Parkway (MD 337), a master-planned freeway, and on the east side of Branch Avenue (MD 5), a master-planned arterial roadway. Both roadways have been identified as transportation-related noise generators; however, this application does not propose residential or residential-type uses at this time.

A Stormwater Management Concept Approval Letter (8888-2010-01) and associated plan were submitted with the application for this site. The approval letter was issued on August 6, 2015, with this project using bioretention ponds and a storm filter as part of their required water quality controls. These stormwater methods are considered environmental site design (ESD) techniques. The concept letter stated that no fee-in-lieu was required for on-site attenuation/quality control measures.

The approval letter also states the water quality control for all new impervious area must be provided and water quality for at least 50 percent of the existing impervious area must be provided. According to the SWM concept plan, the bioretention structures and storm filter will provide treatment for an area equivalent to 50 percent of the existing impervious area. Subsequent stormwater management reviews will be carried out under the jurisdiction of the Department of Permitting, Inspections and Enforcement (DPIE).

The environmental conditions have been included in this approval, as appropriate.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 24, 2015, DPIE offered the following summarized comments on the subject application:

- (1) The property is located on the southeast quadrant of the intersection of Suitland Parkway and Branch Avenue (MD 5).
- (2) Detailed Site Plan DSP-10044, which covers the entire site, proposed to develop the portion identified as Phase 1 of the Conceptual Site Plan CSP-10005 with a mixed-use project consisting of 1.15 million square feet of office space and associated seven-story parking garage, and 12,000 square feet of retail uses. The Phase 2 portion of the site has been identified as a site for future development. This '01' revision of Detailed Site Plan DSP-10044, reduces Phase 1 development to approximately 600,000 square feet of office space and up to 14,000 square feet of retail space.

- (3) Suitland Parkway and MD 5 are both state-maintained roadways; therefore, coordination with the Maryland State Highway Administration (SHA) is required. This project does not impact any County-maintained roadways.
- (4) A Site Development Concept Plan No. 8888-2010-00 and its revision 8888-2010-01 were approved for this site on April 10, 2010 and August 6, 2015 respectively. The proposed site plan is consistent with the second revised Site Development Concept Plan No. 8888-2010-02, which will be approved in the next few days.
- (5) Sidewalks and American with Disabilities Act (ADA) ramps are required along state roads that have concrete curb and gutter in accordance with current Department of Public Works and Transportation's (DPW&T) standards and specifications.
- (6) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, exact impervious area locations are shown on plans;
 - (b) Exact acreage of impervious areas has been provided with the concept submittal;
 - (c) Proposed grading is shown on the plans;
 - (d) Delineated drainage areas at all points of discharge from the site have been provided with the concept submittal;
 - (e) Stormwater volume computations have been provided with the concept submittal;
 - (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal;
 - (g) A narrative in accordance with the Code has not been provided.

DPIE's comments are required to be addressed prior to issuance of permits at the time of technical plan approvals.

- h. **Prince George's County Police Department**—The Police Department did not provide any comments on the subject application.
- i. **Prince George's County Health Department**—In a memorandum dated April 14, 2016, the Environmental Engineering Program of the Health Department indicated that they had reviewed the subject application and had the following comments/recommendations:
 - (1) Health Department permit records indicate there are over five carry-out/convenience stores food facilities and no market/grocery stores within a one-half mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. Future planning should consider designating retail space for businesses that provide access to healthy food choices within the commercially-zoned area.

The applicant is encouraged to engage retail tenants that would offer healthy food choices. However, the proposed retail space on this property is likely too small for a supermarket use.

- (2) This office heartily endorses the proposed illuminated crosswalks as an important component of the project for enhancing pedestrian safety in the community. Also, the specification of bicycle racks and anticipated 'Bike Share' facilities are deemed beneficial to encouraging more healthful modes of transportation that will contribute to the reduction of chronic disease in its participants.

This information has been conveyed to the applicant.

- (3) The applicant must obtain appropriate Raze Permits from Prince George's County's Department of Permitting, Inspections and Enforcement (DPIE) office to assure the proper abatement of any asbestos that may be present in old structures on-site.

The applicant is responsible for obtaining the required permits prior to demolition or construction on the subject property.

- (4) During the construction/demolition of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with this requirement.

- (5) No construction/demolition noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with this requirement.

- j. **Maryland State Highway Administration (SHA)**—In a response dated August 13, 2015, SHA indicated that the applicant needs to apply for an SHA Access Permit for all work within their right-of-way. Additionally, the applicant needs to conform to the transportation improvements listed in the Planning Board resolution for the preliminary plan of subdivision for this project.
 - k. **National Park Service (NPS)**—NPS did not provide any comments on the subject application.
 - l. **Washington Metropolitan Area Transit Authority (WMATA)**—WMATA did not provide any comments on the subject application.
16. Based on the foregoing analysis and as required by Section 27-285(b)(1), the DSP, if revised in accordance with the proposed conditions below, 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.
17. Section 27-285(b)(4) of the Zoning Ordinance requires a DSP to demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the site does not contain any regulated environmental features, this required finding does not apply.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 2 Tree Conservation Plan (TCP2-005-11-01) and further APPROVED Detailed Site Plan DSP-10044-01 for the above-described land, subject to the following conditions:

- 1. Prior to certification, the applicant shall revise the detailed site plan (DSP) as follows or provide the specified documentation:
 - a. Obtain approval of a revision to the Natural Resources Inventory (NRI).

- b. The liber and folio of the recorded woodland conservation easement shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George’s County Land Records at Liber ____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”

- c. Revise the plans to identify the location of all pedestrian signals required at the signalized intersections along the subject site’s frontage of Branch Avenue (MD 5). Provide a detail indicating the type of signal to be used, subject to modification by the Maryland State Highway Administration (SHA).
- d. Provide a plan note that indicates conformance with construction activity dust control requirement as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- e. Provide a plan note that indicates the applicant’s intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.
- f. Provide a general note referencing PPS 4-11001 with the PGCPB Resolution No. 11-54.
- g. Increase the line weight of proposed Parcels 1 through 8 on Sheet 3 to more clearly delineate the parcel boundaries.
- h. Clearly show and label all site amenities, such as benches, paving, and trash receptacles.
- i. Provide the height, dimensions and setbacks of all proposed buildings and structures.
- j. Revise the parking garage to replace some of the horizontal tension cable rail system with a solid material, such as the concrete panels, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- k. Revise the southern and eastern elevations of the northernmost retail building to add visual interest through the use of architectural treatments, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- l. Provide an additional 12 shade trees between the Branch Avenue right-of-way line and the office building.
- m. Enhance the landscape treatment of the area of the subject property adjacent to Suitland Parkway through the addition of evergreen trees and shrubs, to ensure greater at-grade screening of the property from the parkway.

- n. Revise the landscape plan to fully meet all requirements of all sections of the 2010 *Prince George's County Landscape Manual*, or obtain approval of an Alternative Compliance for all deficiencies.
2. Prior to issuance of any sign permit for the retail building, the applicant shall obtain approval of the proposed building-mounted signage by the Urban Design Section as the designee of the Planning Board.
3. The pedestrian crosswalks on all streets at the three proposed signalized intersections along Branch Avenue (MD 5), between the Curtis Drive intersection and the Naylor Road Metro Station access road shall be included in the SHA access permit application. ADA-accessible ramps and curb cuts shall be included. The design of the crosswalks may be modified by SHA as part of its approval of the access permit.

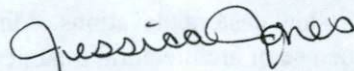
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Bailey, seconded by Commissioner Geraldo, with Commissioners Bailey, Geraldo, Shoaff, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, May 5, 2016, in Upper Marlboro, Maryland.

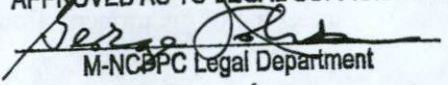
Adopted by the Prince George's County Planning Board this 12th day of May 2016.

Patricia Colihan Barney
Executive Director



By Jessica Jones
Planning Board Administrator

PCB:JJ:JK:rpg

APPROVED AS TO LEGAL SUFFICIENCY

M-NCAPC Legal Department
Date 5/6/16