

R E S O L U T I O N

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 June 21, 2018, regarding Detailed Site Plan DSP-16043-01 for New Carrollton Town Center, Phase 1B, the Planning Board finds:

1. **Request:** This amendment to a detailed site plan (DSP) proposes development on Parcel 3 to construct a four- to six-story multifamily building with 285 dwelling units and approximately 3,500 square feet of ground-floor commercial/retail space as Phase 1B of a multiphase mixed-use development, known as New Carrollton Town Center.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s)	M-X-T/T-D-O	M-X-T/ T-D-O
Use(s)	Parking	Multifamily Residential and Retail
Gross tract area (acres)	-	15.5
Floodplain	-	3.62
Net acreage	-	11.88
Parcel 3	-	2.35

**Dwelling Unit Composition**

<b>Multifamily Dwelling Units</b>	285
of which:	
Studio	16
1 Bedroom	139
2 Bedroom	110
3 Bedroom	20
<b>Retail Space</b> (Ground floor)	3,500 square feet

**OVERALL PARKING AND LOADING DEVELOPMENT DATA**  
Including Parcel 3 in this DSP

<b>Parking Spaces</b>	<b>Required</b>	<b>Approved</b>
Parcel 1– (200,000 sq. ft. office, 2,000 sq. ft. retail)	No minimum required	592 spaces in garage
Parcel 2–Parking garage	No minimum required	832 spaces*
Parcel 3–Multifamily	No minimum required	90 spaces in garage
Parcel 4–WMATA facilities	No minimum required	TBD
Parcel 5–Future commercial	No minimum required	0 spaces
<b>Summary of Parking</b>	<b>Required</b>	<b>Provided</b>
Standard Spaces	--	811 spaces**
Compact Spaces	--	0 spaces
ADA Spaces	17 spaces	21 spaces (total)
ADA Spaces (Van-Accessible)	5 spaces	6 spaces
<b>Loading Spaces</b>		<b>Provided</b>
Parcel 1–Medical (200,000 sq. ft.)	1 space for 10,000 to 100,000 sq. ft. of GFA, plus 1 space for each additional 100,000 sq. ft. of GFA (or fraction) = 2 spaces required	2 spaces
Parcel 3–Multifamily 285 DUs	1 space	1 space
Total Loading	3 spaces	3 spaces***

**Notes:**

- \* The 832 parking spaces serve Parcel 1, multifamily on Parcel 3, and Parcel 4 (WMATA) uses. The 832 spaces also include the replacement parking of 150 spaces for WMATA.
- \*\* A Departure from Design Standards (DDS-636) was approved with DSP-16043 for a reduction of the parking space size to 8.5 by 19 feet for all spaces.
- \*\*\* Section 27-583 of the Prince George’s County Zoning Ordinance governs off-street loading space requirements for development in the M-X-T Zone. It provides a three-step method of loading space calculation and allows shared loading spaces among different uses. The Transit District Development Plan for the New Carrollton Transit District Overlay (T-D-O) Zone does not have any standards for loading spaces.

**Floor Area Ratio (FAR) in the M-X-T Zone**

Base Density Allowed	0.40 FAR
Residential	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	0.71 FAR (480,263/675,180 sq. ft.)**

**Notes:**

- \* Based on the net acreage of Parcels 1 and 3.
- \*\* Additional density is allowed in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

3. **Location:** The larger property is located on the north side of Garden City Drive, in the northwest quadrant of its intersection with US 50 (John Hanson Highway). The subject property is also located in the Metro Core Neighborhood of the 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZMA). The property is abutting the east side of the New Carrollton Metro Station and includes property owned by the Washington Metropolitan Area Transit Authority (WMATA) in Planning Area 72 and Council District 3.
4. **Surrounding Uses:** Development surrounding this site is within the Transit District Overlay (T-D-O) Zone and includes the New Carrollton Metro parking garages to the northeast; the Metrorail line to the northwest, and beyond are single-family detached dwellings; US 50 (John Hanson Highway) to the south; and Garden City Drive to the east. Parcel 3, where the multifamily building is proposed, is located to the east of the parking garage and medical office building on Parcels 1 and 2 and to the south of Drive A, which is the main access drive to the New Carrollton Metro Station.
5. **Previous approvals:** The New Carrollton TDDP/TDOZMA retained the property in the Mixed Use-Transportation Oriented (M-X-T) and T-D-O Zones. On January 12, 2017, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-16023, pursuant to PGCPB Resolution No. 17-11, which included 25 conditions of approval. On February 16, 2017, the Planning Board approved DSP-16043 for an eight-story commercial office building and a seven-story parking garage as Phase 1A on Parcels 1 and 2, with a companion Departure from Design Standards (DDS-636) application. The Prince George's County District Council affirmed the Planning Board's action on March 27, 2017, with two conditions, along with 16 amendments to the T-D-O Zone standards. The site also has a Stormwater Management (SWM) Concept Plan, 38437-2016-00, which was approved on December 12, 2016, and is valid through December 12, 2019.
6. **Design Features:** The subject application proposes the second part of the first phase (Phase 1B) development of the New Carrollton Town Center, a mixed-use development on Parcel 3, to construct a four- to six-story multifamily building with ground-floor commercial/retail uses

fronting on the main entrance (Drive A). The development proposal is a public-private partnership and includes reconstruction of the existing bus loop and Metro parking areas on Parcel 4. The shared multi-level parking garage on Parcel 2 will serve the previously approved office building, the multifamily residential building included in the subject DSP, and 150 spaces of replacement parking for WMATA. Parcels 4 and 5 were included on the original Detailed Site Plan DSP-16043 for purposes of grading only, and no further development is being proposed at this time because both parcels serve WMATA's bus and 'Park and Ride' functions. Parcels 6 and 7 are acreage parcels included in the gross tract area, but are not the subject of this DSP and will be the subject of future revisions to this plan. Private Drive A provides access off Garden City Drive to the New Carrollton Metro Station.

### **Architecture**

The multifamily building is designed in a contemporary style using a flat roof that is very popular in the area. The building has two courtyards and is finished predominantly with exterior insulation and finish system (EIFS). Limited brick has been used mainly on the ground-level elevations fronting Garden City Drive and private Drive A. Brick is also used as accent material on limited sections in a vertical arrangement. The elevations of the two courtyards have no brick, but use color schemes to improve visual interest. Additional brick or other masonry materials should be provided on the main façades that are facing public roadways. The applicant has requested an amendment to the T-D-O Zone standards for building materials, which is discussed in Finding 7 below.

The proposed multifamily building is attached to the previously approved seven-story parking garage to the west, on Parcel 2. The proposed building has a varied height of five to six stories to provide a gradual stepdown from the seven-story parking garage. The section of six stories is adjacent to the parking garage and the section of five stories is fronting Garden City Drive and the ramp to US 50. This stepdown technique provides a natural variation to make Phase 1 a visually unified development.

Various color schemes of finish materials, including different shades of grey, terracotta, and yellow, have been used on all elevations. Bright colors, such as yellow and terracotta, have been used as an accent to vertically break up the expanse of the horizontal presentation. Full balconies and Juliette balconies, with metal railings, have been provided, but not for all dwelling units. The same design techniques and color schemes are utilized on all elevations. An aluminum storefront window system is used on elevations where ground-floor commercial/retail space is proposed. Standard low-E glass doors and sash windows are used on all elevations. The building design, in general, is acceptable.

Of the proposed 285 multifamily units, one- and two-bedroom units account for more than 87 percent. Studio and three-bedroom units account only for 6 and 7 percent, respectively. Since the T-D-O Zone standards modified the regulations in the Prince George's County Zoning Ordinance, the Zoning Ordinance requirements of bedroom percentages are not applicable to this DSP.

### **Lighting**

The application includes standard downward-facing (also known as full cut-off) light fixtures on the building. The details and specifications of the pole lights approved in the original Detailed Site Plan (DSP-16043) have been included in this DSP, but should be removed from this application. A condition has been included in this resolution requiring the applicant to remove the information related to pole lights.

### **Signage**

The application includes three types of signage, as follows:

Type A Sign is a roof sign that identifies the project. The signage proposed is a metal frame with metal letters. The sign may be constructed of a solid single panel or frame with individually cut-out letters. The sign will be externally lit from below, or the letters will be internally lit. The sign will be structurally mounted to the roof or parapet wall. Staff had concerns about the roof-mounted sign, which was not in conformance with TDDP requirements. See Finding 7 below for a detailed discussion.

Type B Sign is the main entrance sign with metal letters individually mounted or pin-mounted on the canopy of the main entrance. This signage is compatible and is acceptable.

Type C Sign is a building-mounted retail sign with metal letters individually mounted or as part of a single panel. The sign will be externally lit, or the letters will be internally lit. The sign will be structurally mounted to the retail storefront.

Type	Location	Number	Sign Height (ft)	Width (ft)	Face Area (sf)	Total Area (sf)
Type A	Building Roof top	1	8	30.34	218.5	218.5
Type B	Building Entrance	1	1.5	6	8.1	8.1
Type C	Store front	9	1	9	8.1	72.9
<b>Grand Total</b>						<b>299.5</b>

The sign face area for each type of sign is acceptable.

### **Loading and Trash Facilities**

Loading and trash facilities are proposed to be placed on the interior of the multifamily building.

### **Recreational Facilities and Amenities**

This application is required to provide onsite private recreational facilities, in accordance with the previously approved PPS 4-16023. The formula for recreational facilities, for a multifamily development of 285 dwelling units, the required recreational facility and amenity package shall be valued at approximately \$325,000.00. The applicant proposes the following facilities and amenities, which have a dollar amount of approximately \$252,398.00, and does not meet the requirement. A condition has been included in this resolution requiring the applicant to meet the requirement prior to certification of the DSP.

**Indoor Amenities**

Fitness Room	\$54,628
Yoga Room	\$17,840

**Outdoor Facilities in courtyards**

Pool	\$105,500
Pool Deck	\$52,430
Cabana Seating	\$4,400
Cafe Table Seating	\$4,400
Grill Stations	\$4,400
Court Sports	\$4,400
Media Wall	\$4,400

**Green Building Techniques**

Green building and sustainable site design techniques are proposed by the applicant for the multifamily building to achieve three specific objectives:

- Efficiently using energy, water, and other resources
- Protecting occupant health
- Reducing waste, pollution, and environmental degradation

The techniques include those to be applied sitewide and those applied to the building and appliance levels, as follows:

**Sitewide Techniques:**

- Stormwater Design, Quantity and Quality Control—The plan includes stormwater management systems, compliant with County regulations, which meet or exceed recognized sustainable design criteria.
- Water Efficient Landscaping—The project includes native species for landscaping and uses drought-tolerant plantings.
- Alternative Transportation—Bicycle racks provided adjacent to residential buildings.

**Multifamily Residential Development Techniques:**

- Energy Performance—Compliance with the energy performance standards of the International Building Code.
- Energy Efficient Equipment—Installation of energy-efficient HVAC units, Energy Star appliances.

- Energy Efficient Lighting—LED lighting generally provided.
- Energy Efficient Windows—Double-glazed insulated windows (low E) provided.
- Recycling—Household recycling available to residents, promoted through management.
- Resource Efficiency—Structural design and framing techniques reduce material use and construction waste.
- Heat Island Mitigation—Landscaping provided for partial shading of hardscaping.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The application is within the Metro Core neighborhood of the TDDP, described in the plan as the “heart” of the TDDP with medium- to high-density commercial, retail, and residential uses. The plan has been reviewed for conformance with the Plan Elements section for development within the Metro Core neighborhood and the mandatory requirements of the TDDP. The following discussion relates to the mandatory T-D-O Zone standards, specifically those requirements for which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Zoning Ordinance, as follows:

**B. Metro Core Neighborhood (TDDP page 131)**

**Standards:**

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

“The setback along Garden City Drive is approximately 31 feet, while the setback along the private access roadway is 19.6 feet from the curb along the parallel parking spaces, thus, a waiver of this standard is required.”

This standard is exceeded along the site’s frontage of Garden City Drive due to the existence of the public utility easement and certain maintenance requirements of the utility company. The applicant contends that the additional 11 feet are needed to allow the utility company’s operation of certain maintenance vehicles. Along the private Drive A frontage, the building is about 0.4 feet short of the 20-foot requirement from the edge of the curb due to the easements to the south, in order to have sufficient space to support in-line retail on the ground floor. The Planning Board supports this amendment request.

**5. Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.**

The proposed residential building covers 51 percent of Parcel 3; thus, an amendment of this standard is required. The building occupies 88 percent of its frontage on the private drive, 56 percent on Garden City Drive, and 86 percent on the US 50 on-ramp frontage. An amendment will be required for the provision of less than 75 percent along the Garden City Drive frontage.

The multifamily building complex is designed with two courtyards to provide daylighting and natural ventilation for the proposed units. The applicant contends that, if the area of the courtyards were added, the building coverage would exceed 60 percent. Given the various constraints on the site, the Planning Board agrees that the coverage is the maximum possible and supports the amendment request. As for the 75 percent street frontage requirement along Garden City Drive, due to the shape of the footprint and various easements to the south associated with the ramp to US 50, the proposed siting of the building is acceptable and the Planning Board also supports this amendment request.

**10. Mixed-use and nonresidential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground-floor frontage for retail uses.**

The proposed residential building will provide approximately 3,500 square feet of ground floor commercial retail space, which does not meet this requirement. However, a significant portion of the ground floor frontage will be occupied with active, commercial-compatible, nonresidential uses, including the lobby and amenity areas.

The proposed multifamily building is Phase 1B of the larger New Carrollton Center development. This building, along with the two buildings approved in Phase 1A, will make up most of the building massing around the gateway area in front of the Metro station. Approximately 2,000 square feet of retail space was approved on the ground floor of the medical office building. In addition, a future building on Parcel 5 is also expected to provide ground-floor commercial/retail space. The concept of concentrating retail space along the frontage of Drive A makes sense and maximizes the “eyes on the street.” The Planning Board supports the amendment request.

**13. To mitigate the urban “heat island” effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed**



**solar thermal or photovoltaic energy systems shall be exempt from this requirement.**

The applicant will apply environmental standards commensurate to Leadership in Energy and Environmental Design (LEED) treatment through application of the Green Globes programs. Thus, a waiver of this standard is requested, although attention to comparable sustainable features will be provided.

Green Globes is a green building rating system and is considered a practical alternative to the LEED program by the green building community.

Green Globes is the first web-enabled, fully interactive green building assessment and certification program. It includes an onsite visit by a third-party assessor and comprehensive customer support. A business-friendly and affordable alternative to LEED, Green Globes provides a more effective way to advance the overall environmental performance and sustainability of commercial buildings. The Green Globes program has four levels of certification that matches those of the LEED rating system. Compared to LEED, the Green Globes rating and assessment process is less expensive and covers comparable technical content.

Green Globes can certify a wide variety of building types including many that could not be certified through LEED. Examples include recreational centers, transit centers, and parking garages. The Planning Board supports the amendment request.

**C. General Open Space and Streetscape Standards and Guidelines (TDDP page 142)  
Plazas (TDDP pages 146–147)**

**Standards: (TDDP page 146)**

**8. Plazas in Commercial Areas: Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.**

The plaza is located on the east side of the approved office building. The office building is a build-to-suit building for Kaiser Permanente to house its administrative operations. While it is probable the building will include some tenant service activity such as a café, the program does not include first-floor retail catering to the general public. Therefore, an amendment of this requirement is requested.

The plaza, in question, is an interim treatment of the space between the medical office and Parcel 4, which is currently used as WMATA's bus loop and Park and Ride area. When the site is fully built out, the plaza layout will most likely be modified. The Planning Board supports this amendment request.

#### **Streetscapes (TDDP page 150)**

- 8. Streetscapes as ESD Stormwater Management Amenities: All streetscapes shall incorporate ESD stormwater management features in accordance with county and state requirements as well as known best practices.**

An amendment of this standard to waive ESD is required as the approved stormwater management concept plan does not require environmental site design (ESD) features and it is the applicant's understanding that the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will not allow ESD stormwater management features in the street rights-of-way. Additionally, ESD features are often incongruous with healthy growth of shade-producing street trees.

The requirements for environmental site design (ESD) do not support the growth of shade trees (because of the lack of soil volume), which are a critically important feature of the streetscape in this climate. Therefore, the Planning Board supports the applicant's amendment request to waive the requirement for ESD within the streetscape.

#### **Bikeway Details (TDDP page 156)**

##### **Standards: (TDDP page 156–57)**

- 2. Configurations and Techniques: Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:**

- a. On-Street Bikeway Access (Class III)**

- (2) Bike lane shall be at least six feet wide.**

Bike lanes are not proposed in the private access drive due to potential safety conflicts with bus traffic, per WMATA directive. An amendment of this standard and the requirements of Table 8 was requested and approved during Phase 1A.

The Transportation Planning Section initially recommended that bike lanes be provided along this road, consistent with the TDDP. However, at the direction of the operating agency (WMATA), bike lanes are not being provided along this

short segment (approximately 300 linear feet) of road due to potential conflicts with the high volume of bus traffic anticipated along the road. For the short distance from Garden City Drive to the residences and office buildings, bicyclists can use the eight-foot-wide sidewalk along either side of the road. The Planning Board supports the amendment proposed by the applicant, consistent with the recommendation of the operating agency.

### **Crosswalks, Curb Extensions, and Medians (TDDP page 157)**

#### **Standards: (TDDP page 157–58)**

- 1. Crosswalk Locations/Dimensions: Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum 14-foot-wide crosswalk with a 2-foot-wide concrete band on both sides of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum ten-foot distance from the crosswalk area and shall be painted with white reflective paint for high visibility to encourage motorists not to enter the crosswalk area upon stopping at traffic lights.**

The transit district development standards require crosswalks at all street intersections, located within two feet of the intersecting streets, and at least 14 feet wide, with a two-foot-wide concrete bank on both sides of the crosswalk, to promote high visibility, pedestrian safety, and contrast from the roadway pavement. This standard is not met on the current proposal and the applicant requests an amendment to the standard. The applicant contends that, because of the structural elements of the roadway design in accordance with WMATA standards for bus loops, an amendment of this requirement is necessary, noting that the road will be concrete with crosswalks painted with reflective paint for high visibility. The Planning Board accepts and supports this amendment request.

- 3. Curb Radii: Curb return radii on all intersections shall be 15 feet.**

The transit district development standards require that the curb return radii on all intersections shall be 15 feet. The applicant contends that, to accommodate bus circulation on the access road designed in accordance with WMATA standards, the curb radii proposed as part of this application needs to be 30 feet at the intersection of the private street with Garden City Drive. The need for a wider curb radii for bus circulation and WMATA bus loop standards is reasonable. The Planning Board supports this amendment request.

### **Lighting of Public Streets and Spaces (TDDP page 161)**

#### **Standards: (TDDP page 161–62)**

**3. Permitted and Prohibited Streetlight Types: The following is a list of permitted and prohibited streetlight types.**

**a. Permitted:**

- (1) High-Pressure Sodium (HPS)**

**b. Prohibited:**

- (1) Incandescent**
- (2) Metal Halide (MH)**
- (3) Mercury Vapor (MV)**
- (4) Halogen**
- (5) Fluorescent**
- (6) Floodlights (i.e., no up-lighting)**

Similar to the approval for the Phase 1A site plan, the applicant will provide light-emitting diode (LED) lights and requests an amendment of this requirement.

The transit district development standards provide a list of permitted and prohibited streetlight types on page 162. The applicant requests a waiver to add LED lights, an option not on the list. The Planning Board agrees that this request is reasonable and supports this amendment to the transit district development standards.

### **Building Form and Scale Standards and Guidelines (TDDP page 170)**

#### **Functional Relationship of Multifamily and Other Residential Buildings to Surrounding Public Spaces (TDDP page 173)**

##### **Standards:**

**3. Multifamily Buildings and Balconies: All multifamily buildings should provide a balcony for each dwelling unit above the ground floor to articulate the building façade and to increase natural surveillance of the surrounding area.**

The current proposal is to provide full balconies for 15 percent of the units and Juliette balconies for 48 percent of the units. The balconies will be provided in strategic locations to articulate the building façade and increase natural

surveillance, where appropriate, along the outside of the building and the interior courtyard. An amendment of the balcony requirement is requested.

The subject site is located at the southern tip of the larger site and is surrounded to the south by the ramp to US 50 and to the east by Garden City Drive. Noise generated by the surrounding roadways is a great concern. A Phase II noise study has been provided and identified that most of the façades facing the two roadways needs noise mitigation measures to achieve a noise level below 45 dBA Ldn for interior units. Most of the outside, on the two elevations fronting the roadways, are within the unmitigated noise level of 65 dBA Ldn that is considered not healthy to all outdoor activities. As such, the Planning Board supports the amendment request to provide limited balconies to meet the intent of the TDDP.

#### **Building Façade Treatments (TDDP page 174)**

##### **Standards: (TDDP page 174)**

- 2. Prohibited Building Façade Materials: Tilt-up concrete panels, smooth-faced concrete masonry panels, mirrored glass stucco, wood, EIFS (exterior insulating finishing system), concrete masonry units, imitation or synthetic stone or brick veneers, and prefabricated metal panels shall not be permitted.**

The proposed residential building includes EIFS and concrete masonry units; thus, an amendment of this standard is required.

The applicant contends that, to be consistent with the office building approved in Phase 1A, EIFS and masonry units, to match the office building, have been selected for the multifamily building. Concerns were raised about the request. First, the multifamily building should have different characteristics expressed through different design and finish materials, while at the same time maintaining compatibility with the entire Phase 1 development. The proposed multifamily building utilizes a variety of color schemes, but is predominantly grey and consistent with the approved office and garage buildings. The multifamily building is also designed with a flat roof compatible with the building style of Phase 1A. Enough elements have been applied to achieve a coherent development with the addition of the residential building. Additional masonry finish material, such as brick, along with the proposed balcony and window pattern, should be provided to strengthen the residential character of the proposed building. In addition, the Phase II noise study report identifies that the large expanse of EIFS will not be able to mitigate the noise impact and recommends two options, of which one is to use brick to replace EIFS for those affected elevations. The Planning Board finds that, on those elevations impacted by noise and highly visible from the public rights-of-way, brick should be used to replace EIFS.

In the past, EIFS had a very bad reputation for being not durable and poor in waterproofing, which are the main reasons that the TDDP lists it as one of the prohibited building façade materials. However, in recent years, EIFS techniques have improved significantly. Currently, drainable EIFS is not subject to the same limitations of use as old face-sealed or barrier systems. In fact, drainable EIFS is among the most robust and advanced moisture-control assemblies available. The durability of EIFS has also improved significantly.

Given that the use of EIFS is limited to the second floor and above, the probability of damage by pedestrian traffic is significantly reduced. In summary, the Planning Board supports the amendment request, on the condition that a minimum of 51 percent of the elevations (excluding window and door openings) identified by the Phase II noise study as needing brick are actually finished with brick. The Planning Board approved the building finish materials, as shown on Applicant's Exhibit 1.

#### **Signage (TDDP page 176)**

##### **Standards:**

- 9. Prohibition of Back-Lit Signs: Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited.**

The name of the building on the east and west façades is proposed to be backlit channel letters. Moreover, the name of the retail tenant of the ground-floor storefront is proposed to be backlit. An amendment of this standard is required. No box signs are proposed. The Planning Board supports this amendment request.

This application proposes a rooftop primary identification sign that raises conformance issues with the sign requirements of the T-D-O Zone standard on page 176, as follows:

- 2. Building Sign Placement: The placement of the sign shall be integrated into the overall architectural design of the building. The materials, colors, type, style, and size of a sign shall be coordinated with the other architectural features of the buildings.**

The proposed rooftop sign measures 8 by 30.34 feet and will be constructed of metal frame. Because of its location and material, this signage is not an integrated element of the proposed building architecture. The rooftop signage also conveys an image of an outdated billboard that is not consistent with the sign design intent of the TDDP.

The Planning Board disapproved the proposed rooftop sign and approved the building signs as revised and shown on Applicant's Exhibit 1.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T and T-D-O Zones of the Zoning Ordinance:
- a. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

The purposes of the M-X-T Zone as stated in Section 27-542(a) are as follows:

- (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 DSP proposes to develop a site within one-half mile of the New Carrollton Metro Station, with a multifamily building and approximately 3,500 square feet of retail space on the ground floor, close to the entrance plaza, as Phase 1B of a larger mixed-use town center. The property is in a regional transit center as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035). The vision for the regional transit center is to promote the County's planned growth and mixed-use development around the New Carrollton Metro Station area.

- (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;**

Plan 2035 identifies the New Carrollton Metro Station area as one of three priority investment districts in the County. The TDDP calls for mixed-use development at the proposed site location. Phase 1B provides 285 multifamily dwelling units and approximately 3,500 square feet of retail use to complement Phase 1A consisting of 200,000 square feet of office and 2,000 square feet of retail uses. A parking garage serving the office

uses, along with WMATA replacement parking, and this multifamily building was also included in the approval of Phase 1A.

- (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 intense development pattern in the M-X-T Zone on Parcel 3, where this plan proposes development. For the overall site, as envisioned by the New Carrollton TDDP and the previously approved PPS, more development is anticipated. This application will conserve the value of the site and maximize the development 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 overall subject site is located directly adjacent to the New Carrollton Metro Station. This location is so well served by public transportation that a person will not need an automobile to access Metro. The proposed site layout further facilitates walking, bicycle, and transit use.

- (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 proximity of the site to the New Carrollton Metro Station and the future development, in subsequent phases, will encourage activity in the area by the future residents and office tenants as they conduct their everyday business and leisure activities that will create a dynamic 24-hour environment.

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

The vertical mixed use proposed in the building blends together the retail and residential uses that will serve the future residents and customers. In the larger development, a horizontal mix of land uses is provided on the parcels included in the approved PPS for the New Carrollton Town Center.



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

The structures included in this first phase of the overall site development are an eight-story office building and a seven-story parking garage that were approved in Phase 1A and the four- to six-story multifamily building, with ground-floor commercial/retail space, as Phase 1B. The approved PPS for the overall development included residential uses as well, that will provide a variety of housing types in the community to create a dynamic functional relationship and a distinctive visual identity for the site.

- (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;**

This DSP represents the second half of the first phase of a multi-phase development. The site design of the subject DSP features extensive lot coverage on Parcel 3, with a multifamily complex including many amenities and recreational facilities, to promote optimum land utilization.

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

The subject application is proposing a mixed-use development that was envisioned by the TDDP and further complements the office use as approved in Phase 1A that will create a flexible response to the market.

- (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. (CB-84-1990; CB-47-1996; CB-78-2006)**

The proposed development includes architectural elevations that have been reviewed by the Urban Design Section. The applicant has worked with the Urban Design Section to enhance the architectural elevations that are highly visible from the public roadways. A condition has been included in this resolution requiring the applicant to increase the usage of brick on those elevations and to provide more high-quality finishes, as well as, mitigating possible noise impacts from the adjacent roadway.

- (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;**

This site was retained in the M-X-T and T-D-O Zones by the New Carrollton TDDP/TDOZMA. The proposed development is the second part of the first phase of a larger development in conformance with the T-D-O Zone standards, except for those standards that have been amended. See Finding 7 above.

- (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 main façades of the multifamily building are oriented toward Garden City Drive and the main access road to the New Carrollton Metro Station. In accordance with the section above, the ultimate development of the property will have structures whose front façades are oriented toward the roadways to provide an outward orientation, which will integrate and catalyze the adjacent community improvement and rejuvenation. The appearance of the project from the Metrorail line is equally important. The proposed multifamily building, along with future development on Parcel 6, will complete the streetscape of the main gateway to the Metro station.

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

The project is not directly adjacent to any existing development, as it is surrounded by roadways and the railway of WMATA and Amtrak. The subject application is Phase 1B of the New Carrollton Town Center and is designed to be a complementing part to the previously approved Phase 1A, which includes a medical office building and a parking garage serving Metro riders, the tenants of the office building, and the residents of the proposed multifamily building.

- (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 proposed multifamily building use will be a complement to Phase 1A of the development and will enhance the quality of and contribute to the vitality of the transit district, while at the same time provide key elements to ensure that each building is successful. The building complex for Phase 1 includes the eight-story

office building with first-floor retail, the associated seven-story parking garage, and the proposed multifamily building with some retail/commercial space at the street level. This portion of the development is capable of sustaining an independent environment.

- (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 DSP is Phase 1B of a multi-phase development. The breakdown of Phase 1 of development is as follows:

**Phase 1A**

Building 1	Office/Retail
Building 2	Parking garage

<b>Phase 1B</b>	Multifamily building with ground-floor retail/commercial space
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There are multiple future phases proposed along and across Garden City Drive. Each of the pods of development is designed as a self-sufficient entity that will allow effective integration of future phases.

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

This project is designed to be pedestrian-friendly, with sidewalks and street trees throughout the project. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the transit district, as a whole.

- (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**

This requirement has been fulfilled. There is a pedestrian plaza located among the parking garage, the office building, and the main entrance to the proposed multifamily building. Adequate attention has been paid to the design of the façades surrounding the space, proportion, pavement, finishing materials, and street furniture that will contribute to a safe and attractive public urban space. In addition, two internal courtyards have also been designed to be high-quality gathering spaces for residents. The design and program planned in the courtyards is detail-oriented and aspires to provide the best amenities for the future residents.

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

This application is a DSP and therefore this finding does not apply.

- (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.**

The PPS covering the entire New Carrollton Town Center was approved on January 12, 2017, pursuant to PGCPB Resolution No 17-11, in which an adequacy finding was made, and the proposal is consistent with that 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.**

The subject site contains a total of 15.5 acres and was not approved as a mixed-use planned community; therefore, this requirement does not apply.

- 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 Subsection (b), 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 provisions of the Zoning Ordinance.

**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 DSP indicates that the estimated floor area ration (FAR) will be approximately 0.71 in this first phase of the development, which is below the permitted FAR of 1.4. Each future DSP should provide for the cumulative FAR. The permitted FAR should be provided on the DSP, along with the proposed FAR. A condition has been included in this resolution requiring the information prior to certification.

**(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 development consists of multifamily residential and retail uses in one building on one parcel, Parcel 3, and the medical office and the garage approved in Phase 1A are on a contiguous parcel to the north. The DSP satisfies this requirement.

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

The DSP shows a layout for the second part of the first phase of the development and identifies all dimensions for the location, coverage, and height of all improvements.

**(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, in accordance with the T-D-O Zone standards. Finding 10 below provides a detailed discussion of the evaluation of the landscaping proposal.

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

The subject DSP includes five lots; the same lots were evaluated for frontage and access in the review of the PPS. The subject parcel, Parcel 3, has frontage directly on Garden City Drive and vehicular access to it via an access easement approved with the PPS and, therefore, meets the finding.

- c. Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:
- (a) **The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
- (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
- (1) **Determine the number of loading spaces normally required under Section 27-582.**
  - (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
  - (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

The DSP proposes 285 multifamily dwelling units. In accordance with Section 27-582 (a), one loading space is required. The DSP proposes one loading space and, therefore, meets the requirement. Two loading spaces were approved for the medical office. A total of three loading spaces are included in Phase 1.

9. **Preliminary Plan of Subdivision 4-16023:** The Planning Board approved Preliminary Plan of Subdivision 4-16023 on January 12, 2017 with 25 conditions (as stated in PGCPB Resolution No. 17-11). The conditions that are pertinent to the review of this DSP are discussed, as follows:

2. **Total development on the subject site shall be limited to the mix of uses that will generate no more than 1,706 AM, and 1,997 PM weekday peak-hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.**

The proposed DSP for Phase 1B was evaluated by the Planning Board which found that the proposed development is within the trip limitation established with the PPS.

3. **A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.**

The uses proposed with this DSP are consistent with those evaluated with the PPS and the DSP and, therefore, conforms to this condition.

4. **Development of this site shall be in conformance with an approved stormwater management (SWM) concept plan and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.**

The site has an approved SWM Concept Plan (38437-2016-00), and the DSP is consistent with this SWM plan.

8. **Prior to approval of each detailed site plan (DSP) for parcels on the subject site, off-site bicycle and pedestrian improvements shall be provided consistent with the requirements of Section 24-124.01 of the Subdivision Regulations and within the limits of the cost cap specified in Section(c). These improvements shall be selected from the prioritized list included in the Trails Finding for PPS 4-16023. The location and limits of the improvements provided for each phase shall be shown on the DSP, or an exhibit if appropriate, consistent with Section 24-124.01(f). If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c). The Planning Board shall find that the substitute off-site improvements are consistent with the Bicycle and Pedestrian Impact Statement adequacy finding made at the time of preliminary plan of subdivision.**

The submitted bicycle and pedestrian impact statement (BPIS) exhibit for the subject DSP reflects two bus shelters, consistent with the conditions and findings of the PPS. Prior to certification of the DSP, the BPIS exhibit should be revised to reflect the Prince George's County Department of Public Works and Transportation (DPW&T) specifications and standards (STD. 300.24 and STD. 300.25) for bus shelters. Payment will be made to DPW&T for the shelter, with installation to be completed by DPW&T.

- 10. At the time of detailed site plan (DSP) review for any parcels which include residential development, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities pursuant to Section 24-135(b) of the Prince George's County Subdivision Regulations, subject to the following:**

- a. The private on-site recreational facilities shall be designed in accordance with the standards as outlined in the *Park and Recreation Facilities Guidelines*.**
- b. The details of the private on-site recreational facilities, including adequacy, siting and the establishment of trigger for construction, shall be reviewed and approved by the Urban Design Section in phase with each DSP for each parcel containing residential development in this project.**

The DSP provides a comprehensive onsite private recreational facility package that meets the requirements established for this application. The facilities included in this DSP should be installed and be open to the residents prior to approval of the use and occupancy permit. A condition has been included in this resolution regarding this trigger.

- 11. At the time of detailed site plan review with development frontage along any of these roadways, the specific TDDP design criteria and on-road elements for the total required public right-of-way dedication, may be modified and reflected on the final plat approval. The applicant shall show public right-of-way dedication in accordance with Section 24-123(a)(1) and the design criteria of the area master plan (2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*) along the property's street frontages as follows:**

- a. Garden City Drive at a minimum of 48.5-feet to a maximum of 51-feet from center line, or a total right-of-way range of 97–102 feet.**
- b. Pennsy Drive at a minimum of 35-feet to a maximum of 37-feet from center line, or a total right-of-way range of 70–74 feet.**
- c. Corporate Drive at a minimum of 48.5-feet to a maximum of 51-feet from center line.**



Street cross sections for the development were approved with DSP-16043, including Garden City Drive. This DSP is fronting Garden City Drive and is within the envelope approved with DSP-16043. No additional improvements, outside of the previously approved site boundary for this parcel, are included in this application.

- 13. At the time of detailed site plan (DSP) for building development on Parcels 5, 6, and/or 7, the DSP shall include Parcel 4, which shall provide primary access to these parcels as approved with the preliminary plan of subdivision. Secondary access may be permitted to Garden City from Parcels 5, 6, and/or 7 if determined appropriate with the DSP, as limited by conditions of this approval. The DSP, which for Parcels 4, and 5, 6, and/or 7, shall include the redevelopment of the one-way inbound metro rail station/bus bay access driveway as it meets Garden City Drive, with a four-lane divided access driveway. The driveway shall extend south through Parcel 4 to connect to the multi-lane divided access driveway just north of the John Hanson Highway (US 50) westbound on ramp.**

This DSP shows improvements only on Parcel 3 and does not propose development on Parcels 5, 6, or 7, at this time. Any future DSP or amendment of this DSP, which proposes development on Parcels 5, 6, or 7, would require access across Parcel 4, as described by this condition.

- 14. At the time of detailed site plan (DSP), the DSP shall include detail sheets of all streetscapes including private access driveways. All streetscapes shall incorporate environmental site design stormwater management features in accordance with County and state requirements, as well as known best practices. These features shall be approved as part of the stormwater concept approval.**

The applicant asked for relief from the TDDP development standard at the time of DSP-16043 approval. This condition has been met.

- 15. Prior to approval of the detailed site plan, the natural resources inventory shall be revised as follows:**
- a. Graphically differentiate between the shrub line and the treeline on the plan and in the legend.**
  - b. Include a lot-by-lot site statistics table.**

This condition has been met.

- 21. Prior to acceptance of the detailed site plan, a Phase II noise study shall be submitted. The study shall:**
- a. Identify the location of all outdoor activity areas.**

- b. Provide a list of recommended mitigation measures to reduce noise levels to 65 dBA Ldn or less in outdoor activity areas.**
- c. Identify the location of all single and multi-family residential lots/parcels.**
- d. For each location of multi-family buildings and residential lots/parcels, a building shell analysis shall be provided including a list of the materials needed, based on unmitigated noise levels, to reduce interior noise levels to a minimum of 45 dBA Ldn or less.**

There are noise impacts associated with the overall property from US 50 and the CSX, Metro Orange Line, MARC, Acela, and Amtrak lines. Vibration impacts are also associated with the rail lines. A vibration study was evaluated as part of the PPS, which determined that ground-borne vibration levels are in compliance with the Federal Transit Administration (FTA) guidelines for railway vibration; however, the County may require additional information during the building permit review process.

Because the subject DSP proposes multifamily residential development, a Phase II noise study was submitted. The noise study states that the two courtyards, which are outdoor activity areas, will be below 65 dBA Ldn due to the noise reduction provided by the proposed multifamily building. No mitigation for outdoor activity areas is necessary for the subject application.

The study indicates that the computer model developed for the Phase I noise analysis was updated to include the future abutting Parcel 3 topography and apartment building, the attached parking garage, and the adjacent office building. These features have been permitted, are under development, and have been used in the updated model as existing conditions for shielding of the proposed multifamily residential development. According to the updated model, all residential units on the northern, eastern, and southwestern elevations, as well as those on the top floors of the western and courtyard elevations, will be exposed to noise levels above 65 dBA Ldn. A floor-by-floor building shell analysis was completed for the various unit types throughout the multifamily building as part of the Phase II noise study; however, it should be noted that the analysis was based on preliminary schematic design architectural drawings. The updated model and preliminary building shell analysis outlines the construction requirements needed to provide adequate interior noise mitigation. Because the building design and architecture have not been finalized, the materials and their associated sound transmission class (STC) ratings cannot be finalized at this time. The final building design, including floor plans, unit plans, building elevations, window/door schedule, exterior wall details, etc., should be designed to reflect the construction requirements outlined in the Phase II noise study. The Planning Board approved the building materials, as provided on Applicant's Exhibit 1.

- 25. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities and provide urban parks in accordance with guidelines and standards as outlined in the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*.**

Adequate private, onsite recreational facilities have been provided in the two courtyards to serve the future residents, in accordance with the standards as outlined in the *Park and Recreation Facilities Guidelines*. A condition has also been included in this resolution to ensure that the recreational facilities will be installed and completed in a timely fashion.

10. **Detailed Site Plan DSP-16043:** The Planning Board approved DSP-16043 for Phase 1A for development of an eight-story commercial office building and a seven-story parking garage on Parcels 1 and 2 on February 16, 2017, with two conditions. The District Council confirmed the Planning Board's action on March 27, 2017, with two conditions. None of the conditions of approval are applicable to the review of this DSP.

11. **2010 Prince George's County Landscape Manual:** The 2010 *Prince George's County Landscape Manual* (Landscape Manual) is superseded by the standards in the New Carrollton TDDP, per the following statement on page 128 of the plan:

**Unless stated otherwise, these design standards and guidelines replace the standards and regulations contained in the Landscape Manual and the Zoning Ordinance of Prince George's County.**

The TDDP requires that landscape plans have specific submission requirements that have been met. The TDDP also requires the use of native species, to the greatest extent possible. The landscape plan provides 100 percent native plants for all three categories (shade tree, ornamental tree, and shrub) of the planting materials to be installed on the subject site.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-009-16) was submitted with the PPS application and a Type 2 Tree Conservation Plan (TCP2-036-2016) was submitted with DSP-16043 for Phase 1A. In addition, a Type 2 Tree Conservation Plan, TCP2-036-2016-01, has been submitted with this application.

A Natural Resources Inventory (NRI-008-13-01) was submitted. The NRI indicates that there are streams, stream buffers, and 100-year floodplain on the DSP site area, which comprises the primary management area. No specimen trees were identified onsite. No additional information is required with regard to the NRI.

The Woodland Conservation worksheet shown on the TCP, as submitted, shows that the woodland conservation threshold for this 15.50-acre property is 15 percent of the net tract area, or 1.78 acres. The total woodland conservation requirement, based on the amount of clearing currently shown on the TCP2, is 2.22 acres. The woodland conservation requirement is proposed to be met entirely off-site.

The plan has been updated from the original approval to show the proposed building footprint and associated infrastructure. The plan requires technical revisions to be in conformance with the WCO. The Owner's Awareness Certification block must contain a current signature. The signature shown on the plan has the same date as the owner's signature on the previously approved plan. The owner's block must be signed by the property owner, with a current date, and with the name and title of the person signing the plan typed-in below the signature line. The TCP approval block needs to be updated to the current block, which contains a column for the reason for the revision. The following note needs to be added below the TCP approval block: "An off-site woodland conservation easement has been recorded in the land records to meet the 2.22-acre requirement (L. 39610 F. 557)." Parcel labels need to be shown on the cover sheet for all parcels included in the plan, and the parcel identification for the current application (Parcel 3) needs to be added to the title of the plan.

13. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. This amounts to approximately 1.55 acres, if applied to the entire acreage of the property covered under DSP-16043. At the time of Phase 1A approval, the Planning Board alternatively allowed the applicant to only apply this calculation to individual development parcels. The current DSP shows a TCC calculation based on Parcel 3 only, where the proposed multifamily building is located. The required TCC for this parcel is 10,237 square feet. The subject application provides a schedule showing that 10,245 square feet of TCC will be provided. The requirement has been met through both the proposed on-site tree plantings and the existing trees, to be preserved.
14. **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 this DSP application includes requests for amendments to the mandatory requirements of the New Carrollton TDDP/TDOZMA that benefit the proposed development and the transit district, and do not substantially impair the TDDP.

**General Plan:** This application is located in the New Carrollton Transit District. The vision for this regional transit district is high-density, vibrant, and transit-rich mixed-use areas envisioned to capture most future residential and employment growth and development in the County (page 106).

**Transit District Development Plan:** The New Carrollton TDDP recommends mixed-use, institutional, and open space land uses on the subject property.

In addition, the TDDP identifies five neighborhoods, each with a distinctive character and function that supports transit-oriented development goals. The subject site is in the Metro Core Neighborhood, which serves as a regional “downtown” location for the County, with the most active and intensely developed mix of uses in the New Carrollton T-D-O Zone containing the tallest buildings, mid- to high-rise residential units, office space, public parking, retail, and a new central square. As the County’s most accessible intermodal transportation hub and central activity area for the New Carrollton T-D-O Zone, the Metro Core will continue to have the highest levels of pedestrian activity and transit service (page 20).

The Planning Board also provided discussion on the amendments to the applicable T-D-O Zone standards that have been incorporated above in Finding 7 of this resolution. The Planning Board supported most of the requested amendments to the T-D-O Zone standards and approved this DSP.

Conditions have been included in this resolution requiring the applicant to provide additional information or to conform with standards, prior to certification of this DSP.

- b. **Subdivision Review**—The Planning Board reviewed the applicable prior conditions of approval of PPS 4-16023, as well as provided the following comments:

The subject property is located on Tax Map 51 in Grid F2 and Tax Map 52 in Grid A2, consists of 15.5 acres, is zoned M-X-T within the T-D-O Zone, and is subject to the New Carrollton TDDP/TDOZMA. The DSP includes seven parcels; however, this DSP revision is for the development of Parcel 3 only which is currently known as Outlot 1 in New Carrollton Town Center recorded in Plat Book SJH 247-96, approved on June 22, 2017. Prior to approval of permits for buildings or structures, a new final plat shall be recorded to remove the outlot designation.

A variation request was filed with this DSP to eliminate the public utility easement along the US 50 ramp and along the southeastern property line of proposed Parcel 3, along Garden City Drive. However, a variation is applicable to the Subdivision Regulations and must be filed with a subdivision application, therefore, the variation will need to be filed with the final plat of subdivision.

- c. **Environmental Planning**—The Planning Board stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

### **Site Description**

The DSP is for a 15.50-acre site in the M-X-T Zone and the New Carrollton T-D-O Zone, located on the northern side of US 50, at its intersection with Garden City Drive. According to mapping research and as documented on the approved NRI, streams, wetlands, and floodplain comprise the regulated environmental features found on-site. The site is located within the Lower Beaverdam Creek watershed. Several areas of steep slopes occur on the property. The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Christiana Downer complex, Issue-Urban land complex, Russett-Christiana-Urban land complex, Sassafras-Urban land complex, Udorthents, Urban land, Urban land-Russet-Christiana, Urban land-Sassafras, Urban land-Woodstown, Zekiah-Urban land, and Zekiah and issue soils. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are mapped on-site. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. The site fronts on Garden City Drive, which is designated as a collector in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and is not regulated for noise; however, the site also abuts US 50, which is designated as a freeway, and is regulated for noise. There are no designated scenic or historic roads in the vicinity of the subject site. The property is within Environmental Strategy Area 1 of Plan 2035 (formerly the Developed Tier). According to the 2005 *Approved Countywide Green Infrastructure Plan* the site contains regulated, evaluation, and network gap areas.

### **Specimen Trees**

The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) of the Prince George's County Code as part of the development review process. There are no specimen trees that have been identified on-site. A variance is not required because no specimen trees have been identified on-site.

### **Primary Management Area**

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding:

**The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

A statement of justification was submitted and reviewed as part of PPS 4-16023. No new impacts are being proposed with the current application, therefore, a new statement of justification is not needed.

**Stormwater Management/Erosion and Sediment Control**

The site has an approved SWM Concept Letter and Plan (38437-2016-00) that shows the use of micro-bioretenment. An Erosion and Sediment Control Plan (FSC 108-17-01) was submitted. A paving, stormdrain, and SWM plan was also submitted. No additional information is required with regard to SWM/erosion and sediment control.

The Planning Board approved Detailed Site Plan DSP-16043-01 and Type 2 Tree Conservation Plan TCP2-036-2016-01, subject to two environmental conditions that have been incorporated into this resolution.

- d. **Transportation Planning**—The Planning Board reviewed the applicable previous conditions of approval and provided the following summarized comments:

An overall circulation exhibit was submitted for review. The development plans should be designed with effective and efficient circulation, in an effort to encourage potential residents to utilize multimodal transportation options. The network of connectivity options proposed includes pedestrian/bicycle routes, combined with car and bus travel lanes, that are proposed to work in concert with one another.

Finally, it is important to note that the TDDP recommends the establishment of an area-wide transportation demand management (TDM) district, as well as, the provision of attractive lighted bus shelters, posted bus route maps and schedules, installation of “Next Bus” message signs at all bus stops, and installation of an appropriately designed wayfinding signage system throughout the district. As of this writing, the New Carrollton TDM district has not been established.

Based on the preceding findings, the Planning Board concluded that the proposed DSP, as submitted, is in conformance with all applicable development standards and guidelines, and is in substantial compliance with the transportation requirements of a DSP.

- e. **Trails**—The Planning Board provided an analysis of the DSP application referenced above for conformance with the MPOT and the New Carrollton TDDP/TDOZMA in order to implement planned trails, bikeways, and pedestrian improvements.

Two master plan trail/bikeway recommendations impact the subject site. Sidewalks and designated bike lanes are recommended along Garden City Drive, and the TDDP makes a long-term recommendation for a bridge over the Metro tracks connecting the subject site with Ellin Road, near Hanson Oaks Drive to the north. It appears that the road dedication and proposed streetscape along Garden City Drive will accommodate the recommended bike lanes.

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

Providing attractive and accessible sidewalk access from the surrounding public rights-of-way and sidewalks is important. Pedestrians should be able to access buildings from the roads on a complete sidewalk and walkway network. The TDDP included a number of standards related to bicycle and pedestrian facilities, which are copied below:

### **Bicycle Parking**

**Intent: To ensure the construction of bicycle parking facilities that provide convenient access to adjoining uses without compromising pedestrian/bicyclist safety and the quality of the streetscape environment.**

### **Standards**

- **Materials: All bicycle parking areas shall be coordinated with DPW&T and/or SHA as appropriate.**
- **Bicycle Space Required Number: The minimum number of required bicycle parking spaces shall be one bicycle space for every 20 off-street vehicular parking spaces. Single-family dwelling units shall be exempt from all bicycle parking requirements.**
- **Bicycle Space Dimensions: Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking spaces.**

Based on the 832-vehicle parking spaces proposed, a minimum of 40 bicycle parking spaces are required per the TDDP. This parking should be located within the parking garage, although a small amount of bicycle parking may also be appropriate near the building entrance. The Planning Board required that bicycle racks, accommodating a minimum of 40 bicycles, and five bicycle lockers be provided.



Based on the preceding analysis, and in terms of pedestrian and bicycle use, the Planning Board concludes that the proposal is consistent with the purposes of the M-X-T Zone, will generally fulfill the intent of the TDDP, and provides pedestrian and bicycle facilities on the property.

- f. **Prince George's County Health Department**—The Environmental Engineering/Policy Program of the Health Department provided comments on the DSP-16043 approval. No comments were received from the Health Department at the time of the writing of this report.
  - g. **Prince George's County Fire/EMS Department**—At the time of this resolution, no comments were received from this office.
  - h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— At the time of this resolution, no comments were received from DPIE.
  - i. **Prince George's County Police Department**— At the time of this resolution, no comments were received from this office.
  - j. **Washington Metropolitan Transit Authority (WMATA)**— At the time of this resolution, WMATA did not offer official comments on the subject application.
  - k. **Maryland State Highway Administration (SHA)**— At the time of this resolution, no comments received from SHA.
  - l. **Washington Suburban Sanitary Commission (WSSC)**—In an email response dated May 3, 2018, WSSC provided standard comments on the subject DSP that have been transmitted to the applicant. WSSC's requirements will be enforced through their separate permitting process.
  - m. **City of New Carrollton, Town of Landover Hills, and City of Glenarden**— At the time of this resolution, no comments were received from the above municipalities.
14. 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 multifamily residential and retail uses and is consistent with the land use vision of the Metro Core Neighborhood, which is to create a compact, high-density, pedestrian-friendly mixed-use center around the New Carrollton Metro Station to provide significant employment and retail. The DSP includes one four-to six-story multifamily building with first-floor retail close to the plaza area, adjacent

to the office building and parking garage. The DSP conforms to most of the mandatory requirements of the TDDP, except for standards for which the applicant has requested that the Planning Board apply transit district 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)(3).

**(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 within the Metro Core Neighborhood and 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 M-X-T Zone. The Planning Board conclude that the DSP meets the requirements of the T-D-O and M-X-T 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;**

The multifamily building is oriented toward both the main entrance, Drive A, and Garden City Drive, which is the main street of the Metro Core Neighborhood. The first floor of the building that is along the main entrance, Drive A, is to be occupied predominantly by retail space, along with amenity space of the multifamily building. The façade design of the building incorporates many contemporary, multifamily, residential, architectural design elements. The main entrance, Drive A, which is the only vehicular access off Garden City Drive, leads to the plaza area surrounded by the entrances to the office building, the parking garage, and the proposed multifamily building. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

**(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 DSP for a multifamily building (known as Phase 1B) is the second part of the first phase of redevelopment of the area and is generally compatible with the office and garage buildings that were approved in Phase 1A. All future buildings will need to demonstrate compatibility with the proposed building in this DSP and the existing office

and garage building. The proposed building and the buildings in Phase 1A are the first substantial new development in the Metro Core that will improve the appearance of the area significantly.

- (F) **Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 meet the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.**

This requirement does not apply to the subject application because there is no total minimum required parking spaces.

15. Section 27-285(b)(4) provides the following required finding for approval of a DSP:

- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

The Planning Board concluded that the regulated environmental features on the subject property have been preserved and/or restored in a natural state, to the fullest extent possible, based on the evaluation provided with PPS 4-16023.

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:

- A. *APPROVED Amendments to the 2010 Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment standards, as follows:*

**Metro Core Neighborhood**

1. To allow the build-to line to be measured 31 feet from the edge of the curb for the Garden City Drive frontage and 19.6 feet from the curb along the parallel parking spaces on Drive A.
2. To allow the lot coverage for the proposed multifamily building to be 51 percent of Parcel 3 and its frontage occupancy of 56 percent on the Garden City Drive frontage.
3. To allow less than 50 percent of the ground-floor frontage to be for retail use.
4. To allow this building to use the Green Globes green building rating system.

### **Plaza**

1. To allow the ground-floor building frontage facing a commercial-area plaza to have less than 75 percent retail uses.

### **Streetscapes**

1. To allow no environmental site design features in the right-of-way.

### **Bike Details**

1. To allow no bike lanes in the private access drive.

### **Crosswalks, Curb Extensions, and Medians**

1. To allow WMATA standards for crosswalk design.
2. To allow all curb radii of the intersection to be designed at 15 feet.

### **Lighting of Public Streets and Spaces**

1. To allow LED street lights.

### **Functional Relationship of multifamily and Other Residential Buildings to Surrounding Public Spaces**

1. To allow full balcony for 15 percent of the units and Juliette balcony for 48 percent of the units.

### **Building Façade Treatments**

1. To allow use of improved exterior insulation and finish system (EIFS), limited to the second floor and above.

### **Signage**

1. To allow internally lit channel letters for building-mounted and storefront signage.
- B. DISAPPROVED the proposed rooftop sign and APPROVED the signage, as shown on Applicant's Exhibit 1.
- C. APPROVED Detailed Site Plan DSP-16043-01 and Type 2 Tree Conservation Plan TCP2-036-2016-01, New Carrollton Town Center, Phase 1B, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
  - a. Provide the permitted and proposed floor area ratio information on the DSP.
  - b. Show and label the right-of-way width on Garden City Drive.
  - c. Remove “not part of this application” on Parcels 6 and 7.
  - d. Revise the Type 2 tree conservation plan (TCP2), as follows:
    - (1) Revise the Owner’s Awareness Certification block to type-in the name and title of the individual signing the plan, below the signature line, and have the property owner sign.
    - (2) Revise the TCP approval block to the current standard containing a column for the reason for the plan revision.
    - (3) The following note shall be placed below the TCP approval block:

“An off-site woodland conservation easement has been recorded in the land records to meet the 2.22-acre requirement (L. 39610 F. 557).”
    - (4) Show all parcel label information on the cover sheet.
    - (5) Revise the title of the plan to indicate that the current revision is for Parcel 3.
    - (6) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
  - e. The elevations for the façade facing Garden City Drive (east) and the main access road (north) shall be revised per Applicant’s Exhibit 1.
  - f. Relocate the rooftop sign to be integrated with the proposed building, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
  - g. Revise the bicycle and pedestrian impact statement exhibit to include Prince George’s County Department of Public Works and Transportation STD. 300.24 and STD. 300.25. The nonstandard shelter specification currently shown should be removed.

- h. Provide bicycle parking including a minimum of five bicycle lockers and bicycle racks accommodating 35 bicycles.
  - i. Remove the details of the pole lights from the landscape plan.
  - j. Provide the required amount of recreational facilities.
- 2. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall submit a variation request to Section 24-122(a) of the Subdivision Regulations, in accordance with Section 24-113 of the Subdivision Regulations, for any location where a 10-foot-wide public utility easement has not been provided along a public right-of-way.
- 3. Prior to approval of the first building permit, the applicant shall:
  - a. Provide a final building shell analysis prepared by a professional engineer, with competency in acoustical analysis, and include the analysis in the permit, based on the final building design.
  - b. Provide a noise certification prepared by a professional engineer, with competency in acoustical analysis, and include it in the permit stating that the interior noise levels have been reduced to 45 dBA Ldn or less through the proposed building materials as identified in the final building shell analysis.
- 4. Prior to approval of the use and occupancy permit, all exterior and interior recreational facilities shall be complete and open to the residents.

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 Geraldo, with Commissioners Washington, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, June 21, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 12th day of July 2018.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:HZ:gh