

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

PGCPB No. 13-100

File No. DSP-13026

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 September 12, 2013 regarding Detailed Site Plan DSP-13026 for Carrollton Station, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for a mixed-use project consisting of 556 multifamily residential units and 200,000 square feet of office and retail/commercial space.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	MXT/TDOZ	MXT/TDOZ
Use(s)	Residential	Office, Residential, Commercial
Acreage	13.37	13.37
Number of lots and parcel	29 Lots 2 Parcels	9 Parcels
Total Gross Floor Area (sq. ft.)	1,708	200,000
Total Residential Dwelling Units	1	556
Building A (adjacent to the office building)		300
Building B		256

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OTHER DEVELOPMENT DATA

	REQUIRED	APPROVED
Total Parking Spaces	1,106	1,179*
Residential Parking Spaces	1,058**	635
Residential Units over Retail	216	
Regular Units	842	
Office (2.75/1000 SF)	311	311
Retail/Service/Commercial	160	198
Retail/Commercial (2.75/1,000 SF)	124	
Ground Floor Retail (2.25/1,000 SF)	36	
Located in Parking Structure	-	972
Surface Parking spaces	-	200
Of which at Commercial Plaza		28
Adjacent to Office Building		172
On-street Parking Spaces (Harkins)	-	7
Total Loading Spaces	6***	6
Bicycle Parking Spaces	59	59
Located in Parking Structure	-	41
Adjacent to Retail Uses	-	10
Adjacent to Office Use	-	8

Unit Mix

Type of Bed Room	Efficiency	1 BR	2 BR	Total
Number of Units	90	326	140	556
Percentage (%)	16.2%	58.6%	25.2%	100%
Average size (Sq. Ft.)	430	540	760	

Notes: *The maximum parking requirement in the shared parking table is waived for shared parking areas in structures (there is no maximum number of parking spaces required for a shared parking garage).

**TDOZ parking standards require shared parking for any property under single ownership. See Finding 6 below for shared parking calculation.

***Pursuant to shared loading calculation.

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3. **Location:** The subject property is located on the north side of Harkins Road, approximately one-half mile northwest of the New Carrollton Metro Station and MARC (Maryland Area Rail Commuter) Train Station, in Planning Area 69, Council District 3 and also in the Developed Tier of the County.
4. **Surrounding Uses:** The site is bounded on the west by West Lanham Drive with vacant land and one retail building behind the M-X-T Zone; on the south, by Harkins Road, with the Internal Revenue Service (IRS) Building confronting this property; on the east by the Computer Sciences Corporation (CSC) office building; on the north by the rear service area of a retail building in an existing shopping center located on the southeast side of Annapolis Road (MD 450); and further to the east along the rear property line is a multi-family building complex in the M-X-T Zone.
5. **Previous Approvals:** The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* rezoned the surrounding larger property (referred to as Change Number 10) including the subject site from the R-55 (One-family Detached Residential), C-O (Commercial Office) and C-S-C Zones to the M-X-T Zone. A portion of the property was subject to Preliminary Plan of Subdivision 4-01014 for the adjacent CSC building known as Metroview, and Detailed Site Plan DSP-01012 and subsequent amendments. This includes existing Parcels D and J which were open-space parcels along Harkins Road that wrapped around between the Metroview project and the subject property. A new Preliminary Plan of Subdivision 4-13008 covering the site of this DSP was approved by the Planning Board on September 12, 2013.

The site also has an approved Stormwater Management Concept Plan 11478-2013-00, which will be valid through June 26, 2016.

6. **Design Features:** The subject site is irregular in shape with a long side fronting on Harkins Road. There is a steep slope along its west side from the subject property down to the multifamily building and also to the CSC parking lot to the east of the site. Several areas of steep slopes in a north-south orientation occur on the property as a result of grading performed for the construction of Harkins Road and the development of surrounding sites. The site is mainly accessed from the south through Harkins Road, and from the west through West Lanham Drive. The main access road into the site from Harkins Road is a full access with a median and leads to a central plaza surrounded with retail stores at the street level. Two rows of angle-parking spaces are located in the middle of the commercial plaza. The commercial plaza is surrounded on the north by the proposed three-story parking garage and a one-story retail building to the west of the garage entrance; to the west by a four-story mixed-use building with a future grocery store on the first floor and multifamily residential units on the second to fourth floors; and to the east by another mixed-use four-story building with retail uses on the first floor and multifamily residential units on the second to the fourth floors. A porte-cochère design leading to a covered pedestrian path through the multifamily building has been proposed to connect to the proposed office building located in the southeast corner of the site. This pedestrian path is an alternative route from the sidewalks along Harkins Road for pedestrians walking from the office building to the commercial

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plaza. The proposed office building is aligned with the existing CSC building to create a consistent street wall along Harkins Road.

There is a secondary driveway off Harkins Road between the proposed office building and the mixed-use building that leads to a temporary surface parking lot in the northeast corner of the site which serves the office building, as allowed by Amendment 17 of County Council Resolution CR-11-2010, which memorializes the District Council action adopting the TDDP, and providing for “temporary parking” for phased projects—ideally for no more than five years. At full build-out, the surface parking lot will be replaced by an extension of the parking garage and the mixed-use building complex. The access off West Lanham Drive to the site is known as Cross Street. The portion of Cross Street in the middle of the subject site will be vacated subsequent to approval of this application. The portion of Cross Street that will be retained is located between the mixed-use building and the parking garage and terminates at the commercial plaza.

The proposed office building is aligned with the existing CSC building in terms of building setbacks. The proposed building is rectangular in shape with its shorter side fronting on Harkins Road. The façade is divided into three distinct sections vertically with the main entrance located in the middle of the façade. A prominent entrance tower section with a 30-square-foot identification sign is flanked on both sides by two additional vertical towers. All tower elements have Exterior Insulation Finish System (EIFS) molding on the top of the roof. A large canopy has been used to define the main entrance. Additional EIFS moldings are also applied on the first and third floors. The façade is finished with a combination of glass, EIFS moldings, accent-textured EIFS, accent-color EIFS and synthetic metal panels. Additional EIFS moldings are also used on the four corners of the roof. A second entrance has been provided on the northwest corner of the building that is convenient to the proposed surface parking lot. Bicycle parking is also provided in front of the corner entrance. The three other elevations are designed and finished in the same style as that of the main façade. In order to mitigate the urban “heat island” effect, a light-colored roof in accordance with the Leadership in Energy and Environmental Design (LEED) standards for New Construction and Major Renovation has been employed. The applicant states that the office building will achieve the LEED Silver certification.

The elevations of the two mixed-used buildings are designed with the same vertical tower elements in order to break down the horizontal expanse of the large buildings. The main elevations along Harkins Road feature repetitive application of tower elements with EIFS roof moldings that are higher than the adjacent accent roof lines. Additional elements such as Juliet balconies, projecting bay windows on the residential buildings, awnings above the storefronts, and precast decorative bands are also present on the elevations. The building elevations are finished with a combination of large unit masonry block, brick, Hardie panel and trim. The elevations along Harkins Road, West Lanham Drive, the commercial plaza, and the driveway between the office and mixed-use complex are consistent in style and finish materials and will produce an attractive streetscape.

The proposed three-story parking structure features a standard parking garage design finished with precast concrete. Additional precast concrete bands are also used on the top to accent the structure. Tower elements with decorative flat roofs have been used to enclose the elevator shafts on both

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ends. The parking structure is designed to be part of Building A, adjacent to the proposed office building, and is located behind Building B when viewed from Harkins Road, and partially when viewed from West Lanham Drive. This results in very limited views from public streets. At the time of the full build-out, the eastern elevation will be connected to an additional multifamily building. Therefore, only elevations on three sides are of concern in this review. The western elevation which fronts on West Lanham Drive has a very decorative tower element finished predominantly with brick. Given its prominent location, the western elevation should be clad with additional brick veneer along the lower portion of the façade where Elevation P and Elevation N meet. A condition to that effect has been included in this resolution. On the same elevation (Elevation N) where the entrance to the parking garage is located, the current design proposes a typical garage entrance.

Signage

The intent of the TDDP signage standards is to create a positive image with attractive and well-maintained signs within the TDOZ that enhance and contribute to the architectural character of the buildings. The sign design standards further require that the placement of the signs be integrated into the overall architectural design of the building. No specific sign dimensional requirements are included in the sign design standards. The proposed signage included in this DSP are all building-mounted signs and are designed as part of the overall architectural design. In addition, in accordance with Section 27-613(f) in the Mixed-Use Zones of the Zoning Ordinance, the design standards for all signs attached to a building shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. Each detailed site plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information that the Planning Board requires. During the sign approval review, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed-Use Zone development.

The subject DSP covers a site in the M-X-T Zone. A sign plan has been provided for the two mixed-use buildings. A total of 17 categories and 61 signs have been proposed in the application. Since no specific sign contents have been provided, this DSP approval only establishes the maximum sign face areas for each category in terms of square feet. The proposed sign face areas are within a range of 32 to 200 square feet. Additional sign permits would be required when each specific tenant occupies the storefront unit. The overall dimensions of the proposed signage are acceptable. No prohibited sign types as stated in the sign design standards are included in this DSP. The materials, colors and styles of the signs will be coordinated at time of sign permit. The first building sign should set up the basic theme for the rest of the signage for all mixed-use buildings.

One monumental sign has been proposed in the middle of the median on the driveway leading to the commercial plaza to advertise the commercial and retail establishments within the commercial plaza. The sign is designed in a distinctive three-part composition and is measured 15 feet in height and eight feet in width with similar brick and precast concrete base and pediment as those seen on the main building elevations fronting Harkins Road. The design of the monumental sign is

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acceptable to the Planning Board. A second identical sign was proposed at the West Lanham Drive entrance in order to help draw shoppers to the area of the proposed retail.

One primary identification sign has also been proposed in the format of engraved letters of the acronym for the tenant of the office building ("DHCD") on the elevation fronting Harkins Drive. The letters will be 30 inches in height. No specific sign face area in terms of square feet has been provided. A condition to require the applicant to provide specific sign face area calculations has been included in the Recommendation Section of this report. The sign face area of the primary identification sign should not be larger than 120 square feet.

Lighting

Various light fixtures have been proposed in this DSP including lights for streets, parking areas, and driveways. However, no building-mounted lights are shown on the plan. The details of the proposed lighting fixtures on the site plan should also show information such as the height of the light poles. The plan note only identifies the lighting fixture as typical. The plan should be revised to include specifications for all proposed lighting fixtures including building-mounted lights. In addition, the Urban Design Section also recommends that full cut-off optic light fixtures should be used throughout the development and should be directed downward to reduce glare and light intrusion. A condition has been included in this resolution that requires full cut-off lights, along with the product specification sheet, be provided on the landscape detail sheet prior to certification.

Green Building Technologies

This application does not include any information regarding the application of green building techniques for the two mixed-use buildings except for the light-colored roof required by Standard 13. Additional green technologies such as those that would improve the building's energy efficiency, daylighting (the practice of placing windows or other openings and reflective surfaces so that during the day natural light provides effective internal lighting), and other innovative environmental technologies in the building and site design, such as the reuse of stormwater for landscaping purposes, should be applied in this development to the extent possible. A condition has been included in this resolution to require the applicant to consider the application of various green site and building techniques to the extent possible prior to certification.

Parking and Loading Requirements

The parking requirements located in the General Parking Facilities Standards and Guidelines Section of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* establish maximum parking ratios for land uses within the New Carrollton TDOZ and require shared parking for any property under one ownership and used for two or more uses such as the development proposed within this DSP. The maximum parking requirements in the shared parking table are waived for shared parking areas in structures (there is no maximum number of parking spaces for a shared parking garage).

The parking calculation starts with the calculation of maximum off-street parking spaces for each proposed use noted in the New Carrollton TDOZ as follows (page 163):

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Table 9

Maximum Parking Ratios for Land Uses within the New Carrollton TDOZ

Land Use/Character Area	Within ¼ Mile of New Carrollton Metro Station	More Than ¼ Mile From New Carrollton Metro Station
Retail/Commercial	2.00 spaces/1,000 sq. ft.	2.75 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail – Office Above	1.6 spaces/1,000 sq. ft.	2.25 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail – Residential Above	1.6 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Mixed-Use/Ground Floor Retail – Office or Residential Above	1.66 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Condominium/Apartment	1.5 spaces/residential unit	2.0 spaces/residential unit
Residential Townhomes	2.0 spaces/unit	2.0 spaces/unit
Live/Work Residential	2.0 spaces/unit	2.0 spaces/unit
Greenway: Parks and Open Space	0.50 space/acre 40 spaces/ball field	1.0 space/acre 40 spaces/ball field
The maximum parking ratios for nonresidential uses contained in this table are based on net leasable floor area.		
Existing lease arrangements as of May 4, 2010, which require parking above the amount recommended, will be recognized during the development review process.		

Since the site is located more than a quarter mile from the New Carrollton Metro Station, the high parking ratio will be used. This DSP includes multifamily residential, office and commercial/ retail uses. Based on the parking ratios, the maximum number of off-street parking spaces permitted for the proposed residential use is 1,058, for office use is 311, and for the retail use is 160, for a total of 1,529 spaces.

In accordance with TDOZ parking standards, shared parking is required among different uses. Since this project includes three different uses, the shared parking calculation has been performed to determine the maximum off-street parking requirements for the project as follows:

Shared Parking by Time Period (Pursuant to Table 10, Page 165 on TDDP)

Uses	Weekday		Weekend		Night-time
	Daytime	Evening	Daytime	Evening	
Residential (1,058 spaces)	60%=635	90%=952	80%=846	90%=952	100%=1,058

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Office (311 spaces)	100%=311	10%=31	10%=31	5%=16	5%=16
Commercial/Retail (160 spaces)	100%=160	10%=16	10%=16	5%=8	5%=8
Total Spaces	1,106	999	893	976	1,082

The column totaling the highest number of parking spaces becomes the maximum off-street parking requirement. In this case, the maximum off-street parking is 1,106 spaces. However, under the Shared Parking Section, the TDOZ standards specifically state that there is no maximum number of parking spaces for shared parking garages. Since most of the parking provided (972 spaces) will be located within the proposed parking garage as part of the mixed-use building complex, only 207 are surface parking spaces proposed in this DSP. The proposed parking meets the TDOZ standards.

Loading Spaces

Section 27-582 of the Zoning Ordinance requires one loading space for multifamily dwelling units up to 300 and one additional loading space for each additional 200 dwelling units (or fraction); for retail sales and service, one loading space for 2,000-10,000 square feet of gross floor area (GFA) is required; for office one loading space for 10,000 to 100,000 square feet of GFA, one additional loading space for each additional 100,000 square feet. In accordance with Section 27-583 of the Zoning Ordinance, Number of Spaces Required in the MXT Zone, shared loading has been taken into consideration. Therefore, for the development proposed in this DSP, a total of six loading spaces is required. A total of six loading spaces have been provided and thus the DSP complies with the loading requirement of the Zoning Ordinance.

Private Recreational Facilities

This development of 556 multifamily residential units is required to provide \$570,145 worth of recreational facilities and amenities in accordance with the current recreational facility and amenity cost calculation formula. The applicant will provide a recreational facility and amenity package consisting of internal facilities within the proposed buildings and external facilities outside of the buildings with approximately \$572,000.00 in total value. The recreational facilities and amenities proposed in each building are broken down as follows:

Building A (300 Units)

Pool	\$100,000
Fitness Center	\$40,000
Game	
Room/Lounge	\$35,000
Grill Area 1	\$30,000
Grill Area 2	\$30,000
Courtyard 1	\$40,000
Courtyard 2	\$40,000
Subtotal	\$315,000

Building B (256 Units)

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Grill Area 1	\$30,000
Grill Area 2	\$30,000
Grill Area 3	\$30,000
Grill Area 4	\$30,000
Courtyard 1	\$40,000
Courtyard 2	\$40,000
Sitting area at Cross Street	\$21,000
Movie/Media Room	\$35,000
Subtotal	\$256,000
Total	\$571,000

The proposed recreational facility and amenity package exceeds the private recreational facility and amenity requirements.

7. **The May 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment replaces the 1989 *Approved New Carrollton Transit District Development Plan*, and amends the 2002 *Prince George's County Approved General Plan*, the 1994 *Bladensburg-New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendments*, and the 1993 *Landover and Vicinity Approved Master Plan and Sectional Map Amendment*. The TDDP covers a portion of Planning Area 69 (Bladensburg-New Carrollton) and 72 (Landover) in central Prince George's County just inside of the Capital Beltway (I-95). It encompasses approximately 640 acres including the New Carrollton Metro Station. The purpose of the New Carrollton TDDP and TDOZ is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDDP is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations and design standards to achieve the development characteristics desired for future development at the New Carrollton Metro Station area, in accordance with goals and policies of the 2002 *Prince George's County Approved General Plan* recommendations for mixed-use, pedestrian-and transit-oriented development in centers and corridors. The TDDP plan contains a comprehensive rezoning element known as the Transit District Overlay Zoning Map Amendment intended to implement the land use recommendations of the development plan for the foreseeable future. On September 10, 2009, the Planning Board approved (PGCPB Resolution No. 09-120), the preliminary sector plan, and the proposed sectional map amendment. On February 16, 2010, the District Council, by adopting County Council Resolution CR-11-2010, approved the sector plan and sectional map amendment for New Carrollton.

The New Carrollton transit district development plan envisions the New Carrollton Metro Station and its vicinity developing into Prince George's County's premiere new urban center by the year 2030. The development concept for the New Carrollton Transit District Overlay Zone envisions new development concentrated primarily in three focus areas: Metro Core, Annapolis Road and Garden City. These areas are designated neighborhoods within the planning framework for transit-

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oriented development at the New Carrollton Metro Station. The area will feature a mix of high intensity commercial office, retail, and residential uses serving Prince George's County and neighboring portions of the Washington metropolitan area. The subject site is located in the Metro Core area north side of Harkins Road. The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* rezoned the Metro Core area to the M-X-T (Mixed Use Transportation Oriented) Zone and further superimposed a Transit District Overlay Zone (T-D-O-Z) over the Metro Core area (see below for a detailed discussion of compliance with the requirements of the M-X-T Zone and standards of the TDOZ). The subject application has been reviewed for conformance with the approved TDDP and TDOZ standards and has been found to be in general compliance with the land use and development pattern concepts and recommendations. The inclusion of the driveway as the "main street" made certain standards inapplicable, since this is not a public or private street right of way as contained in the TDDP hierarchy of streets as discussed previously. However, the applicant has proposed to nevertheless meet the intent of the TDDP standards by having the driveway "function" in many ways as a street. When viewing the driveway in this manner, the development proposal satisfies the intent of the Streetscape standards applicable to Block Perimeter lengths and lengths of public and private streets. Landscaping of the parking along the driveway has been reviewed and deemed acceptable. As designed, the landscaping allows unimpeded pedestrian flow to the retail while creating a public street character for the driveway area.

No historic sites are on the subject site or in the close vicinity of the site. The application's compliance with environmental infrastructure and transportation system concepts and recommendations has been discussed in detail in the attached memoranda from the Environmental Planning and Transportation Planning Sections.

The TDDP and Transit District Overlay Zoning Map Amendment superimpose a TDOZ over designated subareas including the Metro Core area to ensure that the development of land meets the TDDP's goals. The transit district standards follow and implement the recommendations in the TDDP. The transit district standards are organized into four parts, including general building envelope and site standards and guidelines, general open space and streetscape standards and guidelines, general parking facilities and guidelines, and building form and scale standards and guidelines for development within the district.

Section 27-548.08(c)(2) of the Zoning Ordinance requires that in approving the detailed site plan, the Planning Board shall find that the mandatory requirement, as amended, will benefit the proposed development and the transit district will not substantially impair implementation of the TDDP, and the Planning Board shall then find that the site plan meets all mandatory requirements which apply. In general, the subject detailed site plan meets the applicable transit district standards. In this application, the applicant has requested modifications of the transit district standards as follows:

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General Building Envelope and Site Standards and Guidelines***Metro Core Neighborhood***

- 4. Buildings shall sit along the established build-to-line measured 20 feet from the edge of the curb.**

The proposed development consists of three buildings fronting on Harkins Road. The footprints of the three buildings have different setbacks from the established curb of Harkins Road. The proposed office building is located close to the existing CSC building and has a 40-foot BTL (build-to-line) from the existing curb in order to be aligned with the existing setback of the CSC building. Mixed-use Building A is located to the west of the office building and on the curve of Harkins Road. The portion of the building further away from the curve that surrounds the commercial plaza with street-level storefronts meets the 20-foot BTL. However, the portion of the building around the curve has a varied BTL measuring 20-40 feet from the curb of Harkins Road. Mixed-use Building B has a similar orientation with the portion close to the commercial plaza meeting the BTL requirement and the portion away from the plaza featuring a varied BTL measuring 20-38 feet. Amendments to the BTL requirement for the locations identified above are requested. The Planning Board has no objection to the requested modifications because the proposed alternative BTL development standards will benefit the development and the development district, and will not substantially impair implementation of the New Carrollton TDDP.

A public use easement will be superimposed on the main (private) access road to the site through the parking garage and all the way to the northern property line. Since the site is located predominantly within the Metro Core Neighborhood, the 20-foot BTL requirement governs the siting of the building. In this situation, the main access road measures 45 feet from curb to curb at the entrance. The road runs through a 120-foot-wide commercial plaza with two rows of angled parking spaces in the middle. The road turns to the west on the remaining Cross Street with a 24-foot-wide driveway leading into the proposed parking garage. The public use easement continues on the 24-foot driveway and through the parking garage until it reaches the northern property line. The New Carrollton TDDP has specific street type specifications that supersede any street classification pursuant to Section 27-548.04 (Relationship to other zones). The proposed connection from the commercial plaza to the parking garage fits into none of the four street types. For purposes of the BTL applicability discussion, the Planning Board concludes that the street ends at the intersection of the main entrance access road and Cross Street. The portion of the public easement from the cross walk to the interior garage wall is simply a driveway and therefore, no BTL should be required in that area because the driveway does not belong to any of the four types of street classified by the TDDP that are governed by the BTL requirements. Additionally, since this area is simply a driveway—and not a public street or civic space—the requirement that 50 percent of ground floor frontage be retail uses is not applicable. Nevertheless, the Applicant has proposed 50% to 57% of the ground floor retail for frontage of its mixed-use and nonresidential buildings (inclusive of this driveway area over which the public easement will be applicable). From the crosswalk to the main entrance, the building footprints on both sides of the commercial plaza have BTLs varying from 10 to 56 feet, which do not technically meet the 20-foot BTL requirements. Therefore, an amendment to the BTL for this portion of the development is also

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requested. The Planning Board has no objection to the amendment because the proposed alternative BTL development standards create a well-enclosed, human-scaled proportional commercial plaza that is pedestrian-friendly and therefore will benefit the development and the transit district, and will not substantially impair implementation of the New Carrollton TDDP.

There are no additional BTL issues.

General Open Space and Streetscape Standards and Guidelines

Crosswalks, Curb Extensions, and Medians

- 1. Crosswalk Locations/Dimensions-the crosswalk dimensions shall be a minimum 14 foot-wide crosswalk with a 2 foot-side concrete band on both sides of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement.**

The width of the crosswalk that is acceptable to meet Department of Public Works and Transportation (DPW&T) standards is ten feet. Within the dedicated right-of-ways (ROWs) in this project, specifically within the ROW of Harkins Road, there are two ten-foot-wide crosswalks that are acceptable to DPW&T. Narrower crosswalks have been provided through the proposed development at locations such as the commercial plaza. The width of the crosswalk is proportional to the width of the roadway it crosses and also takes into account the speed of the cars on the specific roadway. The Planning Board has no objection to the amendment because the proposed alternative crosswalk standard is in proportion to the width of the streets and speed of the car on the street, and therefore, will benefit the development and the transit district, and will not substantially impair implementation of the New Carrollton TDDP.

General Open Space and Streetscape Standards and Guidelines

Ground Cover

- 5. Irrigation: *All sod and groundcover areas shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the sod and groundcover.***

To fulfill the LEED requirements for water use reduction, the plants that have been specified by the Applicant will not require the use of an automated irrigation system. All plants will be manually watered until the establishment period is complete.

General Open Space and Streetscape Standards and Guidelines

- 5. Irrigation: *All open space landscaping shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the landscape plantings. A note stating compliance with this standard shall be included in the general notes section on the DSP.***

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To fulfill the LEED requirements for water use reduction, native species and drought resistant plants have been specified which will not require the use of an automated irrigation system. All plants will be manually watered until the establishment period is complete.

8. **The requirements of the Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance as follows:

- a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs permitted uses in all mixed-use zones. The DSP consisting of residential, commercial/retail and office uses is therefore in conformance with Section 27-547.
- b. Section 27-546, Site Plans, of the Zoning Ordinance has additional requirements for approval of a DSP in the M-X-T Zone as follows:

(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 purposes of the M-X-T Zone as stated in Section 27-542 are 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 proposed mixed-use development project is located predominantly within the metro core neighborhood and slightly outside a quarter mile from the metro station platform. The project is designed to include residential, office and commercial/retail that will be the catalyst for redevelopment of the New Carrollton Station area and therefore will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

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- (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 New Carrollton TDDP envisions the New Carrollton Metro Station and its vicinity developing into Prince George's premiere new urban center. As a vibrant and diverse destination anchored by several federal tenants and by a transformed and more accessible Metro Station, this area is projected to see the development of up to 4.5 million square feet of new commercial office, 1.64 million of retail space and 7,000 new residential units. This DSP is implementing the vision by developing 113,000 square feet of office, 556 multifamily dwelling units and 61,000 square feet of commercial/retail space to create a compact, mixed-use and walkable community.

- (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 office building is intended to accommodate the relocated Maryland Department of Housing and Community Development. Adding residential and commercial/retail uses to the entire development will maximize the public and private development potential inherent in the location of this MXT Zone, which is among the most dense zoning districts in the County.

- (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;**

Given that the site is conveniently located within the Metro Core Neighborhood of the New Carrollton TDDP, the DSP promotes the effective and optimum use of transit and reduces automobile use by locating a mix of residential and non-residential uses in proximity to one another and to the New Carrollton Metro Station to facilitate walking, bicycle, and transit use. Sidewalks and bicycle parking have been provided throughout the development.

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- (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;**

This DSP includes a mix of multifamily residential units, office and retail/commercial uses that will encourage a twenty-four 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.

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

The minimum building height of the development is four stories as required by the New Carrollton TDDP for this site. The proposed uses, except for office, which is located in one building, are mixed vertically. The two mixed-use buildings enclose a commercial plaza with storefronts at the street level and the remaining stories are for residential units.

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

The proposed development has been designed as an entity that shares similar vertical tower elements on both the residential building and office building elevations fronting Harkins Road. In addition, through employment of a combination of building materials such as brick, architectural masonry blocks, and architectural features such as projecting bay windows and elevated parapet walls, the elevation design creates a strong and unique visual character and identity for the project.

- (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 proposed DSP includes three buildings with the two mixed-use buildings sharing a parking garage. This development of 556 multifamily dwellings, 113,000 square feet of office and 87,000 square feet of commercial/retail space promotes optimum land planning with greater efficiency through the use of economies of scale, savings in energy,

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innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects.

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

With the mix of three different uses and three housing options and various commercial/retail opportunities including a grocer, this DSP will permit a flexible response to the market and promote economic vitality.

(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 DSP contains three four-story buildings of various uses with more than 700 linear feet of frontage on Harkins Road that exhibit significant variety and freedom of architectural design. The entire DSP covers almost 14 acres of land that provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

(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 placed in the M-X-T Zone through the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. The subject DSP demonstrates that the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the New Carrollton TDDP, and is in general conformance with the design guidelines or standards intended to implement the development pattern of the TDDP.

(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-used development includes a significant residential component unlike any that has been proposed in the area for the past 20 years. The residential component itself will help to catalyze adjacent community

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improvement. The addition of retail/commercial and office uses will induce new vitality in the adjacent community. The project is located along Harkins Road which is the main street of the Metro Core Neighborhood. The proposed development will continue the street wall established by the existing CSC building and extend it all the way to the intersection with West Lanham Drive. The development is visually and physically integrated with the adjacent development.

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

The vicinity where the proposed project is located is the metro core neighborhood of the New Carrollton TDDP and is zoned MXT. The DSP sits the proposed office building next to the existing CSC building and locates the other mixed-use buildings to the west. The proposed development is compatible with existing and proposed development in 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 DSP includes three buildings that are oriented toward Harkins Road. The development mixes three uses including residential, commercial/retail and office. Although the office building was required by the future tenant to be a single-use building, the other two buildings are vertical mixed-use buildings with retail/commercial spaces at the street level. Both of the mixed-use buildings have two courtyards where all recreational facilities and amenities are located. The three buildings also share a parking garage that provides 972 parking spaces. The mix of three different uses, arrangement of parking, recreational facilities and amenities, and other improvements reflect 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;

This DSP shows the first phase of the development. At full build-out, an additional 144 multifamily dwelling units and another parking structure will be added to the site. For what has been shown on the site plan, the proposed first phase of the development is designed as a self-sufficient place with a mix of residential, office and retail/commercial uses. The site layout also allows for effective integration of the subsequent phase.

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

An extensive pedestrian system consisting of sidewalks, walking paths and crosswalks has been designed for the proposed development. The sidewalks along Harkins Road link the proposed three buildings and further connect the site to the New Carrollton Metro Station and MARC station. The sidewalk also extends to connect with the sidewalks around the commercial plaza. In addition to the sidewalks along Harkins Road, a covered walking path is also designed with Mixed-use Building A to provide a weather-proof pedestrian access from the office building through two internal courtyards to the commercial plaza. The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development and further to connect to the Metro and MARC stations.

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

The commercial plaza between the two mixed-use buildings is designed as the focal point of the development that is mainly designed for pedestrian activities and as a marketplace for people who live and work in the vicinity of the site. An additional covered pedestrian path through Mixed-use Building A is also dedicated for pedestrian use. The quality design of these pedestrian destinations and facilities shows that 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. The information regarding lighting, street furniture materials and quality has been provided on the detail sheet of the landscape plan.

- (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, 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**

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Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject application is a DSP and this requirement is not applicable.

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

A Preliminary Plan of Subdivision 4-13008 has been filed concurrently with this DSP. Public facility adequacy of the proposed development will be evaluated at time of preliminary plan approval.

- (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.**

This development has only 13.47 acres of land and is not a mixed-use planned community.

- c. Section 27-548 of the Zoning Ordinance prescribes additional regulations regarding density, buildings, landscaping, buffering, gross floor area (GFA) computation, building height for multifamily buildings, townhouses, etc. for development in the M-X-T Zone. In accordance with Section 27-548.04 (Relationship to other zones), the Transit District Overlay Zone shall be placed over other zones on the Zoning Map, and shall modify specific requirements of those underlying zones. Therefore, the TDOZ standards regarding building height, density, landscaping, and buffering supersede those contained in Section 27-548 in this case.
- d. The DSP is in general conformance to the applicable site design guidelines as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance.
9. **Preliminary Plan of Subdivision 4-13008:** A new Preliminary Plan of Subdivision 4-13008 was filed concurrently with the subject DSP. Preliminary Plan of Subdivision 4-13008 is currently pending with the Subdivision Section and is scheduled to be heard by the Planning Board on the

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same day as this DSP. Any changes to the site layout on the approved preliminary plan of subdivision for this site have to be reflected on the DSP. The approval of this DSP is dependent on the approval of the Preliminary Plan of Subdivision 4-13008. According to the review by the Subdivision Review Section in a memorandum dated August 21, 2013 (Nguyen to Zhang), the subject DSP is in substantial conformance with the proposed Preliminary Plan of Subdivision 4-13008. A condition has been included in this resolution to require the applicant to obtain signature approval of the Preliminary Plan of Subdivision 4-13008 prior to certification of this DSP.

10. **Prince George's County Landscape Manual:** The proposed mixed-use development is within the New Carrollton TDDP and is technically subject to the TDOZ standards as contained under the Trees and Landscaping Section of General Open Space and Streetscape Standards and Guidelines. However, for those landscaping requirements not covered by the TDOZ standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations will govern. The site is subject to Section 4.1, Residential Requirements for multifamily development; Section 4.3, Parking Lot Requirements; and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual.

- a. **Section 4.1 Residential Requirements**—The proposed multifamily dwellings are part of the mixed-use project. Since the site is located in the Developed Tier and/or Corridor Nodes or Centers, one shade tree is required for every 1,000 square feet or fraction of green area. For this project, a minimum seven shade trees is required and provided. The Landscape Plan meets the requirements of Section 4.1 for the multifamily residential use.
- b. **Section 4.3 Parking Lot requirements**—A large surface parking area in the northeast portion of the site is adjacent to another MXT zoned property to the north. Section 4.3(c)(1) requires a parking lot perimeter landscape strip with three options for fulfillment of this requirement. The Landscape Plan shows Option 1 which is a minimum three-foot wide landscape strip between the parking lot and any adjacent property line with 15 shrubs per 35 linear feet. The site has a perimeter of 174 feet and a total of 75 shrubs is needed. The Landscape Plan meets the requirements for Section 4.3(c)(1).

Section 4.3(c)(2) requires that a certain percentage of a surface parking lot be interior planting area to be planted with shade trees. The landscape plan shows two surface parking lots and two separate landscape schedules for each lot. For Parking Lot A, which is the lot serving the commercial plaza, the area of the parking lot is 15,618 square feet, of which a minimum eight percent of the parking lot should be interior planting area. The landscape plan provides 12 percent of the interior planting area with one shade tree per 300 square feet of interior green, which exceeds the requirement. For Parking Lot B, which is located between the office building and the mixed-use building and which serves the office building, the area of the parking lot is 68,148 square feet. A minimum of ten percent of the parking lot should be interior planting area. The landscape plan provides 10.2 percent of interior green area with 24 shade trees, which meets the requirement.

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- c. **Section 4.9 Sustainable Landscaping Requirements**—In accordance with Section 4.9, 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 native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The landscape plan does provide the required information and exceeds the minimum percentage for shade trees, ornamental trees and shrubs. However, for evergreen trees, the Landscape Plan does not provide any native plants. A condition has been included in this resolution to require the applicant to revise the landscape plan to provide a minimum 30 percent of native species in accordance with the requirements of Section 4.9 prior to certification.

11. **Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage**

Ordinance: This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the gross tract area is in excess of 40,000 square feet. There are more than 10,000 square feet of existing woodland on-site, and there is a previously approved Type II tree conservation plan covering the subject site.

- a. The subject property has an approved Natural Resources Inventory (NRI) NRI-068-13. The NRI indicates that there are no streams, wetlands or 100-year floodplain on the subject property. The Forest Stand Delineation (FSD) indicates that two forested areas are located on-site, totaling 1.28 acres. These wooded areas are isolated, not connected to any other woodland, and not associated with any regulated environmental features. These woodlands have been identified in the FSD report as early successional stage. No changes are needed to the previously approved NRI.
- b. The subject site was a portion of previously approved Type I and Type II Tree Conservation Plans TCPI/008/96 and TCPII/088/90. However, since this project has a new Preliminary Plan of Subdivision tracking concurrently with the subject application, the project is not grandfathered with respect to the Woodland and Wildlife Habitat Conservation Ordinance which became effective September 1, 2010. The woodland conservation worksheet shown on the TCP as submitted requires revisions. The Woodland Conservation Threshold (WCT) for this 14.82-acre property is 15 percent of the net tract area or 2.18 acres. The total woodland conservation requirement based on clearing the entire site is 3.46 acres. The woodland conservation requirement is proposed to be met entirely off-site. The TCP2 requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. Four germane conditions have been included in this resolution.

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- c. A variance application from the requirements of Section 25-122(b)(1)(G) of the Ordinance to remove one specimen tree with a statement of justification in support the variance request was also included in this DSP. The TCP shows the proposed removal of the only specimen tree-a white oak that exists on-site and is in fair condition. The tree is located within the ten-foot public utility easement (PUE) along West Lanham Drive, which is required in order to underground the existing utility line. Additionally, the tree is located within ten feet of the proposed building. Construction of the proposed building and associated grading would impact a significant portion of the critical root zone. The building is required to be located within 20 feet of the right-of-way according to the TDOZ build-to-line (BTL) standard of the 2010 Approved New Carrollton TDDP. Section 25-119(d) of the WCO Ordinance contains six required findings to be made before the Planning Board grants a variance request:

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

The specimen tree is located within the required ten-foot public utility easement (PUE) and within close proximity to the proposed building, which is required to be located within 20 feet of the right-of-way according to the New Carrollton TDDP.

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

Preservation of the specimen tree would obstruct the standard for undergrounding necessary utility lines for the proposed development. If other constrained properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

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

The requirement of a public utility easement (PUE) is standard and required by the code. If other constrained properties encountered trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

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

The public utility easement (PUE) is required by code. The existing conditions or circumstances are not the result of actions by the applicant.

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

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The request to remove the tree does not arise from any condition on a neighboring property.

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

All proposed land development activities will require sediment control and stormwater management measures to be reviewed and approved by the County. The project proposes to meet water quality and quantity requirements in accordance with approved Stormwater Management Concept Plan 11478-2013-00 through the use of environmental site design.

In conclusion, the required findings of Section 25-119(d) of the Zoning Ordinance have been adequately addressed for the removal of specimen tree 1.

- d. The Tree Canopy Coverage Ordinance (TCC) came into effect on September 1, 2010. All activities that require a grading permit after September 1, 2010 must provide the Tree Canopy Coverage (TCC) percentages required by Section 25-128 of the Tree Canopy Coverage Ordinance. The required tree canopy for this site in the MXT Zone is ten percent of the site area or a total of 1.35 acres. The proposed landscaping on the site accounts for 0.78 acres and the existing woodland accounts for 0.57 acre of the required TCC, for a total of 1.35 acres, which meets the requirement for the site.

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

- a. **Community Planning**—The Planning Board found that the DSP is in:
- **Conformance with the 2002 Prince George's County Approved General Plan:** This application is consistent with the 2002 Prince George's County Approved General Plan Development Pattern policies for the Developed Tier.
 - **Conformance with the Transit District Development Plan:** This application is in conformance with the mixed-use land use recommendations of the 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning (TDOZ) Map Amendment*. The transit district development plan's vision for the area including the subject site is infill mixed-use development to create a moderate density along Annapolis Road.

The DSP includes parking at three locations, i.e. a parking garage behind the two mixed-use buildings that will provide most of the parking spaces for the development, a surface parking lot serving the proposed office building, and on-street parking (under the public use easement (PUE)) in the commercial plaza. A modification request has been submitted to allow surface parking serving the office as shown on the DSP for development at this

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initial stage. In the future, this surface parking facility will be replaced with an additional structured parking facility. The DSP reflects a temporary surface parking lot to be constructed with the DHCD Headquarters office building. With the construction of the mixed-use and retail buildings, a structured parking garage will be provided in the rear of the site, displacing a portion of the surface parking. In the future, the remaining surface parking will be replaced with an extension of the mixed-use building and a structured parking garage for the office building. Amendment 17 of County Council Resolution CR 11-2010, which memorializes the District Council action adopting the TDDP, provides for “temporary parking” for phased projects—ideally for no more than five years. As such, no modification is required.

The temporary surface parking is located more than 160 feet from Harkins Road and is also located between Mixed-use Building A and the office building. The distance between the two buildings is 80 feet. Additional landscaping consisting of evergreens and shrubs has been provided to screen the views from Harkins Road. The screening requirement has been met.

In addition, the applicant also requests amendment to the 20-foot BTL required in the Metro Core Neighborhood for various locations along Harkins Road due to the existing office setbacks and topographic constraints. The amendments are acceptable in order to achieve a good design for this site. The Planning Board agrees that additional architectural articulation is needed on the garage elevation, including more brick to be provided. This requirement has been included as a condition of approval for this DSP.

Achievement of LEED certification for the office building has been a goal of this project. Currently, a possible Silver Certification is planned. For the rest of the project, especially the two mixed-use buildings, there are many opportunities to apply green building techniques. A condition has been included in this resolution to require the applicant to apply relevant green building techniques to the greatest extent practical.

More than 70 percent of the ground floor retail storefronts have been opened up visually with clear glass.

- b. **Transportation Planning**—The Planning Board concluded that the proposed detailed site plan as submitted is in conformance with all applicable TDDP Development Requirements and Site Design Guidelines. Five relevant conditions have been included in this resolution.

Trails—The DSP is in conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2010 *Approved New Carrollton Transit District Development Plan (TDDP)* and *Transit District Overlay Zoning Map Amendment*. The Planning Board approved this DSP with ten conditions that have been included in this resolution.

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- c. **Subdivision Review**—A public use easement will be required within the driveway on Parcel C, where a parking garage as part of the Building A complex is proposed on the subject DSP. The aforementioned public use easement should be recorded in the public land records with the liber/folio reflected on the record plat. The Planning Board concluded that, based on the available information, the DSP is in substantial conformance with the Preliminary Plan of Subdivision 4-13008, subject to conditions that have been included in this resolution.
- d. **Environmental Planning**—The Planning Board approved Detailed Site Plan DSP-13026 and the companion Type 2 Tree Conservation Plan TCPI2-023-13 with four conditions that have been incorporated in this resolution.
- e. **Historic Preservation**—The Planning Board found that the mixed-use commercial and residential development as included in Detailed Site Plan DSP-13026 will have no effect on identified Historic Sites, Resources, or Districts.
- f. **Prince George's County Health Department**—In a memorandum dated July 19, 2013, the Health Department provided comments on light pollution, roadway-related noise and air pollution, the public health value of access to active recreational facilities, the pedestrian environment, the health impact of access to grocery stores, and the need to control noise and dust during the construction phase of this project.

Requirements for full cut-off lighting fixtures and control of noise and dust during the construction phase of this project have been included as conditions of approval. The DSP includes an on-site recreational facility and amenity package that meets the applicable requirements. Sufficient sidewalks and pedestrian paths are also included in the proposal. Tree planting as a way of improving air quality has been used in this DSP.

- g. **Department of Parks and Recreation (DPR)**—In a memorandum dated August 13, 2013, DPR provided a review of the applicable TDOZ standards included in the 2010 Approved New Carrollton Transit District Development Plan. The Department of Parks and Recreation (DPR) staff believes that the subject DSP is deficient in public open space, plazas, squares or greens that enhance the proposed mixed-use development and help create a sense of place.

Public park and open-space dedication is required for any development projects that include residential use in accordance with the Subdivision Regulations at the time of Preliminary Plan of Subdivision. Since this project has a Preliminary Plan of Subdivision 4-13008, dedication of land for public parks, or fulfillment of this requirement by other means set forth in the Subdivision Regulations, will be reviewed by the Subdivision Review Section which will make recommendations to the Planning Board. This DSP has been reviewed for conformance with the preliminary plan of subdivision and with the applicable TDOZ standards regarding on-site private recreational facilities in terms of size, location and quality. As discussed previously (Finding 6 above), in accordance with the

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current private recreational facility cost calculation formula, this development of 556 multifamily residential units is required to provide \$570,145.00 worth of recreational facilities. The applicant will provide a recreational facility package consisting of internal facilities within the proposed buildings and external facilities outside of the buildings with approximately \$571,000.00 in total value, which exceeds the private recreational facility obligation.

Under the General Open Space and Streetscape Standards and Guidelines Section of the TDOZ, numerous design standards have been provided for open spaces, plazas, squares, greens and parks. One commercial plaza surrounded by street level storefronts and four courtyards within the two mixed-use buildings have been proposed in this DSP. There are landscape planting and sitting areas in all those open spaces. All proposed on-site private recreational facilities are located within the four courtyards. The design of the plaza and courtyards is in general conformance with the applicable TDOZ standards.

- h. **Prince George's County Department of Public Works and Transportation (DPW&T)**—In a memorandum dated August 19, 2013, DPW&T provided a standard memorandum commenting on issues such as frontage improvement, sidewalks, street trees and lighting, improvement within rights-of-way, sight distance, site access easement, soil investigation, existing utilities relocation, storm drainage systems and facilities in order to be in accordance with the requirements of DPW&T. DPW&T further stated that the DSP is consistent with the approved Stormwater Management Concept Plan 11478-2013 for the site. In addition, DPW& T also stated that the proposed street between the parking garages from the north property line to Harkins Road should be a private street.

Lotting pattern and street pattern are among the main focuses of subdivision review. The Planning Board decided that the aforementioned street will be a private street, but a public use easement will be required over the street. The easement document should include utility access and be recorded among the land records with the liber and folio reflected on the record plat.

- i. **Prince George's County Police Department**—In a memorandum dated July 3, 2013, the Police Department recommended a traffic light at the main entrance off Harkins Road, building-mounted lighting fixtures at several locations, access control to the parking garage that serves the residential use, and that CCTV (closed circuit television) be installed throughout the property.

The applicant has been informed of the Police Department's recommendations. Access control in the parking garage and installation of CCTV are facility operation related measures. For the traffic signal at the site's main entrance, the Planning Board found that based on the traffic analysis, a traffic signal at the main entrance to the site is not required.

- j. **The City of New Carrollton**—In a memorandum dated August 27, 2013, the City of New Carrollton expressed full support of the proposed development and stated that the

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New Carrollton TDDP regulations should be strictly adhered to should there be any irresolvable matters.

Section 27-548.08(c)(2) of the Zoning Ordinance allows the property owner to ask the Planning Board and the District Council to apply development standards which differ from mandatory requirements in the TDDP. The applicant has requested several amendments to the TDOZ standards by following the process as described in Section 27-548(c)(2). (See Finding 7 above)

- k. **The Maryland State Highway Administration (SHA)**—In a memorandum dated August 26, 2013, SHA has no objection to the approval of the Phase I for this development. However, SHA stated that prior to issuance of building permit for Phase II, the applicant must address SHA's comments in a letter to the applicant on August 6, 2013. An access permit will be required for improvements within the SHA right-of-way as a result of Phase II traffic impacting Annapolis Road (MD 450) at West Lanham Drive.

The SHA's comments have been sent to the applicant, who is fully aware of SHA's requirements for Phase II improvements.

- l. **Washington Metropolitan Area Transit Authority (WMATA), Prince George's County Fire/EMS Department and Maryland Transit Authority (Purple Line)**—These agencies had not responded to the referral request at the time the record was closed.

- 13. Based upon the foregoing analysis and as required by Section 27-548.08(c), the following findings may be made:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a mix of office, residential and commercial/retail uses and is consistent with the land use vision of the Metro Core Neighborhood, which is to create a compact, high-density and pedestrian-friendly mixed-use center around the Metro station that provides significant employment, including federal jobs, high-quality housing and retail. The DSP includes one four-story office building and two four-story mixed use building complexes with most of the proposed parking in a parking garage behind the two mixed-use buildings. The DSP conforms to most of the mandatory requirements of the TDDP except for two standards for which the applicant has requested the Planning Board apply development standards that are different from the mandatory requirements in the TDDP in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27- 548.08(c)(2).

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- (B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;**

The subject site is predominantly within the Metro Core Neighborhood, but includes some land in other character areas of the TDDP. The development proposal is consistent with the development standards and guidelines of the Metro Core Neighborhood of the New Carrollton TDDP.

- (C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;**

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the MXT Zone. The Planning Board concludes that the DSP in general meets the requirements of TDOZ and MXT zones.

- (D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;**

All three buildings are oriented toward Harkins Road, which is the main street of the Metro Core Neighborhood, to create a consistent street wall. The first floor of the two mixed-use buildings is occupied predominantly by the retail/commercial storefronts around a commercial plaza between the two buildings. The façade design of the two mixed-use buildings incorporates similar tower elements to those presented in the office building, which creates a consistent appearance along Harkins Road. Two vehicular accesses off Harkins Road lead to the subject site. The main access passes a commercial plaza and goes to the parking garage at the north end of the site. Adequate tree canopy coverage has been achieved by a combination of landscaping and preservation of the existing woodland. The other access road leads to an interim surface parking lot that serves the office building. Pedestrians can circulate either on sidewalks along Harkins Road or a covered path through the mixed-use buildings to reach the commercial plaza and further to West Lanham Drive and then to Annapolis Road (MD 450). The entire site design maximizes safety and efficiency and adequately meets the purposes of the TDOZ.

- (E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development.**

The subject site is adjacent to an existing office site to the east and to another office building across Harkins Road. The DSP proposes three buildings with one office building in the east adjacent to the existing CSC building, and two mixed-use buildings on the west

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side of the site. The entire development addresses both Harkins Road and West Lanham Drive. The proposed buildings are the first substantial new development in the area and are compatible with the existing buildings.

In conclusion, the proposed development as contained in Detailed Site Plan DSP-13026 meets all required findings for approval.

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 (TCP2-023-13) and further APPROVED Detailed Site Plan DSP-13026, and a Variance from Section 25-122(b)(1)(G) for the above-described land, subject to the following conditions:

A. **APPROVAL** of the alternative transit district standard for:

General Building Envelope and Site Standards and Guidelines

Metro Core Neighborhood

Standard 4—Build-to-line of 20 feet: to allow the office building to sit 40 feet from the curb of Harkins Road (vs. the required 20 feet) in order to align with the existing CSC building; to allow the residential portion of the mixed-use Building A to sit between 20-40 feet (vs. the required 20 feet), and allow the residential portion of the mixed-use Building B to sit between 20–38 feet (vs. the required 20 feet) from the curb due to curvature and topographic constraints of the existing Harkins Road. To allow the buildings surrounding the commercial plaza to have a varied build-to-line (BTL) from the curb measuring 10–56 feet (vs. the required 20 feet) to achieve a well enclosed, human-scaled commercial plaza.

General Open Space and Streetscape Standards and Guidelines

Crosswalks, Curb Extensions, and Medians

Standard 1—Crosswalk a minimum 14 feet in width: to allow ten-foot-wide crosswalk that is acceptable to DPW&T within the dedicated ROWs and narrower crosswalks in proportion to the width of the streets and speed of the cars on the street.

General Open Space and Streetscape Standards and Guidelines

Ground Cover, Open Spaces

Standard 5—Inclusion of an automated irrigation system: to allow native species and drought resistant plants that will not require the use of an automated irrigation system as a mechanism to fulfill LEED requirements for water use reduction.

B. **APPROVAL** of Detailed Site Plan DSP-13026 for New Carrollton and Type 2 Tree Conservation Plan TCP2-023-13, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-13008.

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- b. Show the bearings and distances of all lots and parcels as reflected on the approved Preliminary Plan of Subdivision 4-13008.
- c. Provide an approved color-coded utility plan as an alternative to the required ten-foot public utility easement (PUE) or a copy of the submission made to the utility companies.
- d. Label the public use access easement as reflected on the approved Preliminary Plan of Subdivision 4-13008.
- e. Revise the total number of dwelling units included in this DSP to 556 and update the Statement of Justification accordingly.
- f. Provide additional brick veneer along the lower portion of the façade at the corner where Elevation P and Elevation N meet, consistent with Applicant Exhibit 2.
- g. Provide additional architectural elements, such as decorative metal or masonry details, to clearly define the entrance to the parking garage on the building elevations on both sides of the entrance, and apply similar design elements applied on the opposite side of the building where future connection to the adjacent property is located. These elements will be reviewed and approved by the Urban Design Section as the designee of the Planning Board. A knock-out panel which is deemed to be attractive, in the reasonable and objective exercise of discretion of the Planning Board or its designee, shall block the exit to the north until such time as the future vehicular connection to the adjacent property to the north is constructed and ready to open.
- h. Provide sign face area calculations for the proposed primary identification sign on the office building.
- i. Provide complete product specification information on the landscape detail sheet including for building-mounted lighting fixtures.
- j. Add site plan notes as follows:

“All exterior lighting fixtures used in this development shall be full cut-off type.”

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

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“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified on Subtitle 19 of the Prince George’s County Code.”

- k. Provide information about how the proposed buildings have applied green building techniques to the extent possible, and have incorporated innovative environmental technologies in the building and site design for the subject property whenever possible. If none have been provided, a statement regarding why these techniques were not used shall be submitted.
- l. Revise TCP2 as follows:
 - (1) Show the current standard woodland conservation worksheet reflecting the gross tract area consistent with the associated DSP.
 - (2) Show the LOD as a darker more distinct line and account for any off-site clearing.
 - (3) Update the certification block to type-in the assigned plan number to read “TCP2-023-13”.
 - (4) Show graphically all woodland on-site as cleared and update the woodland conservation summary table to reflect all woodland as cleared.
 - (5) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
- m. Revise TCP2 notes as follows:
 - (1) Remove the general notes shown on the cover sheet.
 - (2) Include the “Standard Type 2 Tree Conservation Plan Notes” labeled as such.
 - (3) Revise TCP2 Note 1 to refer to the associated case “DSP-13026”.
 - (4) Revise Note 10 to remove the first sentence.

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- (5) Add the standard invasive plant removal notes.
 - n. Revise TCP2 details as follows:
 - (1) Remove the preservation sign detail from the plan.
 - (2) Add the standard property owner's awareness certification to the cover sheet.
 - o. Submit the erosion and sediment control concept plan.
 - p. Provide additional information regarding the proposed roofing material for the two mixed-use buildings in accordance with Standard 13.
 - q. Provide a Section 4.9 landscape schedule in accordance with the requirements set forth in the 2010 *Prince George's County Landscape Manual*.
 - r. Show highly attractive (in the reasonable and objective exercise of discretion by the Planning Board or its designee), and visible crosswalks and provision of any appropriate pedestrian and bike safety features, per DPW&T standards and requirements, throughout the site, and along all approaches at the (a) Cross Street with West Lanham Drive intersection, and (b) the two proposed access roads with Harkins Road.
 - s. Ensure the main access road to Harkins Road, approximately 250 feet east of its intersection with West Lanham Drive, is depicted on the proposed plan with the cross-section extension through the proposed parking garage and future extension to northern property limits, which shall be constructed as a two-lane privately maintained roadway with on-road bike accommodation (shared lane) and sidewalks on both side on a 42 feet wide public use access easement.
2. The applicant and the applicant's heirs, successors and/or assignees shall provide the following:
- a. Amend the plans to include a six-foot-wide sidewalk along the south side of Cross Street, unless modified by DPW&T.
 - b. Provide a minimum of ten bicycle lockers with the bicycle racks consistent with the Bicycle Parking Standard 5b.
 - c. Provide a sidewalk articulation cross section that incorporates the sidewalk features and details included in Pedestrian/Bike Accessways Standards 3 and 5,

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unless modified by the Department of Public Works and Transportation (DPW&T).

- d. Provide a crosswalk detail that incorporates dimensions and specifications included in Crosswalk, Curb Extensions, and Median Standard 1.
 - e. Provide designated crosswalks along Harkins Road at both of the site's ingress/egress points along West Lanham Drive at Cross Street.
3. Prior to the issuance of any building permits for the proposed retail/residential buildings within the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall provide staff with assurance that all existing bus stops along the subject site's frontage of Harkins Road, or as amended by the Department of Public Works and Transportation (DPW&T), have been fully bonded and permitted for the provision of attractive lighted bus shelters, posted bus route maps and schedules, and installation of a "Next Bus" message sign.

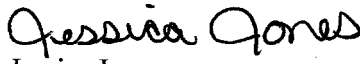
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Shoaff, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, September 12, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of September 2013.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:arj

APPROVED AS TO LEGAL SUFFICIENCY.



M-NCPPC Legal Department

Date 9/18/13