

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 February 16, 2017 regarding Detailed Site Plan DSP-16043 for New Carrollton Town Center, Phase 1A, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) application proposes development on Parcels 1 and 2 to construct an eight-story commercial office building and a seven-story parking garage as Phase 1A of a multiphase mixed-use development.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/T-D-O	M-X-T/ T-D-O
Use(s)	Parking	Office and retail
Acreage:	-	15.5
Floodplain	-	3.62
Net acreage	-	11.88
Parcel 1—office and retail		1.45
Parcel 2—parking garage		2.21
Parcel 3—grading only		2.35
Parcel 4—access drive and existing WMATA bus loop		5.86
Parcel 5—grading only		0.86

PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Required	Provided
Parcel 1 – 200,000 sq.ft. office and 2,000 sq.ft. retail	No minimum parking required	592 spaces in garage
Parcel 2 – Parking garage	No minimum parking required	811 spaces*
Parcel 3 – Vacant (future multifamily)	No minimum parking required	65 spaces
Parcel 4 – WMATA facilities	No minimum parking required	TBD spaces
Parcel 5 – Vacant (future commercial)	No minimum parking required	0 spaces
Total	No minimum parking required	811 spaces*

Summary of Parking	Required	Provided
Standard Spaces	--	811 spaces**
Compact Spaces	--	0 spaces
ADA Spaces (Total)	18 total spaces	11 spaces
ADA Spaces (Van-Accessible)	5 spaces	5 spaces

Loading Spaces

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
Retail – 2,000 sq.ft.	1 space for 2,000 to 10,000 sq. ft. of GFA	1 spaces
Total Loading	3 spaces required	2 spaces****

Notes: * The 811 parking spaces serve Parcel 1, future multifamily on Parcel 3, and Parcel 4 (WMATA) uses. The 811 includes the replacement parking of 1,150 spaces for WMATA.

** A Departure from Design Standards (DDS-636) has been requested for the reduction of parking space size to 8.5 by 19 feet for all spaces.

**** Section 27-583 of the Zoning Ordinance governs off-street loading space requirements for development in the Mixed-Use Transportation Oriented 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 (TDO) Zone does not have any standards for loading spaces. See Finding 7(d) below for more discussion of loading space arrangements.

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

Base Density Allowed	0.40 FAR
Total FAR Proposed	0.39 FAR (202,000/517,493*sq. ft.)

*Based on net acreage

3. **Location:** The property is located on the north side of Garden City Drive, in the northwest quadrant of its intersection with John Hanson Highway (US 50). The subject property is also located in the Metro Core Neighborhood of the 2010 *Approved New Carrollton Transit District Development Plan 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 also within the T-D-O Zone and include the New Carrollton metro parking garages to the northeast, the metro rail line to the northwest, and beyond single-family detached dwellings; John Hanson Highway (US 50) to the south; and Garden City Drive to the east.
5. **Previous approvals:** The New Carrollton TDDP retained the property in the M-X-T Zone and D-D-O Zones. On January 12, 2017, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-16023, pursuant to PGCPB Resolution No. 17-11, which included 25 conditions of approval. The site also has an approved Stormwater Management 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 first phase development of the New Carrollton Town Center, a mixed-use development proposed on Parcels 1 and 2, to construct an eight-story commercial office building with first floor retail and a seven-story parking garage. The development proposal is a public/private partnership and includes the reconstruction of the existing bus loop and metro parking areas on Parcel 4. The shared multi-level parking garage will serve the proposed office building users and tenants; a future multifamily residential building to be built in Phase 1B; and 150 spaces of replacement parking adjacent metro station WMATA. Parcels 3 and 5 are included on the DSP for purposes of grading only, and no development is being proposed. Parcels 6 and 7 are acreage 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.

Architecture

The office building design is a modern design proposed to be constructed of precast concrete panel in light grey and light beige colors. The roof is flat with a metal panel wall system at the top of the building. The precast concrete panel in light grey is covered with a waffle pattern architectural

feature of light beige, slightly protruding from the face of the building. The window glaze is a pewter metal finish system. All four sides of the building are treated similarly.

The parking garage is proposed as a combination of precast concrete columns, spandrels, and wall panels. The east elevation is the face of the building visible from the office building and is the entrance for both vehicles and pedestrians. This elevation contains a stairwell on the left side of the elevation which is labeled as a glazed aluminum curtain wall system, for high visibility. The remaining façades are utilitarian in design with reveals added to the concrete systems.

Lighting

The application is specifying standard downward-facing light fixtures on poles to be provided in the parking lot. The details and specification indicate that the poles and fixtures are standard WMATA lighting style.

Signage

The application only includes building-mounted signage. The office building proposes signage on all four sides of the building at the top and proposes internally-lit channel letters. The parking garage includes four programmatic banners, sized 36 feet in height and 15 feet in width, as scaled from the plans. These banners are shown on the north elevations only, advertising to metro riders. These banners will not advertise products or off-site businesses, but rather are intended to promote programs of health and wellness messages associated with the prime tenant of the office building. To ensure the banner program is permitted, the applicant has requested an amendment to the development standard.

Loading and trash facilities

Loading and trash facilities are proposed interior to the office building.

Green Building Techniques

The following green building and sustainable site design techniques are proposed by the applicant for the office building:

“Urban Atlantic: Kaiser Permanente Building (UA:KPB) is a 200,000 square foot Core and Shell commercial office building development is located at 4700 Garden City Drive, Hyattsville Maryland. To ensure the project’s sustainability and human health objectives are achieved, the project developed pathway for LEED Silver Certification. This pathway to LEED Silver takes a holistic approach to sustainability that prioritizes connectivity with the surrounding dense urban fabric, ensures resource efficiency and promotes human health and wellbeing. While building development is still underway, the following narrative concisely explains intended sustainability outcomes.

“DENSE URBAN DEVELOPMENT

“Urban Atlantic’s strategic decision to redevelop an existing site reduces the project’s potential impact on local ecosystems. Additionally, the green rooftop enhances occupants’ experience through a connection to the outdoors, minimizes heat-island effects and

simultaneously supports local wildlife. A much anticipated multifamily residential project and multiple businesses expected to be within a half mile walk of the project site, encourages walking over alternative modes of transportation. Additionally, site access to two metro stations, multiple bus stops and a greyhound bus station significantly curb carbon emissions associated with driving to and from the site.

“WATER, ENERGY & MATERIAL CONSERVATION

“Resource conservation plays a critical role in the water and energy sustainability objectives set by the project. In an effort to attain only the maximum water savings possible the team has opted to install low flow fixtures. This will include water closets, lavatory faucets, pantry sinks, etc. In addition to water savings, significant energy savings will be achieved throughout the project’s life. Mechanical, heating and cooling systems are designed to reach a fourteen percent (14%) improvement on building performance compared to ASHRAE 90.1’s mandatory provisions and prescriptive/performance requirements; long-term energy tracking and conservation is enabled through the tenant-sub metering. The building envelope includes high performance low-e glazing, extensive vegetative roof systems, and is commissioned for thermal breaking and moisture management for energy efficiency and occupant wellbeing. The building superstructure and exterior cladding is comprised of a combination of locally sourced and high recycled content materials.

“INDOOR AIR QUALITY & HUMAN HEALTH

“The project’s integrated design approach ensures that all building design decisions work in concert to support the occupant’s overall experience. Humans spend 90% of their time indoors, making indoor air quality a critical component for human health. Strict minimum indoor air quality ventilation standards, materials chamber testing criteria and construction protocols were adopted to safeguard indoor air quality. In addition to maintaining healthy indoor air, access to daylight increases occupant satisfaction while amenities such as bike storage, and showers encourage biking and promote physical activity.

“In choosing to pursue LEED Silver Certification Urban Atlantic: Kaiser Permanente Building development has become a more desirable space for prospective tenants, an asset to its local community and steward of its economic and environmental resources.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) Projects, and the requirements of the T-D-O Zone of the Zoning Ordinance:
 - a. Section 27-546(d), Site Plans, of the Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

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

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 of the Zoning Ordinance, 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 DSP proposes to develop a site within one-half mile of the New Carrollton Metro Station, with an office building and a parking garage on separate parcels. In order to achieve this, grading is also proposing to impact other parcels and all is part of the DSP application. 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 Prince George's 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 Prince George's 2035 identifies 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. This first phase of the development provides for 200,000 square feet of office and 2,000 square feet of retail uses. A parking garage will serve the subject uses, along with WMATA replacement parking and a future multifamily development.

- (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 the two lots where this plan proposes development; Parcels 1 and 2. For the overall site, as envisioned by the 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 metro station. This location is so well served by public transportation that a person will not need an automobile to access the 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 metro and the future anticipated multifamily residential development for Phase 1B will encourage activity in the area by the future residents 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 mix use proposed in the building blends together the retail and office uses that will serve the future workers and customers.

- (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 is an eight-story office building and a seven-story parking garage. 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 first phase of a multi-phase development. The site design of the subject DSP features extensive lot coverage on Parcels 1 and 2, 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 Transit District Development.

- (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 achieve excellence in design, in an economically-feasible manner.

- (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 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment (TDOZMA)*. The proposed development is the first phase of a larger development in conformance with the TDOZ standards. See Finding 8 below.

- (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 front façade of the office building as oriented toward Garden City Drive and the parking garage will be tucked behind a future multifamily building, as viewed from the main access into the development and the metro station. In accordance with the section above, the ultimate development of the property should 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 metro rail line is equally important.

- (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 roadway and the railway of WMATA and Amtrak.

- (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 office building use will enhance the quality of and contribute to the vitality of the transit district, while at the same time providing key elements to ensure that each building complex is successful. The proposed building complex for Phase One includes the eight-story office building with first floor retail and the associated seven-story parking garage. This portion of the development is capable of sustaining itself.

- (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 the first of a multi-phase development. The breakdown of the phases of development is as follows:

Phase 1A

Building 1

Office/Retail

Building 2

Parking garage

Phase 1B

Multifamily

Each of the pods of development is designed as a self-sufficient entity that will allow effective integration of future phases. Additional development is anticipated in future phases across Garden City Drive.

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

This project is designed 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.

- (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 finding does not apply to the DSP.

- (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 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.

- (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 only proposes to develop a portion of the land area, 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 27-547. - Uses permitted.

- (d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The subject application includes both office and retail uses in a single building.

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 FAR for the overall project will be approximately 0.39 in this first phase of the development. Each DSP should provide for the FAR as each is approved in phase.

(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 office and retail in one building on one parcel and the garage is on a contiguous parcel. 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 first phase of the development of this project.

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

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of an 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, in which the same lots were evaluated for frontage and access in the review of the PPS. It was determined at the time of the review of the PPS that Parcels 1 and 2, due to having frontage on the ramp to US 50, were denied access to

the roadway per Section 24-128(b)(9) of the Subdivision Regulations and access is provided through an access easement to Garden City Drive.

- c. In accordance with Section 27-107.01(a) (242.2)(B) of the Zoning Ordinance, the DSP is an eligible ETOD project as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where

- (B) for a constructed Washington Metropolitan Area Transit Authority (“WMATA”) Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform**

The subject site is located within one-half mile of the New Carrollton Metro Station platform. Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects as follows:

- (b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**

- (1) Use the best urban design practices and standards, including:**

- (A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**

The subject application is located within one-half mile of the New Carrollton Metro station. This portion of the proposed development would be considered high-density development.

- (B) Reducing auto dependency and roadway congestion by:**

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**

- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

(C) Minimizing building setbacks from the street;

The DSP provides an entrance roadway into the development in accordance with the concept plans of the TDDP. The office building is located at the terminus of the main entrance road that will serve the building.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP indicates the creation of blocks and grid patterns for future development of the overall site.

(E) Creating pedestrian-friendly public spaces; and

This DSP proposes a building complex on a portion of a larger property as the first phase of a multi-phased project. According to the site design as proposed, there are no public spaces such as a plaza, included in the DSP. However, the DSP does provide sidewalks on both sides of all roadways serving the development that will provide the residents and workers easy access to the New Carrollton Metro Station.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 is general design principles of urban centers as stated below:

Section 27A-209. – General Design Principles of Urban Centers and Corridor Nodes.

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**

- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**

- (i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The DSP is also consistent with the applicable design principals of Section 27A-209 of the Prince George's Zoning Ordinance regarding all of the following: building façades, complete streets, multimodal transportation options, active street fronts, well-defined street walls, and attractive streetscapes.

- (2) provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,**

The plans propose both office and retail uses, and a parking garage.

- (3) not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):**

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**

- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above prohibited uses is included in this DSP, and notes have been added to the plan listing the prohibited uses.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

- (c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility**

uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses within Parcels 1 and 2.

- (5) **Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.**

The application is generally compatible with the governing TDDP requirements, and where the application deviates from the TDOZ standards, the applicant has filed amendment requests in accordance with the requirements in the TDO Zone of the Zoning Ordinance. The DSP conforms to all of the applicable standards, except for those standards for which the applicant has requested amendments. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP (see Finding 8).

- (6) **Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.**

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

- d. 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)).**

Three off-street loading spaces are required by the Zoning Ordinance for the office/retail development based on the amount of square footage proposed for each use. The plans indicate only two spaces are provided within the office building. The applicant has stated that loading is proposed based on a share parking arrangement. The applicant stated the following in an e-mail dated January 31, 2017 (David Bickel to Susan Lareuse):

“There are 2 loading spaces proposed in the building that is has the office and retail use. These 2 spaces are connected to the same mechanical/utility areas that serve the entire building. The type office use proposed does not generate daily loading activities. Also the minimal size of the retail space is not a major loading generating factor. With the two uses combined, the proposed two loading spaces would see minimal use as it is, thus a third loading space is unnecessary for the function of this building that contains two uses.”

The Planning Board supports the proposal to share the loading spaces within the building between the office and the retail uses because it is unnecessary to require more than two spaces for the uses.

It should also be noted that loading facilities have certain design requirements as stated in Section 27-578 Loading Space Sizes. This Section requires loading spaces to be a minimum of 12 by 33 feet in size and the height of the overhead door into the enclosed loading area must be a minimum of 12 feet wide and 15 feet in height. The information shown on the plans does not clearly indicate conformance, therefore, a condition is included requiring the plans to be revised prior to certificate of approval.

e. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:

- (1) **Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.**

In this case, the applicant has not filed a conceptual site plan, and justification has been provided below, as stated in the applicant's statement of justification dated February 20, 2015:

"The 2010 Approved New Carrollton Transit District Development Plan does not require Conceptual Site Plan Approval ("CSP") if the Detailed Site Plan ("DSP") satisfies the seven New Carrollton TDDP components for each neighborhood listed on page 56 of the plan. The seven components are meant to guide development to achieve a transit-oriented development ("TOD") concept. The Applicant hereby respectfully submits that the proposed DSP satisfies each of the seven New Carrollton TDDP components for the following reasons:

"1. Preferred Land Use Plan (See Map 16. Preferred Land Use Plan)

"The Preferred Land Use Plan recommends mixed-use for Parcel A and institutional for Parcel B. Notwithstanding the fact that this is a preferred, not mandatory land use plan, the proposed development complies with this component and the overall vision. This application is the first phase of a mixed-use residential, commercial and retail center within walking distance to New Carrollton Metro Station. With regard to institutional uses, the Applicant submits that these uses are antithetical to the stated vision of the New Carrollton Metro Center as an urban center with a mix of high-intensity commercial office, retail, and residential uses serving Prince George's County and neighboring portions of the Washington metropolitan area. Under the Table of Uses, institutional uses include day cares (adult or children), hospitals, and churches. Therefore, the Applicant submits that the development, as proposed, fulfills the purpose and vision of the New Carrollton TDDP to a higher degree than if the Applicant were to propose an institutional use.

“2. Street Circulation Plan

“While there is no Street Circulation Plan in the New Carrollton TDDP, the development will be designed with effective and efficient circulation in order to maximize multimodal transportation. The proposed development utilizes a relocated shared bus circulation driveway which connects to the existing road network.

“3. Building Envelope and Block Standards and Guidelines

“The proposed development complies with this component as demonstrated in Section V. of this Statement of Justification. While the Statement of Justification includes requests to modify or amend a limited number of development standards, modifications are not only anticipated, but permitted pursuant to § 27-548.08(c)(2) of the Zoning Ordinance. Modified development standards demonstrate compliance with a TDDP component so long as the Planning Board finds that the proposed amendment will benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP. Thus, approval of a modified development standard demonstrates compliance with a TDDP component.

“4. Open Space and Streetscape Standards and Guidelines

“Please see the answer above.

“5. Parking Facility Standards and Guidelines

“Please see the answer above.

“6. Building Form and Scale Standards and Guidelines

“Please see the answer above.

“7. Appendix B: Leadership in Energy and Environmental Design (LEED) Background

“The current and future phases of development are being designed for LEED v. 3.0 certification.

“For all of the above-stated reasons, the Applicant respectfully submits that the proposed development demonstrates compliance with TDDP components at a conceptual level to satisfy all requirements for CSP approval.”

The Planning Board agrees that a CSP is not required to move forward with the development as proposed.

8. **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 TOD plan. The following discussion relates to the mandatory TDOZ standards, specifically those requirements in which the applicant has requested amendments to in accordance with Section 27-548.08(c)(3) as follows:

B. Metro Core Neighborhood (TDDP page 131)

Standards: (TDDP page 131)

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

Applicant’s Justification:

“The proposed office building is 20 feet from edge of curb where parallel parking is proposed and increases to a maximum of 28 feet from curb where the parking is not present on the edge of the private drive.”

The district development standards require buildings to sit along the established build-to line measured 20 feet from the edge of the curb. This standard is exceeded in areas where there is no parallel parking and therefore a waiver is needed. The applicant contends that the additional eight feet is needed for the totality of the drop-off area in front of the office building and 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.**

Applicant’s Justification:

“The proposed office building covers 25% of Lot 1 and the parking garage covers 40 % of Lot 2 thus a waiver of this standard is required. The office building occupies 92% of its frontage on the private drive. The garage has no frontage on a street for purposes of this standard.”

The transit district development standards require buildings to cover no less than 60 percent lot coverage and occupy 75 percent of their street frontage. The applicant requests an amendment for this design feature stating that the proposed office building will only cover 25 percent of Parcel 1 and the proposed parking garage will cover only 40 percent of Parcel 2. The applicant contends that Parcel 1 is oddly shaped with a significant portion of the lot running parallel to the railroad tracks while the western portion of Parcel 2 is limited by sensitive areas. The Planning Board agrees with this assessment and supports the amendment request. As for the 75 percent street frontage requirement, the proposed office building well exceeds this threshold while the parking facility fronts the “access way,” which is determined not to be a “street” according to the diagrams of the Transit District Development Plan.

C. General Open Space and Streetscape Standards and Guidelines (TDDP page 142)

Open Spaces (TDDP page 144)

Standards: (TDDP page 144)

- 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.**

Applicant’s Justification:

“Irrigation techniques for the ground cover will be provided to the extent that they are practical.”

The plan should be revised to provide for irrigation for the pedestrian areas of the site only. A separate plan indicating the location of irrigation systems should be provided prior to certification of the DSP.

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.**

Applicant's Justification:

“A waiver of this standard is required as the approved Stormwater Management Concept Plan does not require ESD features and it is the Applicant's understanding that 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 applicant is correct that the current requirements for environmental site design do not support the growth of shade trees (due to 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 request to waive the requirement for environmental site design within the streetscape.

Bikeway Details (TDDP page 156)

Standards: (TDDP pages 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)**
 - (1) **Vertical clearance for bike access shall be at least six feet.**
 - (2) **Bike lane shall be at least six feet wide.**
 - (3) **Identification consisting of mounted signage, lane stripes, and the international bike symbol shall be painted along the on-street pathway in accordance with county and/or state bikeway requirements.**

Applicant's Justification:

“Bike lanes are not proposed in the private access drive due to safety conflicts with bus traffic per WMATA directive. A waiver of this standard and the requirements of Table 8 is requested.”

Bike lanes are not shown on the private access drive connecting Garden City Drive to the proposed office building, per the direction of WMATA. 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 office building, bicyclists can use the eight-foot-wide sidewalk along either side of the road. The Planning Board supports the amendment proposed by the applicant at the direction of the operating agency.

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

Standards: (TDDP pages 157–158)

- 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.**

Applicant's Justification:

“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 a white reflective paint for high visibility to encourage motorists not to enter the crosswalk area upon stopping at traffic lights.

“Because of structural requirements of the roadway designed in accordance with WMATA standards, which serves a WMATA bus loop, a waiver of this standard is required. Instead, the road will be concrete with crosswalks painted with high visibility, reflective paint.”

The transit district development standards require that crosswalks be provided at all street intersections and shall be located within two feet of the intersecting streets and be at least 14-foot-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

due to structural elements of the roadway design in accordance with WMATA standards for bus loops, a waiver for this requirement is necessary noting that the road will be concrete with crosswalks painted for high visibility with reflective paint. The Planning Board accepts and supports this amendment request.

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

Applicant's Justification:

“To accommodate bus circulation on the access road designed in accordance with WMATA standards, which also serves as a part of the WMATA bus loop, the curb radius is 30 feet at the intersection of the private street with Garden City Drive. A waiver of this standard is required.”

The district development standards require 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, seems reasonable. The Planning Board supports this amendment request.

Lighting of Public Streets and Spaces (TDDP page 161)

Standards: (TDDP pages 161–162)

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)**

Applicant's Justification:

“We are providing LED lights and request a waiver from this requirement. We are requesting a waiver to provide LED lights.”

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

Off-Street Parking (TDDP page 166)

Standards: (TDDP pages 166–168)

1. **Materials: Construction materials for parking garages shall be selected according to the following list of permitted and prohibited materials.**
 - a. **Permitted:**
 - (1) **Brick and tile masonry**
 - (2) **Native stone (or synthetic equivalent)**
 - (3) **Precast masonry (for trim and cornice elements only)**
 - (4) **Gypsum Fiber Reinforced Concrete (GFRC—for trim elements only)**
 - (5) **Metal (for beams, lintels, trim elements, and ornamentation only)**
 - b. **Prohibited:**
 - (1) **Stucco/EIFS (cementitious finish)**
 - (2) **Split-faced block**
 - (3) **Concrete (except for parking deck surface)**
 - (4) **Concrete masonry units**

- (5) Faux wood grain**
- (6) Wood lap siding (horizontal configuration), smooth or rough-sawn finish**
- (7) Hardie-Plank equivalent or better siding**

Applicant's Justification:

“As shown on the elevations submitted with the site plan, the parking structure will be built of concrete for durability and safety. Architectural emphasis is included in the elevations on the east side facing the office building and the north side facing the tracks. The south side will be concealed by the multifamily building to be built in the next phase of development and the west side faces the elevated highway ramp to Route 50 and is not highly visible. Elevations with details of materials, design relief technique, colors and materials are provided; however, a waiver from the specified material list is required to allow concrete and block as indicated in the elevations.”

The Planning Board is concerned that the appearance of the garage from the view of pedestrians or motorists at the street level, and the view of the garage from the riders on the Metro should present an attractive structure with special care in the detailing to ensure that the parking structure does not detract from the viewshed of the overall site, or become an unattractive feature in the landscape. The transit district development standards include on page 166 a list of “permitted” and “prohibited” construction materials for parking garages. The parking garage is proposed as a combination of precast concrete columns, spandrels, and wall panels. The east elevation is the face of the building visible from the office building and is the entrance for both vehicles and pedestrians. This elevation contains a glass covered stairwell on the left side of the elevation which is labeled as a glazed aluminum curtain wall system. This elevation also includes an architectural precast concrete shear wall with reveals. An enhanced architectural design would provide a sense of place and be attractive as well. The applicant could provide attractive materials on three of the four sides of the garage (the fourth side of the garage will connect to a multifamily building and is anticipated to be entirely hidden from view). The garage will be highly visible from the metro tracks. In addition, landscaping could be used to offset some of the architectural treatment but no landscaping is proposed at the base of the parking garage. The proposal architectural exterior treatment of the parking garage does not meet the high standards established by the transit district development standards. Consideration will be given to the anticipated attachment of the multifamily building to the parking garage. Further, the plans should be revised to provide for the use of columnar evergreen tree plantings along the north and west elevations

to hide the utilitarian design of the building along those elevations, to the extent possible. The Planning Board supports a limited amendment for the use of the materials as dictated by the TDDP.

- 4. Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground-floor building facade fenestration shall be 75 percent along its street frontage.**

Applicant's Justification:

“The parking structure facades are comprised of bands of finished concrete separated by horizontal open areas which allow for flow of air and transparency. The south façade is to be joined to the multifamily building planned for Phase 1B and for fire protection reasons, openings in the façade are restricted. A waiver of the standard is required for the south façade. In order to meet code requirements for ventilation, openness in garage structures is measured as a percent of perimeter area and length on a level by level basis. Because the southern elevation of the garage is to be joined to the future multifamily building, no openings are proposed there to maintain safe fire protection standards. That solid wall brings down the overall percentage of openness per perimeter area length. The percentage meets code requirements and ranges from approximately 20% to 25% for perimeter area per tier and 49% to 54% for perimeter length per tier.. If the solid wall on the south elevation is not counted in the calculations, the openness percentage rises to a range of approximately 28% to 42% for perimeter area per tier and 60% to 68% for perimeter length per tier. Openness on the south façade is not required for this standard because access to the corridors on that side will be restricted for security reasons when the multifamily building is completed. A waiver of the 75% requirement is requested to allow approval of the garage design as presented in the site plan elevations. However, if the intent of the standard is to ensure that the provided open areas provide at least 75% transparency, the garage design achieves 100% transparency in the openings. The ground floor fenestration requirement does not apply because the garage does not front on a street and is served by a private driveway.”

The applicant also provided the following discussion in an e-mail dated January 26, 2017 as follows:

“Please note, I had a long discussion with our garage consultant and he thinks that the standard discussing openness of garage facades does not make sense. He says it is virtually impossible from a structural sense to

achieve a total open space per façade of 75%. The open areas will always be less. I have given you some calculations bases on façade area and façade length by level. But he insists the only relevant issue is where there are open spaces are they transparent so that folks can see through for safety. Our openings are 100% transparent. He said the standard is probably trying to prevent mesh or other coverings that would obstruct views and therefore it limits these obstructing devices to no more than 25%. If that interpretation is correct we do not need a waiver.”

Based on the above, it is not possible to achieve the transit district development standard requiring a minimum of 75 percent transparency of the building façade fenestration to provide visibility for pedestrian safety and a ground-floor facade fenestration of 75 percent along its street frontage. If the standard meant the opening should be 75 percent transparent, then the applicant has met this requirement for three sides of the parking structure. The applicant contends that in order to maintain fire protection standards for the proposed multifamily structure, a waiver for the fourth elevations is necessary. The Planning Board agrees and supports this aspect of the amendment request, in order to allow the attachment of the future multifamily building to the face of the parking garage on the south side of the building.

5. **Façade Treatments for Parking Structures: Parking structure facades that are visible from the street or other public place shall consist of high quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. The appearance of the facades that are visible from any public street or space shall mimic the architecture of the adjacent buildings. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets.**

Applicant’s Justification:

“The parking structure east façade is the only façade visible from the street. It will incorporate architectural precast concrete with a light sandblast finish and reveals, aluminum curtain wall system and ribbed metal panels. Enhanced treatment is provided on the north facing façade visible from the rail tracks. Elevations submitted demonstrate coordination with office architecture.”

The transit district development standards require that parking structure façades visible from the street feature high quality materials (see page 166), and mimic the architecture of adjacent buildings. At present, the east façade is the only area that

can be seen from the “access way.” However, the views from metro rail is equally important. See discussion relating to Off-Street Parking, Materials, directly above.

- 6. Parking Structure Height: Structured parking shall be between two and five stories in height, depending on the neighborhood in which the facility is located (see “General Building Envelope and Sites”). Parking garages shall not exceed the height of the surrounding buildings.**

Applicant’s Justification:

“A waiver of this requirement is required in order to accommodate WMATA parking, the parking structure is up to 7 stories high. It is lower than the adjacent Office Building, but one to two stories higher than the future adjacent multi-family building.”

The transit district development standards require that structured parking be between two and five stories in height, depending on the neighborhood in which the facility is located. Parking garages should not exceed the height of the surrounding buildings. The applicant contends that the taller structure will be as tall as seven stories to accommodate some of the WMATA parking. To ensure that adequate parking is available for both the adjacent office building and the future multifamily structure, the Planning Board supports this modification. This amendment requires review and approval by the District Council.

- 10. Parking Structure Stairwells: Parking structure stairwells shall provide uplighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.**

Applicant’s Justification:

“The stairwells use an aluminum glazed curtainwall system and up-lighting (per requirements) to provide high visibility and openness. As shown on the submitted elevations, the project proposes open riser construction for which a waiver is required.”

The applicant clarified verbally that the proposal includes a closed riser construction, rather than open riser construction. The Planning Board supports the requested amendment.

Signage (TDDP page 176)

Standards: (TDDP page 176)

- 1. Basic Building Sign Design Requirements: Building signs shall be constructed of quality materials. Signs shall be simply designed, contain only essential information, and shall serve to identify the name, business type, company logo, and street address of the business establishment.**

Applicant's Justification:

"A signage package for the office building is included. The office building signage complies with this standard. A program of seasonal banner signage is proposed for the garage façade. This program will provide programmatic information related to the office user and will serve as architectural enhancement for the parking structure. A waiver is needed to accommodate this proposed signage."

The transit district development standards require that building signs use only quality materials and serve to identify the name, business type, company logo, and street address of the business establishment. The signage for the office building appears to comply with this standard. The standard does not appear to address a program for banner signage proposed for the garage façade as clarified by the applicant. The plans indicate four banner signs, 36 feet high and 15 feet wide. These signs should only advertise programmatic information, not products or services from off-site vendors. Therefore, the Planning Board supports the banners, but feels that the size should be reduced to 24 feet high and 12 feet wide because of the close proximity (approximately 90 feet) of the parking garage to the metro tracks.

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

Applicant's Justification:

"No box signs are proposed. The office building signage will consist of wall mounted channel letters internally lit by white LEDs. A waiver of the prohibition on back lighting is required. The waiver is justified because the channel lettering is a quality alternative and no box signs are proposed."

The transit district development standards require that signs be externally lit and designed to illuminate the sign face only. Box signs are prohibited. The applicant proposes to meet this requirement with wall mounted channel letters internally lit with white LED lighting on the office building. This amendment appears to be a quality alternative that does not impair the vision of the TDDP. The Planning Board supports this amendment request.

The Planning Board found the following transit district development standards that warrant discussion:

6. Off-street parking shall be in parking structures.

Applicant's Justification:

“All off-street parking for the office building is within the parking structure. 18 parking spaces are associated with the private drive entry road and WMATA bus loop.”

The transit district development standards require all off-street parking be located in parking structures. This standard is not met with the 18 parallel parking lots along the access road and the parking in front of the office building comprising the drop-off area (see Standard 4). The applicant contends that these parking spaces accent the access road and are associated with the WMATA bus loop requirements. The Planning Board accepts this explanation and, since the parking is not parking of the private development aspect of the office building, the Board agrees with the applicant that an amendment to this requirement is not required.

8. Parking facilities shall be screened from the street with either ground-floor “liner” commercial retail/ office uses plus upper-floor facades that mirror the architecture of adjacent buildings, or full-height “liner” commercial/residential uses.

Applicant's Justification:

“Current phase structured parking is positioned without street frontage so as to avoid any detrimental impact on the public realm. The proposed parking garage is located at the rear of the site adjacent to the rail tracks and is served by a private driveway with no frontage on a street as this guideline is intended to cover. When the Phase 1B multifamily building is constructed a large portion of one full façade of the garage will be screened by the residential building. Elevations of the garage are included with the Detailed Site Plan.”

The parking garage will ultimately be screened from the direct line of sight from Garden City Drive once the multifamily building in Phase 1B is constructed. The applicant acknowledges the need for an amendment until which time Parcel 3 is developed (Phase 1B). The Planning Board grants a temporary waiver at this time.

Street Type Specifications (TDDP page 152)

Guidelines (TDDP page 153)

- 1. Vehicular travel lanes should not exceed 11 feet in width. Wider lanes encourage traffic to move at higher speeds that endanger the safety of pedestrians, waiting transit riders, and bicyclists.**

Applicant's Justification:

“Travel lanes wider than 11 feet have been designed to accommodate WMATA bus traffic and circulation as part of their requirement. A waiver is required to accommodate bus lanes of 12-13 feet. Additionally, for safety reasons no bike lanes are provided in the private access drive to avoid conflicts with buses per WMATA directive. Extra wide sidewalks of 8 feet are provided to allow for the short passage of bikes to the office building and for pedestrian access to the metro station. A cross section of the access drive is provided on the Detailed Site Plan.”

This guideline requires that vehicle travel lanes do not exceed 11 feet in width. Wider lanes encourage traffic to move at higher speeds that endanger the safety of pedestrians, waiting transit riders, and bicyclists. The applicant contends that to accommodate WMATA bus traffic and circulation standards, a 12- to 13-foot travel lane is needed. Therefore, the Planning Board is in agreement that the applicant must follow the WMATA requirements and cannot meet the guideline.

Building Façade Treatments (page 174)

Standards: (TDDP page 174)

- 1. *Permitted Building Façade Materials:* Street-facing building facades shall be faced with quality materials such as brick, stone, or masonry.**

Applicant's Justification:

“Current phase street facing buildings are faced with quality materials including architectural pre-cast concrete detailed with recesses, reveals, colors, and textures. Elevations are included with the Detailed Site Plan.”

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.

Applicant's Justification:

“Current phase building façades will not include prohibited materials.”

The application provides precast concrete with texture recesses, and colored precast concrete.

Building Façade Treatments (TDDP page 174)

5. ***Building Frontages as Storefronts:*** Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.

Applicant's Justification:

“Current phase building retail frontages comply.”

The transit district development standards require that façades on retail frontages be detailed as storefronts with no less than 70 percent of ground floor retail frontage glazed with clear glass. The Planning Board finds that details of this calculation should be submitted prior to certificate approval of the plans.

Building Fenestration (Design of Window and Door Openings) (TDDP page 175)

1. ***Direct Street Access for Retail Uses:*** All individual retail uses shall have visible and direct street access and shall be recessed or framed by a sheltering element such as an overhang, arcade, portico, awning, or other element.

Applicant's Justification:

“As current phase architectural program and designs develop, direct street access for retail uses will be incorporated where appropriate and will address guideline requirements accordingly.”

The transit district development standards require that individual retail uses have visible and direct street access and be recessed or framed by a sheltering element such as an overhang, arcade, portico, awning, or other element. The applicant needs to show that the sheltering element for retail uses has been met prior to certificate approval of the plans.

9. **Preliminary Plan of Subdivision 4-16023**—The subject property is located on Tax Map 51 in Grid F-2 and Tax Map 52 in Grid A-2, is approximately 15.5 acres; and zoned Mixed Use–Transportation Oriented (M-X-T) within the Transit District Overlay (T-D-O) and subject to the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP). The site is currently known as Parcel A recorded in Plat Book 58-70 and Parcel B recorded in Plat Book 58-55 which are the subject of an approved PPS 4-16023, pursuant to PGCPB Resolution No. 17-11.

The overall PPS includes 30.13 acres and proposes 12 parcels for mixed-use development. The development proposal included in the subject DSP is the first phase of the development and is consistent with that evaluated with the approved PPS.

Several conditions of approval of the PPS apply to the DSP, which should be revised to be consistent with the conditions, 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 was evaluated by the Planning Board and a determination made that the proposed development is well 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 therefore conforms to this condition.

6. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:**
 - a. **Dedicate the rights-of-way along the property's street frontage consistent with the approved preliminary plan of subdivision or as modified by the approved detailed site plan. Dedication of right-of-way shall occur in phase with the platting of each parcel having frontage or access along Garden City Drive, Pennsy Drive and Corporate Drive. The phased right-of-way dedication shall have no impact on the current operation of these roadways which are currently and shall remain open to traffic and are needed to support the findings for adequate transportation facilities for the development. This condition shall also be placed on the PPS prior to signature approval as a general note.**

This condition is enforceable at platting of each parcel having frontage or access along the noted roadways. However, the DSP should show prior to certification the dimension of the right-of-way for Garden City Drive on the site plan in accordance with Sheet 6 (Street Sections) of the DSP plan set and any realignment of the centerline of the street. The submitted plan includes street cross sections for Garden City Drive that conform to the requirements of the TDDP's Complete and Green Streets and consistent with the requirements of this condition that shows a total of 99 feet of needed right-of-way for Garden City Drive in the vicinity of the proposed access driveway.

7. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP), the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**
 - a. **Right-of-way dedication along Garden City Drive shall range from 97 to 102 feet in width. Improvements within the right-of-way shall include sidewalks meeting TDDP standards and designated bike lanes, with the details being determined at the time of detailed site plan.**
 - b. **The design details for Garden City Drive shall include an appropriate transition/terminus for the end of the bike lanes along Garden City Drive in the vicinity of Ardwick-Ardmore Road.**
 - c. **Per Table 8 of the TDDP, the width of the bike lanes along Garden City Drive shall be revised to six-feet wide (including the gutter pan), unless modified with the approval of the detailed site plan.**

All improvements within the public right-of-way are subject to the approval of the Prince George's County Department of Permitting, Inspections and Enforcement at the time of permitting.

The proposed street section was reviewed and determined by the Planning Board for adequacy and conformance to the requirements of the TDDP. The submitted plan includes street cross sections for Garden City Drive that conforms to the requirements of the TDDP's Complete and Green Streets and consistent with the requirements of this condition showing a total of 99 feet of needed right-of-way for Garden City Drive in the vicinity of the proposed access driveway.

- 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.**

This issue is addressed by the Planning Board in Finding 13.

- 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.**

The submitted plan includes street cross sections for Garden City Drive that conforms to the requirements of the TDDP's Complete and Green Streets and consistent with the requirements of this condition with modification per the County and the Washington Metropolitan Area Transit Authority (WMATA) construction and operational requirements and standards showing a total of 99 feet of needed right-of-way for Garden City Drive in the vicinity of the proposed access driveway.

- 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 does not propose development on Parcels 5, 6 and/or 7 at this time. However, Sheet 4 of the DSP includes improvements to the WMATA property. Any future DSP or revision to this DSP, which proposes development on Parcels 5, 6 and/or 7 would require the 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 has asked for relief from the TDDP development standard of the same language. See Finding 8 for the discussion relating to the development standard.

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.**

The NRI has been revised.

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 65dBA 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 45dBA Ldn or less.**

This requirement relates to residential development and not to the development of an office and retail uses. No residential uses are included in this DSP.

10. **2010 Prince George's County Landscape Manual:** The 2010 *Prince George's County Landscape Manual* (Landscape Manual) is superseded by the standards in the TDDP per the following statement on page 128 of the plan:

“Unless stated otherwise, these design standards and guideline replace the standards and regulations contained in the landscape manual and the zoning Ordinance of Prince George's County.”

The TDDP requires that landscape plan have specific submission requirements that have been met except for the requirement for an irrigation plan, which is included as a conditions of approval of the plans. The sector plan also requires the use of native species to the greatest extent possible. The landscape plan only provides for two of the seven species proposed as native, therefore, a condition relating to investigating future use of native species is recommended. In regard to design, the TDDP requires that landscaping be used to frame building, in this case more framing of the buildings is needed to enhance the view of the structure from the public metro tracks.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County 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 the current DSP application.

The woodland conservation worksheet 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 2.06 acres. The woodland conservation requirement is proposed to be met entirely off-site. The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The plan must be signed by a qualified professional. The owner's awareness certification block must be signed by the property owner, with the name and title of the person signing the plan typed-in below the signature line. The legend on Sheets 2 and 3 must be revised to provide labels for all symbols.

The LOD shown on the plan does not match the LOD shown on the PMA impact exhibits. The final LOD must be shown on the plan. Temporary tree protection fence has been shown along the existing treeline and must be adjusted to be shown along the edge of the LOD where trees and vegetation are to remain, regardless of the designation of the trees for woodland conservation calculation purposes. All parcel information has been provided on the plan except for Parcel 2; the parcel information for Parcel 2 must be added to the plan. The label stating that Parcels 6 and 7 are not part of the application must be removed. The parcels are graphically shown on the TCP2 as being part of the plan, and the land area of the parcels has also been included in the woodland conservation calculations. These parcels are part of the TCP2 and must be labeled accordingly. A digital color copy of the plan is needed for Maryland State reporting purposes and must be submitted with the plans for certification.

The Planning Board approves the TCP2, with conditions.

Specimen Trees

The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) as part of the development review process. No variance is required with this DSP because no specimen trees have been identified on-site.

12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 1.55 acres if applied to the entire acreage of the property or, alternatively the applicant could apply this calculation to only Parcels 1 and 2, as these parcels are shown for full development and the remaining acreage is either shown for grading impacts only or are indicated as not part of the DSP. The TCC should be recalculated and the applicant should provide an analysis prior to certificate of

approval for only Parcels 1 and 2, so that the applicant can reduce the amount of the TCC requirement to reflect accurately the development areas under this DSP. The LOD is incorrect on the site and landscape plans, so all will have to be modified in accordance with the decision by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) relating to the flood plan mitigation. This will impact how much of the existing trees that can be counted toward TCC. The subject application provides a schedule showing that the requirement has been met through both the proposed on-site tree plantings and existing trees to be preserved. A landscape plan should be provided for Parcel 4.

13. **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 DSP application is consistent with the Plan Prince George's 2035 policies that designates this area as a Regional Transit District (page 106). Plan Prince George's 2035 designates this area for high-density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of future residential and employment growth and development in the County (page 106).

The DSP also conforms to the land use recommendations for mixed-use development as identified in the 2010 *Approved Transit District Development Plan and Transit District Overlay Zone for New Carrollton*. The Approved New Carrollton Transit District Development Plan envisions transit-oriented development (TOD) near the Metro station and clearly defined neighborhoods with distinct characters and functions, pedestrian-oriented (re)development in the transit district, protected environmentally-sensitive areas with minimal impacts of development, expanded recreational opportunities and trail/bikeway connections, and maximum housing opportunities within walking distance of the metro station.

The applicant proposes an eight-story commercial office building and a seven-story parking garage on the north side of Garden City Drive as part of Phase 1A of a multiphase mixed-use development. The parking garage will feature retail on the first floor and is the subject of a DDS to reduce the sizes of its parking spaces to 8.5 by 19 feet. The Approved New Carrollton Transit District Development Plan designates this area as the Metro Core South Neighborhood and envisions it to serve as a regional downtown for the county, with the most active and intensively developed mix of uses in the New Carrollton TDOZ (page 20). As an intermodal transportation hub, this area is expected to have high levels of pedestrian activity.

- b. **Subdivision**—A review of the revised plans indicates that a number of technical issues should be addressed prior to certificate of approval of the plans, as follows:
- (1) Reflect the distance and curve data for the southern boundaries of each Parcel 1-4, along the US 50 ramp.

- (2) Provide the dimensioned width where the access easement is labeled.
 - (3) Label the 10-foot public utility easement along Garden City Drive on Sheet 3 of the DSP.
 - (4) Reflect that access is denied along US 50 on the Coversheet and Sheet 3 of the DSP and landscape plan.
 - (5) Remove general note 15 from the coversheet of the DSP.
 - (6) The DSP should be revised to address the above conditions of the PPS.
 - (7) All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues.
- c. **Environmental Planning Section**—The Planning Board approves DSP-16043 and TCP2-036-2016, subject to conditions.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to Preliminary Plan 4-16023.

Site Description

The DSP is for a 15.50-acre site in the M-X-T Zone and the New Carrollton Transit District Overlay Zone (TDOZ) located on the north side of John Hanson Highway (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 US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Christiana Downer complex, Issue-Urban land complex, Russett-Christiana-Urban land complex, Sassafras-Urban land complex, Udorthents, Urban land, Urban land-Russett-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 Master Plan of Transportation and is not regulated for noise; however, the site also abuts John Hanson

Highway (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 the Environmental Strategy Area (ESA-1) of Plan Prince George's 2035 (formerly the Developed Tier). According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains regulated, evaluation and network gap areas.

Natural Resources Inventory

A Natural Resources Inventory (NRI-008-13) was revised to address conditions of the PPS approval. The plan is currently under review. The NRI indicates there are streams, stream buffers, and 100-year floodplain on the DSP site area, which comprise the PMA. No specimen trees were identified on-site. No additional information is required with regard to the NRI.

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. Impact 1 was approved with the PPS and is located within the limits of the current DSP. The approved impact was for 2.37 acres of impact to an area already impacted, and 0.46 acre of new impact. A new statement of justification was submitted with the current DSP-16043 application to expand the limits of Impact 1 for the purpose of providing on-site compensatory floodplain storage. The revised exhibits show 2.72 acres of impact to an area already impacted, and 0.68 acre of new impact. It should be noted that the stormwater management concept approval was conditioned on a floodplain waiver being obtained prior to permit issuance. The proposed impacts to the floodplain have not been approved by DPIE, nor have the mitigation requirements for the impacts. The applicant is requesting impacts to the PMA in anticipation of receiving approval from DPIE for the use of on-site compensatory floodplain storage. In a discussion with DPIE regarding the proposed floodplain impacts, DPIE confirmed that the granting of the waiver with conditions is in review. The Planning Board approves the proposed impacts, contingent upon the approval of DPIE.

Another condition of the stormwater management concept approval requires all storm drain outfalls to have stepped rip-rap plunge pools. No plunge pools have been shown on any of the plans received. The use of plunge pools may require additional impacts that have not been requested at this time. The regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible.

Stormwater Management

The site has an approved Storm Water Management Concept letter (38437-2016-00) and plan that shows the use of micro-bioretenment. A condition of stormwater concept approval requires a floodplain waiver prior to the issuance of a permit. According to DPIE, the approval of a floodplain waiver is likely; however, the mitigation requirement has not been finalized.

Noise and Vibration

There are noise impacts associated with the overall property from John Hanson Highway (US 50), and the CSX, Metro Orange Line, MARC, Acela, and Amtrak lines. Vibration impacts are also associated with the rail lines.

The subject DSP proposes an eight-story commercial office building with first floor retail and a seven-story parking garage. Because the proposed use is nonresidential, the development is not required to be mitigated for road noise impacts.

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. No additional information is required concerning noise for the subject DSP application.

- d. **Transportation Planning**—The proposed DSP will meet the circulation requirements of the New Carrollton *Transit District Development Plan* (TDDP) Development Standards, and Guidelines. The subject site is in the Metro Core Neighborhood of the New Carrollton Transit District Overlay Zone (TDOZ) established by the TDDP, and is on the north side of Garden City Drive, south of its intersection with Corporate Drive. At present, the property is used as a surface parking lot that serves the New Carrollton Metro Station. Due to its unique location and as shown by the submitted plan, the access to the site will be limited to only one vehicular access driveway to and from Garden City Drive.

Consistent with the TDDP recommendations and requirements or as proposed to be amended, the submitted site plan satisfactorily shows details regarding access, circulation patterns, on-street parking, streetscape, and required pedestrian and bicycle facilities.

The proposed total off-street structured parking supply (about 881 spaces) is more than the maximum allowed off-street parking, using the TDDP's recommended maximum off-street parking ratios for allowed land uses (TDDP- Table 9, page 163). The TDDPs parking standards does not specify provision of any minimum off-street parking requirements. An applicant may propose all its parking needs will be satisfied by existing or other planned parking within the district.

The proposed parking garage will be a shared parking facility serving the office building and accessory retail uses proposed by this DSP application, the planned multifamily building in subsequent phase, as well as the required metro replacement parking.

TDDP's Parking Standard 1, states that: "the maximum parking requirements stated in Table 9 are waived for shared parking areas in structures (there is no maximum number of parking spaces for shared parking)."

Since the proposed parking structure is and will continue to function as a shared parking facility, the proposed number of parking spaces shown by this plan is not subject to the TDDP's maximum parking space requirement (TDDP- Table 9).

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, and installation of "Next Bus" message sign at all bus stops, and the installation of appropriately designed wayfinding signage system throughout the District. The New Carrollton TDM district has not yet been established.

Based on the preceding findings, the Planning Board concludes 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 an Expedited Transit-Oriented Development site plan.

- e. **Trails**—The Planning Board analyzed the DSP application for conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zone Map Amendment (TDDP) in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located south of the Metro Orange Line and adjacent to the New Carrollton Metro Station. The property is between the Orange Line and Garden City Drive. The site is covered by the 2009 Approved Countywide Master Plan of Transportation (MPOT) and the 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zone Map Amendment (TDDP). The subject application proposes a seven-story parking garage and an eight story 202,000 square foot commercial office building. Because the site is located within the New Carrollton Center, it was subject to Section 24-124.01 and the "Transportation Review Guidelines, Part 2, 2013" at the time of PPS.

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 bridge over the Blue Line 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 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

1. **Materials: All bicycle parking areas shall be coordinated with DPW&T and/or SHA as appropriate.**
2. **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.**
3. **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 811 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 finds that bicycle rack(s) accommodating a minimum of 35 bicycles should be provided and that five bicycle lockers should be provided.

Pedestrian/Bike Accessways Within Public Street Right-of-Way

Intent: To provide clearly delineated, attractive, and safe pathways for pedestrians and bicyclists within the public street rights-of-way.

Standards

1. **Requirement for Pedestrian-Scaled Amenities: Within 600 feet of station entrances, pedestrian-scaled amenities shall be required every 100 square feet of the sidewalk area, including but not limited to:**
 - a. **Street furniture**
 - b. **Plantings**
 - c. **Distinctive paving**
 - d. **Ornamental lighting**
 - e. **Drinking fountains**
 - f. **Sculptures**
2. **Clearly Marked Pedestrian Crossings: Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.**
3. **Articulation of Sidewalk Cross Section: The different zones (curb, furnishings, through, frontage) of a sidewalk shall be articulated using special paving or concrete scoring.**
4. **Sidewalks: All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall meet the sidewalk width(s) delineated in the TDDP streetscape sections. Sidewalks not designated in the TDDP shall be at least five feet wide and shall meet county specifications.**
5. **Permitted Materials: Brick, precast pavers, concrete, tinted and stamped asphalt, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff.**

6. **Sidewalk Requirements: Sidewalks are required for all street frontages along which occupied structures (commercial, residential, or mixed-use) occur.**
7. **Coordination of Proposed Bikeway Facilities in Public Street Rights-of-Way with Appropriate Public Works Agencies: Proposed new bikeway facilities within the public right-of-way of state maintained roads shall conform to State Highway Administration (SHA)-approved standards and guidelines, and their design, approval, and construction shall be coordinated with SHA. Similar coordination with the appropriate public works agency or agencies shall be required for proposed bikeway facilities within other public street rights-of-way. Appendix D: Bike Facility Definitions may be referenced for further guidance in the design of these facilities.**

Table 8 of the TDDP includes the following requirements for sidewalks and bike lanes:

Bicycle Lanes

(Minimum widths)

Arterial/Collector = 6 feet

Commercial Street = 5 feet

Neighborhood Street = 5 feet

Sidewalks All Streets = minimum 6 feet; maximum 12 feet

A cross section for both the internal access road and Garden City Drive has been submitted. The cross sections reflect the requirements for sidewalks included in the TDDP, as well as other streetscape features. Garden City Drive should have continuous standard or wide sidewalks and designated bike lanes. The submitted DSP reflects eight-foot-wide sidewalks along both sides of the internal road from Garden City Drive to the proposed commercial/office building. It appears that bicycle lanes are not appropriate along this road. WMATA is the operating agency that will be responsible for this road as it serves as the primary bus route out of the existing parking and ride lot. Due to the heavy volume of bus traffic anticipated, WMATA has determined that bike lanes are not appropriate along this road.

Proposed On-Site Bicycle and Pedestrian Improvements:

Consistent with the policies of the MPOT and the standards contained in the TDDP, the Planning Board supports the provision of standard or wide sidewalks along both sides of the site's internal roads and along all road frontages. Bicycle parking is also appropriate at the various uses, which will complement the bike racks and lockers already supplied at the New Carrollton Metro Station. The exact number, location, and type of bicycle parking is best determined at the time of DSP.

Table 8 of the TDDP requires that sidewalks widths be at least six feet and bike lane widths along arterial roads be at least six feet. The cross section for Garden City Drive should be amended to include a six-foot width for the bike lanes. Private Street "A" (labeled as Drive "A") exceeds the minimum TDDP requirements for sidewalk widths, but no bike lanes are included per the direction of WMATA.

Off-Site Improvement Exhibit

Off-site improvements were required as part of Preliminary Plan 4-16023 consistent with Section 24-124.01 of the Subdivision Regulations. These improvements included a number of bus shelter installations, ADA and crosswalk improvements at two intersections, and pedestrian safety signage as noted in the finding from the PPS below:

At the time of Preliminary Plan 4-16023, the following list of off-site improvements was included in the findings of the resolution. This list was developed by M-NCPPC, DPIE and DPW&T at a December 2016 coordination meeting and is intended as overall list of projects from which the applicant can select appropriate improvements for each phase of the development.

- 1. The following pedestrian, ADA, and transit improvements have been identified and prioritized by DPW&T and DPIE for use as off-site improvements for future phases of development:**
 - a. The following pedestrian and ADA improvements at the Corporate Drive and Garden City Drive intersection:**
 - i. Pedestrian signal poles at each crossing**
 - ii. APS and CPS pedestrian signal heads at each crossing**
 - iii. Pedestrian signal signs**
 - iv. ADA compatible ramps at each crossing**
 - v. Pedestrian crossing sign at the free right turn**
 - vi. Cross-hatched pedestrian cross walk at the free right turn**
 - vii. Re-striped crosswalks at each crossing location**
 - viii. LED intersection lighting on the existing signal poles**
 - b. The following pedestrian and ADA improvements at the Corporate Drive and Pennsy Drive intersection:**

- i. **Pedestrian signal poles at each crossing**
- ii. **APS and CPS pedestrian signal heads at each crossing**
- iii. **Pedestrian signal signs**
- iv. **ADA compatible ramps at each crossing**
- v. **Pedestrian crossing sign at the free right turn**
- vi. **Cross-hatched pedestrian cross walk at the free right turn**
- vii. **Re-striped crosswalks at each crossing location**
- viii. **LED intersection lighting on the existing signal poles**
- c. **Bus shelter at WMATA Stop 8100 Professional Place**
- d. **Bus shelter at WMATA Stop Metro East**
- e. **Bus shelter at WMATA Stop Ardwick-Ardmore Road at Ardwick Place**
- f. **Bus shelter at WMATA Stop 8343 Ardwick-Ardmore Road (UPS)**
- g. **Striped crosswalk at Professional Place and Cobb Road**
- h. **Install in-street “Stop for Pedestrians” sign at mid-block crossing of Garden City Drive at the New Carrollton Metro entrance**
- i. **Harkins Road at West Lanham Drive – extend the existing median to provide refuge for pedestrians**
- j. **Provide pavement markings for designated bike lanes and “Bikes May Use Full Right Lane” signs on Ellin Road and 85th Avenue as shown on the New Carrollton Pedestrian/Bicycle Improvements 30% design plans.**

In accordance with Section 24-124.01(f) the applicant may propose alternative improvements at the time of DSP if the improvements listed and approved above are unavailable for implementation and have been constructed by the operating agency or other development project. Not with standing, if at the time of DSP the applicant demonstrates that alternative off-site BPIS improvements would better serve the development, are consistent with the facility types contained in (d), are within

one-half mile walking or biking distance, does not exceed the cost cap (24-124.01(c)), and is consistent with the adequacy finding made by the Planning Board at the time of PPS the alternative improvements may be substituted. If alternative improvements are proposed the applicant shall file adequate information including but not limited to appropriate cost estimates and evidence of the concurrence of the operating agencies prior to approval of the DSP. The Planning Board shall find at the time of DSP that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of Preliminary Plan of Subdivision (24-124.01).

Section 24-124.01 requires an exhibit of all off-site improvements Consistent with Section (f), which is copied below:

- (f) If a conceptual or detailed site plan approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in Subsection (c) of this Section, along with the location, types, and description of major improvements, property/lot lines, and owners that are within fifty (50) feet of the subject easements and rights-of-way.**

For Detailed Site Plan DSP-16043, the applicant proffered one off-site bus shelter installation per the bicycle pedestrian impact statement (BPIS) improvement exhibit received on January 10, 2017. Based on the 202,000 square feet of commercial/office space proposed for this phase, the cost cap is \$70,700. The cost of the proffered bus shelter is \$30,000 based upon the installation cost from the DPW&T Office of Transit. The Planning Board also recommends that two additional improvements be included on the list of off-site improvements approved at the time of the PPS. These include the pedestrian safety signage at the mid-block crossing of Garden City Drive at the New Carrollton Metro entrance and crosswalk improvements at Professional Place and Cobb Road. Prior to certification of the DSP, the BPIS exhibit should be revised to include details for these improvements.

Trails Conclusion

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 and the project 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 Prince George's County Health Department have completed a health impact assessment as stated in memorandum dated January 11, 2017 for the review of the DSP and for the New Carrollton Town Center, and have the following comments/recommendations:

- (1) The site is located immediately adjacent to the John Hanson Highway (US 50), an arterial road, and the Metrorail tracks. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. The applicant should provide details regarding modifications/adaptations/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

The impacts of noise is not regulated for office or retail uses.

- (2) This property is located in an area of the county considered a “food desert” by the U.S. Department of Agriculture, where affordable and healthy food is difficult to obtain. Health Department permit records indicate there is one carry-out/convenience store food facility and no markets/grocery stores within a one-half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. Future planning should consider designating commercial space for retail businesses that provide access to healthy food choices within the commercially zoned area.

The applicant has stated that they may have a tenant in the retail portion of the building that includes a food and beverage facility. This issue will be driven by the market.

- (3) No construction/grading noises should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- (4) During the construction/grading of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The two suggestions above should be added as notes to the subject DSP application.

- g. **Historic Preservation**—The subject property comprises 15.50 acres located to the south of the New Carrollton Metro Station and on the north side of Garden City Drive, adjacent to US 50 in New Carrollton, Maryland. The site is currently improved with surface parking that serves the New Carrollton Metro Station. The subject application proposes a seven-story parking garage and an eight-story commercial office building as part of Phase 1A of a multiphase mixed use development. The subject property is zoned M-X-T.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended.

- h. **Prince George's County Fire/EMS Department**—No comments were received from this office.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 19, 2016, provided many comments that have been transmitted to the applicant and will be enforced at the time of their separate permit process.
- j. **Prince George's County Police Department**—No comments were received from this office.
- k. **Washington Metropolitan Transit Authority (WMATA)**—WMATA did not offer official comments on the subject application and is co-applicant to the subject DSP.
- l. **Maryland State Highway Administration (SHA)**—No comments were received from this office.
- m. **Washington Suburban Sanitary Commission (WSSC)**—No comments were received from this office.
- n. **Verizon**—Verizon did not offer comments on the subject application.
- o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer comments on the subject application.
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 office and 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 New Carrollton Metro Station to provide significant employment, and retail. The DSP includes one eight-story office building with first-floor retail and parking in a separate seven-story parking garage. The DSP conforms to most of the mandatory requirements of the TDDP except for standards for which the applicant has requested the Planning Board apply transit 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).

(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 concludes that the DSP 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;

The office building is oriented toward Garden City Drive, which is the main street of the Metro Core Neighborhood. The first floor of the building is to be occupied predominantly by commercial office. The façade design of the building incorporates standard office building architecture. A single-vehicular access off Garden City Drive leads to the subject site. 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 the first phase of redevelopment of the area, so future buildings will need to demonstrate compatibility with the proposed building in this DSP. The proposed buildings are all the first substantial new development in the area 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.

The above does not apply to the subject application.

In conclusion, the proposed development as contained in Detailed Site Plan DSP-16043 meets all required findings for approval.

15. The Planning Board finds that the DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible.
16. Section 27-548.09.01 states that the District Council, but not the Planning Board, may approve a change to the building height requirements. In this case, the applicant is requesting approval to amend the TDDP to allow the parking garage to exceed the maximum building height. Therefore, this case requires mandatory review by the District Council.

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. Recommends APPROVAL of the following Amendments to the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* as follows:

Metro Core Neighborhood

- a. To allow the build-to line to be measured 28 feet from the edge of the curb.
- b. To allow the lot coverage for the proposed office building to be 25 percent (Parcel 1) and the parking garage to be 40 percent (Parcel 2).

General Open Space and Streetscape Standards and Guidelines

- a. To require the use of native plants as an alternative to an automated irrigation system per Condition 1(g).

Streetscapes

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

Bike Details

- a. To allow no bicycle lanes in the private access drive on Parcel 4.

Crosswalks, Curb Extensions, and Medians

- a. To allow Washington Metropolitan Area Transit Authority standards for crosswalk design.
- b. To allow curb radii designed at 30 feet on Parcel 4.

Lighting of Public Streets and Spaces

- a. To allow light-emitting diode (LED) street lights.

Off-Street Parking

- a. To allow material variation for the parking garage from permitted and prohibited lists per Condition 1(h).
- b. To allow the parking structure fenestration of less than 75 percent for the south façade.
- c. To allow material variation for façade treatment of the parking garage stairwells.
- d. To allow closed riser construction of steps within parking garage.
- e. To allow temporary exposure of the south side of the parking garage until Phase 1B is constructed.
- f. To allow the parking structure height to exceed five stories, up to seven floors.

Signage

- a. To allow four programmatic banners on the north façade of the parking garage per Condition 1(v).
 - b. To allow internally-lit channel letters for building-mounted signage on the office building.
- B. Recommends APPROVAL of Detailed Site Plan DSP-16043 and Type Tree Conservation Plan TCP2-036-2016 for New Carrollton Town Center, Phase 1A, 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. Revise the bicycle pedestrian impact statement exhibit to include the locations, details, and specifications for the following improvements, in addition to the bus stop along Professional Place:
 - (1) Crosswalk improvements at the Professional Place at Cobb Road intersection, in accordance with County standards.
 - (2) Pedestrian safety signage at the mid-block crossing along Garden City Drive at the New Carrollton Metro entrance, in accordance with County standards.
 - b. Provide bicycle racks(s) accommodating a minimum of five bicycles in the vicinity of the retail space.
 - c. All bicycle parking shall meet the standards and guidelines contained in the Bikeways and Bicycle element of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*.
 - d. Extend the eight-foot-wide sidewalk along the full length of the proposed new access road from its intersection with Garden City Drive to connect with the existing/proposed Washington Metropolitan Area Transit Authority Metro station sidewalk system on Parcel 4. The sidewalk shall also connect to the existing or relocated crosswalk south of the access road at Garden City Drive.
 - e. Provide notes on the plans in accordance with the Prince George's County Health Department's recommendations by adding notes to the plans as follows:

“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.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

- f. Revise the plans to indicate loading spaces to be a minimum of 12 feet by 33 feet in size, and the height of the overhead door into the enclosed loading area must be a minimum of 12 feet wide and 15 feet in height in accordance with Section 27-578, Loading space sizes, of the Zoning Ordinance.
- g. Revise the landscape plan and notes to clearly indicate the use of native plants that adapt well to the specific location proposed and environmental conditions.
- h. Revise the landscape plan to include the following:
 - (1) Provide columnar evergreen planting along the face of the northern and western elevations of the parking garage, as well as ornamental planting with seasonal interest where space is available, subject to approval by the Fire Marshal and the Prince George’s County Department of Permitting, Inspections and Enforcement as it relates to emergency access.
 - (2) Revise the planting list to include native species to the extent possible.
 - (3) Revise the plan to provide for framing of the buildings, to enhance the view from the metro tracks, where possible.
 - (4) Revise the tree canopy calculation for only Parcels 1 and 2 and provide proposed landscaping for Parcel 4, subject to Washington Metropolitan Area Transit Authority approval.
- i. Submit a signage plan to include the building-mounted signage for both the office building and the parking garage, with the addition of dimensions and material specifications. The banners on the parking garage shall be reduced in size from 36 feet by 15 feet to 24 feet by 12 feet.
- j. Provide details and calculations demonstrating that no less than 70 percent of ground floor retail frontage shall be glazed with clear glass.

- k. Provide details demonstrating that all individual retail uses shall have visible and direct pedestrian street access and shall be recessed or framed by a sheltering element such as an overhang, arcade, portico, awning, or other element.
- l. Provide evidence of a floodplain waiver approved by the Prince George's County Department of Permitting, Inspections and Enforcement.
- m. 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.
 - (2) Revise the legend to provide labels for all symbols.
 - (3) Revise the location of the temporary tree protection fence to follow the limit of disturbance in areas where vegetation is to remain.
 - (4) Show the Parcel 2 information label.
 - (5) Remove the "not part of this application" labels on Parcels 6 and 7. These parcels have been included in the TCP2.
 - (6) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
 - (7) Provide a digital color copy of the plan.
- n. Reflect the distance and curve data for the southern boundaries of each parcel (Parcels 1–4), along the John Hanson Highway (US 50) ramp.
- o. Provide the width where the access easement is labeled.
- p. Label the 10-foot public utility easement along Garden City Drive on Sheet 3 of the DSP.
- q. Reflect that access is denied along John Hanson Highway (US 50) on the coversheet and Sheet 3 of the DSP and landscape plan.
- r. Dimension the right-of-way for Garden City Drive in accordance with:
 - (1) Sheet 6 of the DSP; and
 - (2) Any realignment of the center line of the centerline of the street.

- s. Remove General Note 15 from the coversheet of the DSP.
 - t. Revise the tree conservation plan and the primary management area (PMA) impact Exhibit 1 to show all stormdrain, stormwater management, and mitigation features as approved by DPIE. The final PMA impacts shall be found to be in substantial conformance with the exhibit presented to the Planning Board.
2. Prior to approval of any final use and occupancy permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
- a. One bus shelter installation along Professional Place for WMATA Bus Stop F12.
 - b. One crosswalk installation at the Professional Place and Cobb Street intersection, in accordance with County standards.
 - c. Installation of pedestrian safety signage at the mid-block crossing along Garden City Drive at the New Carrollton Metro entrance, in accordance with County standards.

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, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, February 16, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of February 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SHL:rpg