



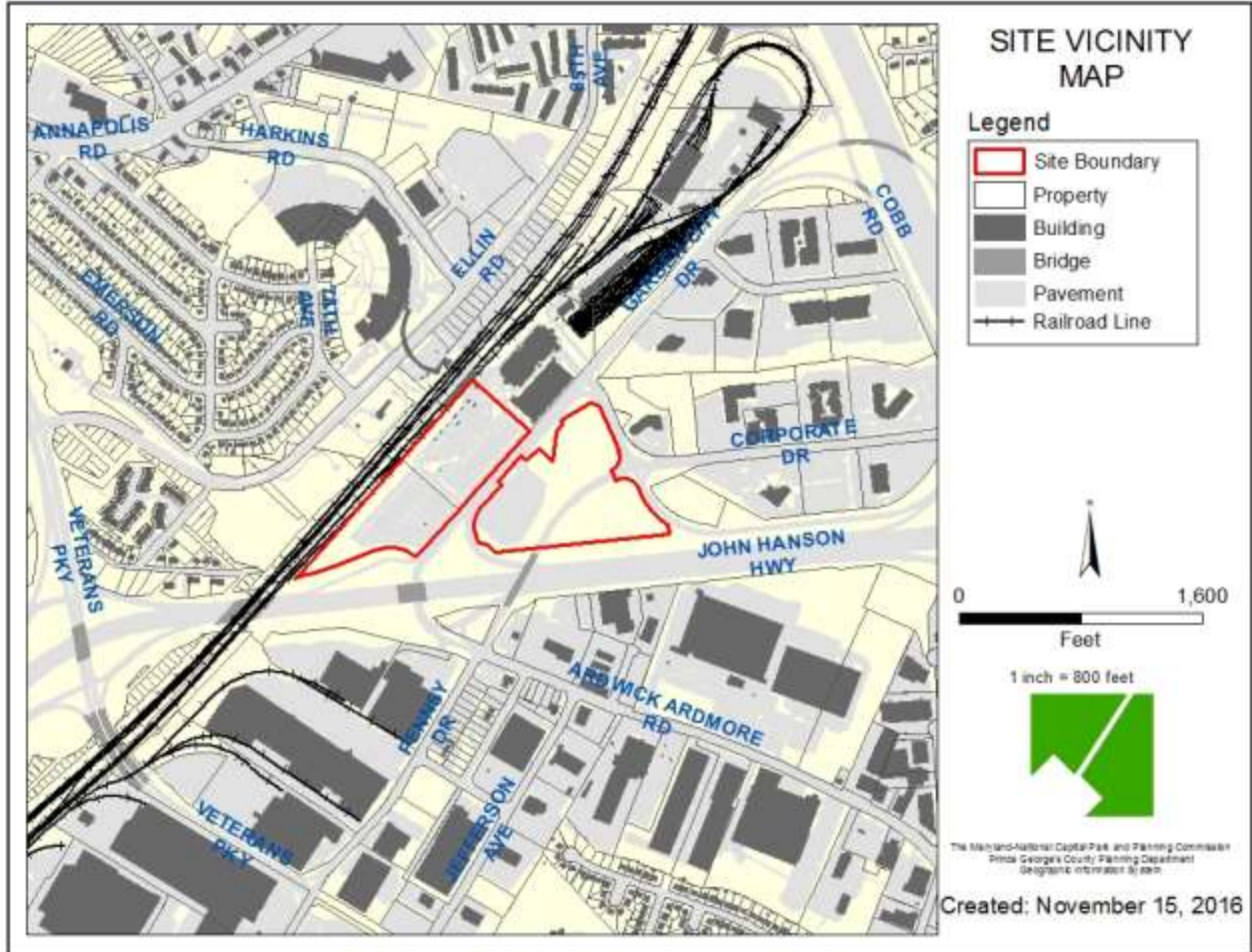
*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan 4-16023

Application	General Data	
<b>Project Name:</b> New Carrollton  <b>Location:</b> North side of John Hanson Highway (US 50), along Pennsy Drive and Garden City Drive.  <b>Applicant/Address:</b> New Carrollton Developer, LLC 7735 Old Georgetown Road Bethesda, MD 20814  <b>Property Owners:</b> New Carrollton Developer, LLC 7735 Old Georgetown Road Bethesda, MD 20814	Planning Board Hearing Date:	01/12/17
	Staff Report Date:	01/06/17
	Date Accepted:	10/07/16
	Planning Board Action Limit:	03/11/17
	Mandatory Action Timeframe:	140 days
	Plan Acreage:	30.13
	Zone:	M-X-T/T-D-O
	Gross Floor Area:	2,182,000 sq. ft.
	Lots:	0
	Parcels:	12
	Planning Area:	72
	Council District:	03 & 05
	Election District	20
	Municipality:	N/A
	200-Scale Base Map:	206NE07

Purpose of Application	Notice Dates	
Twelve parcels for mixed-use development including office, retail, hotel, and residential.	Informational Mailing	07/14/16
	Acceptance Mailing:	10/03/16
	Sign Posting Deadline:	11/15/16

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Sherri Conner <b>Phone Number:</b> 301-952-3168 <b>E-mail:</b> Sherri.Conner@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-16023  
New Carrollton, Parcels 1-12  
Type 1 Tree Conservation Plan TCP1-009-16

OVERVIEW

The subject property is located on the north side of John Hanson Highway (US 50), inclusive of land area to both the east and west of Garden City Drive and Pennsy Drive. The portions of the property east and west of Garden City Drive are currently improved with surface parking lots, which serve the New Carrollton Metro Station located directly west of the subject site. The remaining area of the property, in the eastern most portion of the site, is currently vacant. This preliminary plan of subdivision (PPS) includes Parcel A, approved on December 8, 1965 and recorded in Plat Book 58 at Plat No. 70; Parcel B, approved on November 10, 1965 recorded in Plat Book 58 at Plat No. 55; and tax Parcel 122, recorded in Liber 14891 at folio 110. The overall area of the property is 30.13 acres and is located in the M-X-T (Mixed Use – Transportation Oriented) and T-D-O (Transit District Overlay) Zones. The applicant is proposing 12 parcels for the construction of a mixed-use development including multifamily residential, office, retail, and hotel uses. The proposed development includes a total of 2,182,000 square feet of gross floor area (GFA) and therefore, is subject to PPS approval in accordance with Section 24-111(c) (for Parcels A and B) and Section 24-107(c) (for tax Parcel 122) of the Subdivision Regulations. A detailed site plan (DSP) will be required for the development of this site in accordance with the requirements of the underlying M-X-T and T-D-O Zones.

The property is located abutting the east side of the New Carrollton Metro Station and includes property owned by the Washington Metropolitan Area Transit Authority (WMATA) and the Maryland Transit Administration. The development proposal is considered to be a public/private partnership and in addition to the development proposed, will include the reconstruction of the existing “Kiss and Ride,” bus loop, metro parking areas and the construction of a shared multilevel parking garage for metro users and office building tenants. The proposal is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) and the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZ) as set forth in this technical staff report, with conditions.

Staff recommends **approval** of the PPS with conditions based on the findings contained in this technical staff report.

## SETTING

The property is located on Tax Map 51, Grid F-2, and Tax Map 52, Grid A-2, in Planning Area 72 and is zoned M-X-T and T-D-O. Development surrounding this site is also within the T-D-O Zone and include; the New Carrollton metro parking garages to the north, also in the M-X-T Zone; the metro rail line to the west; John Hanson Highway (US 50) to the south; and Corporate Drive to the east.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

Zone Use(s)	EXISTING M-X-T/T-D-O	PROPOSED M-X-T/T-D-O
	Parking	Multifamily Residential (1,125 units) Office (775,000 sq. ft.) Retail (132,000 sq. ft.) Hotel (250 rooms)
Acreage	30.13	30.13
Lots	0	0
Outlots	0	0
Parcels	3	12
Dwelling Units:	0	1,125
Public Safety Mitigation Fee	No	No
Variance(s)	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on October 21, 2016.

2. **Previous Approvals**—On December 8, 1965, the Planning Board approved a final plat of subdivision for Parcel A, recorded in Plat Book 58 at Plat No. 70, not subject to any conditions. On November 10, 1965, the Planning Board approved a final plat of subdivision for Parcel B, recorded in Plat Book 58 at Plat No. 55, not subject to any conditions. On March 24, 1986, the District Council approved A-9561-C to rezone Parcels A and B from I-1 (Light Industrial) to M-X-T, and the remainder of the property was rezoned to M-X-T through the approval of the TDDP. Conditions of A-9561-C should be evaluated with the DSP.
3. **Community Planning**—In accordance with Section 24-121(a)(5) of the Subdivision Regulations, the proposed development is consistent with Plan Prince George's 2035, which designates this area as a Regional Transit District. Regional transit districts are 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 site is in the M-X-T Zone and located in the Transit District Overlay (T-D-O) Zone for the New Carrollton 2010 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP). This PPS is consistent with the TDDP which designates this area for mixed-use development. More specifically, the TDDP designates this area in the Metro Core Neighborhood and envisions it to serve as a regional downtown for the County, with the

most attractive 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.

To ensure the development of appropriate building forms, attractive streets, and open space elements, the following standards and guidelines should be considered at this stage of development to ensure an accommodating lot layout and street sections. Comments have been provided as appropriate or conditions recommended to ensure conformance with the required standards and guidelines as applicable to the PPS:

### **General Building Envelope and Site Standards and Guidelines (page 129)**

#### *Neighborhoods*

12. Switch boxes and utility meters must be located out of view from the public street. All utilities and their connections must be underground.
14. Environmental site design stormwater management techniques shall be used throughout the Metro Core to provide enhanced water quality controls and additional green space.

### **General Open Space and Streetscape Standards and Guidelines (page 142)**

#### *Guidelines*

5. Existing healthy trees should be preserved to the greatest extent practicable. Existing damaged, decayed, or deceased trees should be removed to protect remaining trees.

#### *Streetscapes Standards*

1. *Requirement for Complete Green Streets:* Streets shall accommodate all modes of transportation and integrate with an interconnected street and pedestrian network. Streets shall also be designed as green streets that incorporate environmentally-sensitive design stormwater management features.
3. *Maximum Length and Block Perimeters:* Block perimeters shall not exceed 1,600 feet measured along the public or private street right-of-way.
4. *Maximum Length of Public and Private Streets:* Block lengths for public and private streets shall not exceed 500 feet between through streets, measured along the street right-of-way.
6. *Underground of Public Utilities on New Development Sites:* All utility lines on new development sites shall be underground where feasible, but utility vault access lids may be located in the sidewalk area.
7. *Street Connectivity Requirement:* Connections shall be provided between new streets in the Transit District Development Plan area and existing local and minor collector streets.

The public road width dedication recommended in this staff report includes the space needed to incorporate the green street elements as required by the TDDP. Staff is recommending that a 10-foot-wide public utility easement be provided along all public rights-of-way, pursuant to

Section 24-122 of the Subdivision Regulations, for the location of public utilities. The circulation analyzed with this PPS includes consolidated points of access for the development parcels. Sole or primary access for Parcels 1–7 is consolidated to two driveways on Parcel 4. Additional points of access to provide block lengths in accordance with the TDDP requirements should be further analyzed at the time of DSP review and no more than four total access driveways should be provided along Garden City Drive to serve Parcels 1–7. Primary access to Parcels 5–7 is via a Section 24-128(b)(9) access easement across Parcel 4, and is required.

The New Carrollton TDDP identifies specific public spaces, parks, and open spaces within the Metro Core area. Specifically, a “Metro Core South Wetland Park” is identified in the TDDP (page 39) and is located on proposed Parcel 10, within the limits of this PPS, directly northeast of Parcels 8 and 9 which are planned for residential development (370 multifamily units). The TDDP envisions this to be an environmental feature serving as a large passive open and stormwater management (SWM) amenity, centrally located within the Transit Core. The TDDP proposes that the internal portion of the passive open space park to be wild and natural in character (native/naturalized plantings, natural stream channel, wetlands etc.) with formalized edges including strategically located pedestrian paths and seating areas, pedestrian-scaled lighting and interpretive signage. The Metro Core South Wetland Park is located centrally within this PPS and will provide recreational opportunities, as well as trail connectivity to the future Garden City Greenway located east of the subject site, for all users of adjacent development and the metro as envisioned by the TDDP. The Metro Core South Wetland Park shall be open to and available for use by the public by easement to the benefit of The Maryland-National Capital Park and Planning Commission (M-NCPPC), but may be maintained by the property owners. A detailed design of the “Metro Core South Wetland Park” shall be included with the development proposed on Parcel 10 and shall be submitted and approved prior to the approval of a final plat of subdivision for Parcels 8, 9 or 10 in order to provide appropriate neighborhood connections, and ensure that the development land uses conform to the requirements of the TDDP (Section 24-121(a)(5)). At the time of DSP, the details of maintenance and liability, including conditions for public access easements, shall be determined.

The development of the Metro Core South Wetland Park may compliment the requirements for private on-site recreational facilities for the residents. However, the Wetland Park is a SWM facility and not planned or required solely for its recreational value, but for its value as an open space element to offset the dense urban environment of the Transit Core and provide required SWM to serve the development. The facility would be required notwithstanding that the applicant has proposed residential development with this application. The facilities planned for the edges of the natural environment envisioned for the Wetland Park area are intended to integrate this facility into the pattern of the transit center and not create an isolated facility.

4. **Stormwater Management**—A Stormwater Management Concept Plan, 38437-2016, was submitted with this application, showing the use of numerous micro-bioretenion facilities throughout the site, but has not yet been approved by the Department of Permitting, Inspection and Enforcement (DPIE). Section 24-120(a)(8) of the Subdivision Regulations requires that the applicant file with a PPS “[A]n approved Stormwater Management concept plan or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority.” In this case, the applicant has filed an Expedited Transit Oriented Development (ETOD) application (DSP-16043). That application type requires that, prior to Planning Board approval of the ETOD DSP, the applicant obtain approval of the SWM concept plan. Therefore, staff did not require the approved SWM concept with this PPS since it will be approved prior to DSP approval, and staff does not believe that the SWM concept plan approval will have any effect on the PPS layout proposed with this application.

Development of the site must be in conformance with the approved SWM plan or subsequent revisions.

5. **Parks and Recreation**—At the time of the writing of this staff report, a formal referral from the Prince George’s County Department of Parks and Recreation had not been received. A recommendation will be presented to the Planning Board at the hearing.
6. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the New Carrollton TDDP in order to implement planned trails, bikeways, and pedestrian improvements. The subject site is located in New Carrollton, south of the Metro Blue Line and north of Beaverdam Creek. The site is abutting the New Carrollton Metro Station. Due to the site’s location in the New Carrollton Center, it is subject to Section 24-124.01 of the Subdivision Regulations and the Transportation Review Guidelines – Part 2 at the time of PPS. In order to meet these requirements, a Bicycle and Pedestrian Impact Statement (BPIS) must be submitted. A pre-application meeting was held on August 24, 2016 and a subsequent BPIS was submitted on November 10, 2016. Staff disagrees with the assessment of the submitted BPIS and believes that improvements can be made to the pedestrian environment in the vicinity of the site. The New Carrollton Interim Pedestrian Safety Improvements Study should be used as the starting point for this analysis. Table 1 of this report has a list of needed pedestrian safety improvements in the area.

Several trail/bikeway recommendations impact the subject site. Sidewalks and designated bike lanes are recommended along Garden City Drive and a sidepath is recommended along Pennsy Drive. Furthermore, a trail is recommended along the stream valley corridor that bisects the site. Lastly, the TDDP makes a long-term recommendation for a bridge over the Orange Line connecting the subject site with Ellin Drive to the north.

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 the Prince George's County Department of Public Works and Transportation (DPW&T) and/or the Maryland State Highway Administration (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.

### **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 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

**Proposed On-Site Bicycle and Pedestrian Improvements**

Consistent with the policies of the MPOT and the standards contained in the TDDP, the provision of standard or wide sidewalks along both sides of the site's internal roads and along all road frontages is recommended. Bicycle parking is also appropriate at the various uses, which will complement the bike racks and lockers already supplied at the New Carrollton Metro. 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-wide and bike lane widths along arterial roads be at least six-feet-wide. The applicant filed proposed cross sections for the public streets improvements and private driveways (24-128(b)(9)) required to serve the development. As reviewed with the transportation analysis, further refinement of the public streets and private driveways will be determined with the DSP. Staff has made recommendations which will include parameters within which conformance for on-site circulation and access can be found with this PPS application. Staff recommends that the cross section for Garden City Drive be amended to include a six-foot width for the bike lanes, which will be further reviewed with the DSP.

**Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:**

Due to the location of the subject site within a designated corridor, the application is subject to Prince George's County Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) of the Subdivision Regulations includes the following guidance regarding off-site improvements:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike**

**distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Council Bill CB-2-2012 also included specific guidance regarding the cost cap for the off-site improvements. The amount of the cost cap is determined pursuant to Section 24-124.01(c).

**The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.**

Based on Section (C) and the 1,125 multifamily units and 1,057,000 square feet of office/retail/hotel space proposed, the cost cap for the site is \$707,450.

Section 24-124.01 of the Subdivision Regulations also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required, per Section 24-124.01(d):

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
  - 2. installing or improving streetlights;**
  - 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
  - 4. providing sidewalks or designated walkways through large expanses of surface parking;**
  - 5. installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
  - 6. installing street trees.**

A scoping meeting was held with the applicant on August 24, 2016. The requirements of Section 24-124.0, the "Transportation Review Guidelines, Part 2, 2013," and possible off-site improvements were discussed at that time. A Transportation/Land-Use Connections Program study entitled New Carrollton Interim Pedestrian Safety Improvement Study that was completed in May 2010 was recommended as the starting point for potential off-site pedestrian improvements. The required BPIS was submitted on November 10, 2016. Also, a geographic information systems (GIS) map was compiled for the vicinity of the site showing existing and planned bicycle and pedestrian facilities within a one-half mile radius of the subject site, as well as potential pedestrian destinations that future residents and guests of the site may use.

Table 1 below summarizes the development proposed for each parcel, the resulting cost cap by parcel, and then the off-site improvements proffered by the applicant. The package of improvements is well below the cost cap, with very minimal improvements proposed for some parcels. Staff recommends that additional improvements identified in the pedestrian safety study be used to supplement the list proffered by the applicant.

**Table 1**  
**Buildout and Cost Cap by Parcel and Proffered Off-Site Improvements**

<b>Parcel</b>	<b>Dwelling Units</b>	<b>Non-Residential Square Feet</b>	<b>Cost Cap by Parcel</b>	<b>Proffered Improvements (estimated cost)</b>
<b>1 and 2</b>	0	202,000	\$70,700	None (\$0)
<b>3</b>	250	10,000	\$78,500	Crosswalk treatment (\$500)
<b>4</b>	0	0 (Bus Loop/Parking)	\$0	None (\$0)
<b>5</b>	0	110,000	\$38,500	Improve pedestrian push button access (\$4,500)
<b>6</b>	0	170,000	\$59,500	Pedestrian crossing sign (\$500)
<b>7</b>	265	210,000	\$153,000	Crosswalk treatments (\$1,000)
<b>8</b>	185	10,000	\$59,000	Bus Shelter (\$30,000)
<b>9</b>	185	5,000	\$57,250	Bus Shelter (\$30,000)
<b>10</b>	0	50,000	\$17,500	Bus Shelter (\$30,000)
<b>11</b>	240	10,000	\$75,500	Bus Shelter (\$30,000)
<b>12</b>	0	280,000	\$98,000	Bus Shelter (\$30,000)
<b>Totals</b>	1,125	1,057,000	\$707,450	\$156,500

**Note:** The cost caps provided in the BPIS for nonresidential uses were too high. The cost caps have been adjusted in Table 1 to reflect Section 24-124.01(c).

The projects proffered in the BPIS have an estimated cost of \$156,500, which is well below the cost cap of \$707,450 as determined by Section 24-124.01(c), and is not supported by staff. Staff has identified additional projects that may be appropriate as off-site bicycle and pedestrian improvements to serve the subject site and enhance the regional bicycle and pedestrian network. Without the additional improvements, staff cannot recommend approval of the BPIS, which is a required public facility which must be found adequate for the approval of a PPS. The additional improvements listed below were identified in the 2010 New Carrollton Interim Pedestrian Improvement Study, the 30 percent design plans for the New Carrollton Pedestrian/Bicycle Improvements, and from a coordination meeting with DPIE and DPW&T on December 16, 2016. With the additional improvements, staff recommends approval of the BPIS subject to conditions.

**Additional Off-Site Improvements to be considered in phase:**

1. Americans with Disabilities Act (ADA), crosswalk, and pedestrian signal improvements at Corporate Drive and Garden City Drive.
2. ADA, crosswalk, and pedestrian signal improvements at Corporate Drive and Pennsy Drive.
3. Harkins Road at West Lanham Drive – extend existing median to provide refuge for pedestrians.

4. Provide 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 percent design plans.

The projects listed above are the identified improvements that the county feels are needed to support the future phases of the development. As DSPs are submitted for future phases, projects will be selected from this list by DPIE to meet the site’s requirements for off-site improvements consistent with the cost cap. Section (f) explains how the improvements can be determined and finalized at the time of DSP.

- (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.**

Staff recommends that, as DSPs are submitted for the development of each parcel(s), improvements be recommended within the cost constraints of the legislation. These additional off-site improvements will be selected from the prioritized list provided below. An appropriate exhibit of all proffered off-site improvements for each phase shall be provided as part of each DSP approval.

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:

1. The following pedestrian and ADA improvements at the Corporate Drive and Garden City Drive intersection:
  - a. Pedestrian signal poles at each crossing
  - b. APS and CPS pedestrian signal heads at each crossing
  - c. Pedestrian signal signs
  - d. ADA compatible ramps at each crossing
  - e. Pedestrian crossing sign at the free right turn
  - f. Cross-hatched pedestrian cross walk at the free right turn
  - g. Re-stripped crosswalks at each crossing location
  - h. LED intersection lighting on the existing signal poles

2. The following pedestrian and ADA improvements at the Corporate Drive and Pennsy Drive intersection:
  - a. Pedestrian signal poles at each crossing
  - b. APS and CPS pedestrian signal heads at each crossing
  - c. Pedestrian signal signs
  - d. ADA-compatible ramps at each crossing
  - e. Pedestrian crossing sign at the free right turn
  - f. Cross-hatched pedestrian cross walk at the free right turn
  - g. Re-striped crosswalks at each crossing location
  - h. LED intersection lighting on the existing signal poles
3. Bus shelter at WMATA Stop 8100 Professional Place
4. Bus shelter at WMATA Stop Metro East
5. Bus shelter at WMATA Stop Ardwick-Ardmore Road at Ardwick Place
6. Bus shelter at WMATA Stop 8343 Ardwick-Ardmore Road (UPS)
7. Striped crosswalk at Professional Place and Cobb Road
8. Install in-street “Stop for Pedestrians” sign at mid-block crossing of
9. Garden City Drive at the New Carrollton Metro entrance
10. Harkins Road at West Lanham Drive – extend the existing median to provide refuge for pedestrians
11. 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 percent design plans.

In accordance with Section 24-124.01(f) of the Subdivision Regulations, 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. Notwithstanding, 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 PPS (24-124.01).

**Demonstrated nexus between the subject application and the off-site improvements:**

Section 24-124.01(c) requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized by transportation planning section staff below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

**Demonstrated Nexus Finding:** Staff finds that the proffered and recommended off-site pedestrian improvements will improve the pedestrian facilities in and around the subject site, improve pedestrian safety, and directly benefit the future residents and employees of the subject application by providing more complete pedestrian facilities in the vicinity of the subject site and to adjoining land uses. The facilities will improve pedestrian access and ADA accessibility of the nearby facilities for the future residents, employees and visitors of the subject site.

**Finding of Adequate Bicycle and Pedestrian Facilities:**

Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. Council Bill CB-2-2012 is applicable to PPSs within designated Centers and Corridors. The subject application is located within the designated Greenbelt Road corridor, as depicted on the Adequate Public Facility Review Map of the General Plan. Council Bill CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

As amended by CB-2-2012, Section 24-124.01(b) (1) and (2) includes the following criteria for determining adequacy:

- (b) **Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**
  - 1. **The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**
    - a. **the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features**

**recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**

- b. the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

Staff finds that the proffered and recommended off-site pedestrian improvements will improve the pedestrian facilities in and around the subject site, improve pedestrian safety, and directly benefit the future residents and employees of the subject application by providing more complete pedestrian facilities in the vicinity of the subject site and to adjoining land uses. The facilities proffered by the applicant and recommended by staff include the provision of bus shelters, pedestrian safety signage, crosswalk improvements, ADA improvements and pedestrian signals. These facilities will enhance the existing environment for pedestrians and correct some existing deficiencies in the network immediately around the subject site. At the December 16, 2016 coordination meeting with DPIE and DPW&T, the operating agencies prioritized crosswalk and ADA improvements at the Corporate Drive/Pennsy Drive and Corporate Drive/Garden City Drive intersections.

**2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**

- a. the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
- b. the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
- c. the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**
- d. the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment**

**centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

The submitted road section for Garden City Drive on the subject site includes designated bike lanes along both sides, consistent with the New Carrollton TDDP. No facilities for bicycles were included in the package of improvements proffered in the BPIS. However, staff recommends that one of the off-site improvements for the subject site be the provision of designated bike lanes along 85th Avenue. These bike lanes will improve access to the metro from communities to the north and provide safe bicycle access along 85th Avenue from the subject site to Annapolis Road (MD 450). These facilities have completed 30 percent designs and can be selected by DPIE as off-site improvements in phase with development. On-road bicycle facilities are largely absent from the area. The bike lanes provided on- and off-site will greatly improve bicycle access to the station consistent with the TDDP and the MPOT.

Based on the preceding findings, the subject site will have adequate pedestrian and bikeway facilities in accordance with Section 24-121.01 of the Subdivision Regulations, if the subject application is approved with conditions.

7. **Transportation**—The subject property is located within the New Carrollton Metro Regional Transit District as designated by Plan Prince George’s 2035. The property is also located within the designated Metro Core Neighborhood of the TDDP. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a) (6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the “Transportation Review Guidelines, Part 1, 2012” (*Guidelines*).

**Unsignalized intersections:** *The Highway Capacity Manual* (Transportation Research Board) procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. Vehicle delays in all movement not exceeding 50.0 seconds are deemed to yield to an acceptable operating condition at unsignalized intersections.

**Transit-Oriented Development (TOD):** TOD is defined in the Guidelines as development that is pedestrian-oriented, and includes compact neighborhoods with moderate-to high density land uses. Any TOD development within centers and corridors, as designated in the General Plan or any successor document and as amended by other master or sector plans, would be eligible for trip reduction allowance of six percent for “Acceptable/Marginal TOD” to as much as 30 percent reduction allowance for “Excellent TOD” of the total calculated number of site generated trips.



### Proposed Development

Consistent with the recommendations of Zoning Ordinance for the M-X-T Zone, and per the TDDP recommendations and requirements, the application is a PPS for a mixed-use development, with an anticipated phased build-out over a period of ten years. The proposed development as evaluated by the submitted traffic impact study consists of 1,125 multifamily residential units (250 high-rise and 875 mid-rise), 132,000 square feet of commercial retail/service space, 775,000 square feet of commercial office space, and a 250-room hotel. The studied development levels are consistent with the stated development levels shown on the submitted PPS.

The required adequacy findings for transportation facilities for this PPS are based on the projected number of AM and PM weekday peak-hour vehicle trips. The projected peak-hour trips for the subject site are calculated using the procedures outlined in the *Guidelines*, and the revised scoping agreement dated May 20, 2016.

### The Site's Projected AM/PM Peak-Hour Traffic

Using the applicable trip generation rates contained in the Guidelines and the recommended rates contained in the latest edition of the *Trip Generation Manual* (Institute of Transportation Engineers), the net buildout peak hour vehicle trips for each phase are presented in the table below:

Proposed Use	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
<b>Residential</b>				
1,125 multifamily units	103	427	406	219
Less internal capture*	-2	-10	-134	-54
Less 25% TOD (Guidelines) **	-25	-105	-68	-42
<b>Residential New Trips</b>	<b>76</b>	<b>312</b>	<b>204</b>	<b>123</b>
<b>Office</b>				
775,000 sq. ft. general office	1,395	155	272	1,163
Less internal capture	-52	-35	-14	-40
Less 25% TOD (Guidelines)	-336	-30	-65	-281
<b>Office New Trips</b>	<b>1,007</b>	<b>90</b>	<b>193</b>	<b>842</b>
<b>Hotel</b>				
250 Rooms	78	55	76	74
Less internal capture	0	-28	-16	-6
Less 25% TOD (Guidelines)	-20	-7	-15	-17
<b>Hotel New Trips</b>	<b>58</b>	<b>20</b>	<b>45</b>	<b>51</b>
<b>Retail</b>				
132,000 sq. ft. retail (shopping center)	158	98	453	490
Less internal capture	-44	-25	-80	-144
Less 25% TOD (Guidelines)	-29	-15	-93	-87
<b>Retail New Trips</b>	<b>85</b>	<b>58</b>	<b>280</b>	<b>259</b>
<b>Total Net New Trips</b>	<b>1,226</b>	<b>480</b>	<b>722</b>	<b>1,275</b>
<b>Notes:</b> *Internal Trip Capture refers to reduction from trip generation number to account for capture of peak hour trips that will travel from one land use to another within a mixed-use development without impact the critical intersections.  **Transit Oriented Development (TOD) refers to credit reduction from trip generation number to account for the level of compact, walkable neighborhoods created around transit station by development. A 30 percent reduction is the maximum TOD reduction recommended by the <i>Guidelines</i> .				

As indicated, the proposed development at full build-out is projected to generate 1,706 vehicle trips (1,226 inbound, 480 outbound) during the AM and 1,997 new vehicle trips (722 inbound, 1,275 outbound) during the AM and PM peak hours, respectively.

### **Traffic Study Review and Findings**

With the proposed PPS, the applicant submitted a traffic impact study for review, which was revised per staff review comments and resubmitted on October 26, 2016, and again on November 30, 2016 to incorporate additional staff comments and concerns.

The submitted and revised traffic study report includes analysis of all required intersections as outlined on the scoping agreement. Following staff's preliminary review for sufficiency, the revised study dated October 26, 2016 was referred electronically to SHA, DPW&T, DPIE, and WMATA for review and comments.

The findings and recommendations outlined below are based upon a review of the most recent revised study and written comments provided by the reviewing agencies, subsequent point by point traffic consultant's responses to review agencies comments and concerns, as well as additional analyses conducted by staff, consistent with the Guidelines and the approved 2010 New Carrollton TDDP.

### **Existing Conditions**

Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the critical intersections, with existing traffic conditions for each analysis period which is summarized within the table below:

<b>EXISTING PEAK HOUR TRAFFIC CONDITIONS</b>		
Intersection	LOS/CLV (delay)*	
	<b>AM</b>	<b>PM</b>
Corporate Drive & Garden City Drive	A / 573	A / 601
Metro Entrances & Garden City Drive* (Pedestrian Signal only)	3.2 Seconds	2.6 Seconds
US 50 off-ramp /Metro Exit & Garden City Drive *	9.2 Seconds	14.1 Seconds
US 50 off-ramp / New Main Access & Garden City Dr.*	N/A	N/A
Corporate Drive/ I-495 SB off-ramp & Pennsy Drive	A / 580	A / 604
Pennsy Drive & Ardwick Ardmore Road	A / 951	A / 883
Annapolis Road (MD 450) & 85th Avenue	A / 878	C / 1180
Veterans Parkway (MD 410) & Ellin Road	A / 963	A / 953
Ellin Road/ 85th Avenue & Harkins Rd	A / 474	A / 565
* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. Per the <i>Guidelines</i> , if the reported delay does not exceed 50 seconds, the intersection is deemed to operate acceptably. For any reported delay exceeding 50.0 seconds and minor street traffic volume exceeding 100 vehicles during a peak hour, the intersection as unsignalized is deemed adequate if the CLV calculation for a simple two-phase signal operation results-in 1,150 or better.		

### **Background Conditions**

As required, the background condition evaluates the anticipated background traffic with existing and programmed transportation infrastructure and improvements that are 100 percent funded, or bonded and permitted for construction.

The background traffic combines growth in existing traffic volumes attributable to development outside the study area with traffic that would be generated by approved but not yet built developments within the study area. A review of the historical SHA traffic volume maps indicates that major roadways in the immediate vicinity of the site have experienced less than 0.1 percent growth per year over the last nine years. Therefore, staff concurs with the conservative use of 0.5 percent per year growth rate for the impacted roadways through 2026, the proposed build-out year. Within the study area, there is one approved, but not yet fully built, development on the east side of the New Carrollton Station (Garden City, PGCPB Resolution No. 99-75, for approximately 234,000 square feet of additional commercial office), and two on the west side of the Metro Station (Carrollton Station, PGCPB Resolution No. 13-99, for additional 700 multifamily residential units and approximately 150,000 square feet of commercial retail; and Metroview, PGCPB Resolution No. 01-83, for an additional 2,400 multifamily residential units). At the full buildout, these three approved developments would contribute 1,443 AM and 1,684 PM additional peak-hour vehicle trips to the area road network. For the background condition, there are no programmed and/or funded improvements. The results of background traffic which includes 0.5 percent per year growth in through traffic are shown within the following table:

<b>BACKGROUND PEAK HOUR TRAFFIC CONDITIONS</b>		
Intersection	LOS/CLV (delay)*	
	AM	PM
Corporate Drive & Garden City Drive	A / 719	A / 783
Metro Entrances & Garden City Drive* (Pedestrian Signal only)	8.5 Seconds	7.4 Seconds
US 50 off-ramp /Metro Exit & Garden City Drive *	14.3 Seconds	20.6 Seconds
US 50 off-ramp / New Main Access & Garden City Dr.*	N/A	N/A
Corporate Drive/ I-495 SB off-ramp & Pennsy Drive	A / 842	A / 754
Pennsy Drive & Ardwick Ardmore Road	B / 1,045	A / 987
Annapolis Road (MD 450) & 85th Avenue	B /1,027	D / 1,317
Veterans Parkway (MD 410) & Ellin Road	B/1,121	B/1,059
Ellin Road/ 85th Avenue & Harkins Rd	A / 749	A / 859
* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. Per the <i>Guidelines</i> , if the reported delay does not exceed 50 seconds, the intersection is deemed to operate acceptably. For any reported delay exceeding 50.0 seconds and minor street traffic volume exceeding 100 vehicles during a peak hour, the intersection as unsignalized is deemed adequate if the CLV calculation for a simple two-phase signal operation results-in 1,150 or better.		

#### **Future Conditions:**

The full build-out traffic condition represents a combination of background traffic and the projected traffic for proposed development at build out. The build out traffic conditions reported in the table below are based the provision of the following improvements proffered in the submitted traffic study:

- (1) The conversion of the center left -turn only lane to a shared left-thru right lane along with needed modifications to the existing traffic signal for the intersection of Corporate Drive and Garden City Drive,

- (2) Replacing the existing one-way inbound only metro station / bus bays access driveway as it meets the Garden City Drive with a four-lane divided driveway, conversion of existing pedestrian only crossing signal to a full signal, The construction of four-lane roadway connecting the reconstructed four-lane divided Metro station/ bus bays access driveway to a proposed multi-lane divided access driveway just north of the US 50 Westbound on-ramp, and the construction of a new access driveway opposite of proposed metro station/ bus bays divided driveway for all planned developments on proposed Parcels 8-10,
- (3) Replacing the remaining two metro access driveways along the west side of Garden City Drive between Corporate Drive and the existing US 50 Westbound on-ramp with a new multi-lane divided driveway located just to the north of the existing US 50 Westbound on-ramp. The submitted study also proffers to signalize the location where this new driveway intersects with Garden City Drive.

<b>BUILD-OUT PEAK HOUR TRAFFIC CONDITIONS</b>		
Intersection	LOS/CLV (delay)*	
	<b>AM</b>	<b>PM</b>
Corporate Drive & Garden City Drive	B / 1,145	B / 1,135
Metro Entrances & Garden City Drive* (Pedestrian Signal only)	20.8 Seconds	20.4 Seconds
US 50 off-ramp /Metro Exit & Garden City Drive *	N/A	N/A
US 50 off-ramp / New Main Access & Garden City Dr.*	9.8 Seconds	20.8 Seconds
Corporate Drive/ I-495 SB off-ramp & Pennsy Drive	B / 1,143	C / 1,196
Pennsy Drive & Ardwick Ardmore Road	C / 1,223	C / 1,250
Annapolis Road (MD 450) & 85th Avenue	B /1,027	D / 1,317
Veterans Parkway (MD 410) & Ellin Road	B/1,131	B/1,117
Ellin Road/ 85th Avenue & Harkins Rd	A / 749	A / 859
* In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. Per the <i>Guidelines</i> , if the reported delay does not exceed 50 seconds, the intersection is deemed to operate acceptably. For any reported delay exceeding 50.0 seconds and minor street traffic volume exceeding 100 vehicles during a peak hour, the intersection as unsignalized is deemed adequate if the CLV calculation for a simple two-phase signal operation results-in 1,150 or better.		

The results shown in the tables above indicate that all studied intersections would operate acceptably under total traffic, provided the identified improvements at build out shown above are either constructed or fully boned and permitted for construction, including reconstruction of divided Metro station / bus bays driveway between Garden City Drive and the Station and a new multi-lane divided driveway north of the existing US 50 Westbound on-ramp.

Since the submitted TCP shows a completely different access configuration for Parcels 8–10, the exact configuration and location of the proposed access driveway for proposed Parcels 8–10 need to be reevaluated as part of any DSP review for Parcels 8–10. The conversion of pedestrian signal to a full traffic signal and the proposed signalization of new multi-lane driveway north of the existing US 50 Westbound on-ramp are not required for adequacy. These two improvements are proposed to enhance traffic operation at these locations, and as such would require DPW&T and DPIE approvals.

### **Conformance to the Approved Plans and On-Site Circulation/Access Review**

Since the subject property is located within the designated Metro Core area of the New Carrollton TDDP, the TDDP recommends a street grid network with additional street connections to the Metro Station:

The submitted plan proposes three access points for the proposed development to Garden City Drive. These include the reconstruction of the existing one-way inbound only metro station/bus bays access driveway with a four-lane divided driveway, a new multi-lane access driveway opposite of the reconstructed metro station/bus bays divided driveway for all planned developments on proposed Parcels 8–10, and a new multi-lane divided access driveway just north of the existing US 50 Westbound on-ramp. Except for Pennsy Drive, Garden City Drive and Corporate Drive, all internal access connections are proposed to be constructed as private access driveways, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, to provide common and consolidated access for the proposed parcels. To comply with the TDDP streetscape requirements and elements, the exact limits of the needed access easement for each of these facilities will be further reviewed and determined upon the review of appropriate DSPs, but shall be no less than 22 feet wide for two-way traffic. The access easement(s) shall be recorded in phase with the proposed development to the minimum extent necessary to provide adequate access for developing parcels and which may require the re-platting of parcels, as determined by staff.

The limits of rights-of-way (ROW) for Pennsy Drive, Garden City Drive and Corporate Drive as shown on the submitted PPS will be revised to show a minimum of 97 feet, and a maximum of 102 feet for both Garden City and Corporate Drive, and a minimum of 70 feet and a maximum of 74 feet for Pennsy Drive, to be determined at the time of DSP and then reflected on the final plat prior to approval. Provision of minimum and maximum rights-of-way for these publicly maintained roadways on the PPS provides the needed flexibility to the applicant prior to final plat, where actual limits are dedicated, to closely work with appropriate operating agencies in provision of required cross sections and provision of most desirable and acceptable travel lane widths that promote safe and attractive multimodal access at the time of DSP. Pennsy Drive, although open and currently traversed by the public, is under the ownership of the Maryland Transit Authority and has not been dedicated as a street. This roadway was included in the traffic analysis which depended upon this right-of-way in order to find that adequate roads exist to serve the development. Pennsy Drive shall remain open to the public and be dedicated to public use in phase with the platting of the abutting parcels.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required in accordance with Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

9. **Schools**—The following evaluation for impact on school facilities is based on a review of the residential and nonresidential uses proposed.

#### **Residential**

This PPS was reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George's County Council Resolution CR-23-2003 and concluded the following:

**Impact on Affected Public School Clusters  
Multifamily Dwelling Units**

Affected School Clusters #	Elementary School Cluster 1	Middle School Cluster 1	High School Cluster 1
Dwelling Units	1,125 DU	1,125 DU	1,125 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	134	61	83
Actual Enrollment	9,518	3,712	5,838
Total Enrollment	9,652	3,773	5,921
State Rated Capacity	8,960	3,938	6,288
Percent Capacity	108%	96%	94%

Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling, if a building is located between Interstate 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,017 and \$15,458 to be paid at the time of issuance of each building permit.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a one-quarter mile of a Metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the 2010 *Approved Bowie State Marc Station Sector Plan and Sectional Map Amendment*. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within a one-quarter mile of a Metro station. This act is in effect from October 1, 2013 through September 30, 2018.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

**Nonresidential**

The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002) and concluded that the nonresidential portion of the development will have no impact on the County school system.

10. **Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The proposed project is served by West Lanham Hills Fire/EMS, Company 828, a first due response station (a maximum of seven minutes travel time), located at 7609 Annapolis Road.

“In the Fire/EMS Department’s Statement of Adequate Apparatus, as of May 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.”

#### **Capital Improvement Program (CIP)**

The Capital Improvement Program for Fiscal Years 2016–2021 provides funding for renovating the existing station.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure,”

11. **Police Facilities**—The following evaluation for impact on police facilities is based on a review of the residential and nonresidential uses proposed.

#### **Residential**

The subject property is located in Police District III, Palmer Park. The response time standard is ten minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The PPS was accepted for processing by the Planning Department on October 7, 2016.

<b>Reporting Cycle</b>	<b>Previous 12 Month Cycle</b>	<b>Emergency Calls</b>	<b>Nonemergency Calls</b>
Acceptance Date 10/7/2016	12/2015-1/2015	6 minutes	12 minutes
Cycle 1			
Cycle 2			
Cycle 3			

Based on the most recent available information as of December 2015, police response times, the response time standards of 10 minutes for emergency calls and the 25 minutes for nonemergency calls were met on October 7, 2016.

#### **Nonresidential**

The proposed development is within the service area of Police District III, Palmer Park. There is 267,660 square feet of space in all the facilities used by the Prince George’s County Police Department and the July 1, 2015 (U.S. Census Bureau) county population estimate is 909,535. Using 141 square feet per 1,000 residents, it calculates to 128,244 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

12. **Water and Sewer**—Section 24-122.01(b)(1) states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System. The property is within Tier 1 under the Sustainable Growth Act and will therefore, be served by public systems.

13. **Use Conversion**—The total development included in this PPS is 1,125 multifamily residential units, 775,000 square feet of office, 132,000 square feet of retail and 250 hotel rooms in the M-X-T and T-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
14. **Public Utility Easement**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The PPS should delineate a ten-foot-wide public utility easement along all public rights-of-way, which will also be required to be reflected on the final plat prior to approval.

15. **Historic**—The subject property was previously graded for the construction of the Metro station and its associated parking lots. 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.
16. **Environmental**—The subject site was previously reviewed by the Environmental Planning Section for a Natural Resources Inventory, NRI-008-13, which was approved on May 1, 2013. The Environmental Planning Section has not previously reviewed any other applications for this site.

### **Proposed Activity**

The current application is for the creation of 12 parcels for mixed-use development.

### **Grandfathering**

The project is subject to the environmental regulations contained in Subtitle 24, Subdivision Regulations; Subtitle 25, Woodland and Wildlife Habitat Conservation Ordinance; and Subtitle 27, Zoning Ordinance, that came into effect on September 1, 2010 because the application is for a new PPS.

### **Site Description**

The PPS is for a 30.13-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 U.S. 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 (SSPRA) 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.

#### **Plan Prince George's 2035 Approved General Plan (2014)**

The site is located within the New Carrollton Metro Center and ESA 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035.

#### **Conformance with the 2010 Water Resources Functional Master Plan**

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, County ordinances for SWM, floodplain and woodland conservation, and programs implemented by DPIE, the Prince George's County Department of Health, the Prince George's County Department of the Environment, the Prince George's Soil Conservation District, the Maryland-National Capital Park and Planning Commission, and the Washington Suburban Sanitary Commission are also deemed to be consistent with this master plan.

#### **Conformance to 2010 New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment**

The text in **bold** is the environmentally-related standards of the TDDP and the plain text provides comments on plan conformance.

#### **Metro Core Neighborhood Standards:**

- 11. Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.**

Lighting shall be addressed by the Urban Design Section as part of the DSP review.

- 13. To mitigate the urban "heat island" effect, the rooftops of all new construction or renovated buildings over 10,000 square feet shall be designed in accordance with the heat island mitigation roof treatment criterion specified under the LEED for New Construction and Major Renovation, Version 2.2 or later. Freestanding parking garages and roofs with installed solar thermal or photovoltaic energy systems shall be exempt from this requirement.**

Building details shall be addressed by the Urban Design Section as part of the DSP review.

- 14. Environmental Site Design (ESD) stormwater management techniques shall be used throughout the Metro Core to provide enhanced water quality controls and additional green space.**

An unapproved SWM concept plan was submitted which shows the use of numerous micro-bioretenment facilities throughout the site.

- 16. Public plazas and other civic spaces shall be designed to be safe, sunny and attractive with:**

- A. No “dead”, poorly-lit, or hidden areas**

Lighting shall be addressed by the Urban Design Section as part of the DSP review.

#### **Open Space Standards:**

- 7. Open Space Lighting: Parks, plazas, and other open spaces shall be illuminated to a minimum 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with ADA requirements for parks and recreation spaces. Full cut-off optics shall be used to direct lighting downward. No up-lighting shall be used.**

Lighting shall be addressed by the Urban Design Section as part of the DSP review.

#### **Streetscapes Standards:**

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

An unapproved SWM concept plan was submitted which shows the use of numerous micro-bioretenment facilities throughout the site. These facilities should be designed as amenities where possible.

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

- 1. General Street Lighting: Standard “cobra head” design streetlights shall be installed along all public streets in accordance with county or state design and installation requirements, whichever is appropriate.**

Lighting shall be addressed by the Urban Design Section as part of the DSP review.

#### **Conformance with the 2005 Approved Countywide Green Infrastructure Plan**

According to the 2005 *Approved Countywide Green Infrastructure Plan*, the central portion of the property is mapped within the designated network. A majority of the property is located within the 100-year floodplain associated with a tributary of Lower Beaverdam Creek, which drains through the site from the northeast to the southwest. Regulated area is mapped along the stream and its associated buffer. Evaluation area is mapped on the western portion of existing

Parcel 122 (proposed Parcels 8 and 9) and on existing Parcels A and B (proposed Parcels 1–6). Network gap is mapped on a majority of the remainder of the site.

The site is zoned M-X-T and is located within the New Carrollton Metro Center and the Environmental Strategy Area 1 (formerly the Developed Tier of the 2002 General Plan) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035, all of which are associated with high-density development that allows multiple uses (residential, retail, office). For these reasons, the developable area of the site has been maximized.

To find conformance with the Green Infrastructure Plan, the Planning Board must find that the plan adequately addresses the following policies:

**Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.**

Most of the evaluation area and network gap will be developed to accommodate the proposed development, along with associated SWM structures and parking. Much of the regulated area is shown to be preserved; however, several impacts to regulated environmental features are proposed. A statement of justification has been received for the proposed impacts. These impacts are discussed in detail in a later section.

**Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.**

An un-approved SWM concept plan was submitted which shows the use of numerous micro-bioretenion facilities throughout the site.

**Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.**

Much of the existing woodland on-site is located within and adjacent to the mapped regulated area; however, the 30.13-acre site contains only 1.23 acres of net tract woodland and 1.63 acres of wooded floodplain. The TCP1 worksheet shows clearing of 0.99 acre of net tract woodland and 1.54 acres of wooded floodplain. A majority of the woodland conservation requirement is proposed to be met off-site. The technical requirements of the TCP are discussed in detail in a later section. Because the developable area of the site has been maximized based on conformance with the Master Plan and the zoning requirements, the proposed clearing of the site and the use of off-site woodland conservation is in conformance with the Green Infrastructure Plan.

**Natural Resources Inventory**

An approved Natural Resources Inventory, NRI-008-13, was submitted with the application. The NRI indicates there are streams, wetlands, and 100-year floodplain on the subject property, which comprise the primary management area (PMA). No specimen trees were identified on-site. The forest stand delineation indicates that seven forest stands are located on-site.

The NRI was prepared for a larger area than what has been included in the PPS application. Several site statistics tables are shown on the plan for areas identified as 1 through 5; however, it is difficult to tell what existing lots/parcels these tables correspond to.

The summary site statistics table for the total areas indicates that total on-site woodland is 2.86 acres; however, the summary note for the forest stand information indicates that the total woodland is 2.68 acres.

The treeline shown on the NRI is different than the treeline shown on the Type 1 tree conservation plan (TCP1). It appears that the symbols shown on the NRI as a treeline may be a shrub line for areas that do not meet the definition of woodland. The NRI must be revised to provide a lot-by-lot site statistics table so that areas covered by the PPS and areas covered by future plans can be calculated. The NRI must also be revised to differentiate between the shrub line and the treeline, and these lines must be consistent on all plans. All site statistics must be consistent on all plans.

### **Woodland Conservation**

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.

The woodland conservation worksheet shown on the TCP as submitted shows the woodland conservation threshold for this 30.13-acre property is 15 percent of the net tract area or 2.60 acres. The total woodland conservation requirement based on the amount of clearing proposed is 5.13 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 treeline must be revised and a shrub line must be added to match the revised NRI, as discussed in the NRI section of this memo. All existing and proposed easements must be counted as cleared; specifically, an existing sewer easement on Parcel 8 and a proposed outfall on Parcel 10. All areas counted as cleared must be labeled as such and shown with a symbol different than clearing proposed within the limit of disturbance (LOD). Currently, the plan shows 1.11 acres of clearing in the floodplain; however, the worksheet shows 1.54 acres of clearing in the floodplain. All clearing and preservation areas shown on the plan must be accurately reflected in the worksheet.

All proposed site design features including proposed site entrance locations and stormdrain and SWM structures must be shown on the plan and accounted for within the LOD. The stream line must be shown darker. The worksheet must be made larger so that the numbers are legible. The TCP general note 12 indicates that the 65 dBA Ldn noise contour cannot be shown on the plan because the noise levels on the entire site are higher. The Phase 1 noise report contains exhibits showing the unmitigated upper and ground level noise contours from 80 dBA Ldn to 65 dBA Ldn. All unmitigated noise contours must be shown on the plan. After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

### **Specimen Trees**

The removal of specimen trees requires a variance to Sec 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site.

No variance is required because no specimen trees have been identified on-site.

**Preservation of Regulated Environmental Features/Primary Management Area**

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include streams and their associated 60-foot-wide buffers, wetlands and their associated 25-foot-wide buffers, and the 100-year floodplain.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

A statement of justification for the proposed impacts was stamped as received by the Environmental Planning Section on October 12, 2016. Revised impact exhibit Sheets 1 through 3 were stamped as received November 10, 2016. The areas shown on the impact exhibits are different than what was included in the statement of justification. The exhibit for proposed Impact 3 does not show all of the infrastructure that would necessitate impacts, and the LOD on the exhibit and the TCP is different than the LOD shown on the un-approved SWM plan. The LOD on these plans is also different than what is shown on the traffic study, which shows a different access point for Parcels 8 through 10 than what is shown on the TCP. The proposed development must be shown consistently on all plans and a statement of justification for PMA impacts along with the associated exhibits must be submitted for evaluation as part of the DSP.

**Impact 1** is shown on the exhibit sheet as 2.37 acres of existing impact for redevelopment and 0.46 acre of new impact for the installation of a bioretention facility and associated drains (for a total of 2.83 acres). The statement of justification indicates that impact is 2.84 acres total for proposed development and continued access for the WMATA bus loop and park and ride services.

**Impact 2** is shown on the exhibit as 3.69 acres of existing impact for redevelopment and 0.12 acre of new impact for the construction of pedestrian connection to Garden City Drive (for a total of 3.81 acres). The statement of justification indicates that the impact is 3.82 acres for proposed development.

**Impact 3** is shown on the exhibit as 0.53 acre of new impact for the construction of a building in the floodplain; however, the exhibit does not show the proposed bioretention facility and outfall as shown on the SWM concept plan. The statement of justification indicates that the impact is 0.81 acre of disturbance for proposed development.

Approximately 43 percent of the site is located within the floodplain and all of the proposed impacts are within the floodplain. Approval of the proposed floodplain impacts must also be obtained from DPIE and shown on an approved SWM plan prior to impact of the PMA.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible, with the recommended conditions of approval. Because no approved SWM plan has been submitted, impacts to regulated environmental features shall be further evaluated as necessary at the time of DSP through the submittal of a statement of justification and associated exhibits for all design elements necessitating additional impacts.

Staff recommends **approval** of PMA Impacts 1–3.

Prior to issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

### **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.

A vibration study dated November 1, 2016 was prepared by Phoenix Noise & Vibration, LLC. The study was based on on-site sampling of measured vibration levels associated with the railways, and determined that under the current site plan design, ground-borne vibration levels are in compliance with the Federal Transit Administration (FTA) guidelines for railway vibration. The report further states that Existing vibration levels will not result in structural damage; however, an occasional train may generate vibration levels which may cause slight annoyance due to “feelable” vibration within the buildings. The report states that the results apply only to the site conditions present at the time of the measurements, and may change once the site has been developed because once the site has been graded and buildings have been added, the soil compaction and ground characteristics may be altered and produce different vibration levels and that vibration levels on different floors may be higher than those measured in the ground as structures can amplify vibrations to increase with building height. The report also discusses the Purple Line, which is a 16-mile extension between New Carrollton and Bethesda. The projected vibration impacts for the Purple Line were addressed in the Final Environmental Impact Statement, which was required as part of the Purple Line project. The New Carrollton Purple Line station will be the end of the line and located north of the existing station. The report assumes that the section of track beyond the station will be used as a storage yard, similar to the Orange Line track beyond the station, and that no trains will be traveling at speed on this portion of track. The report concludes that the vibration generated by the Purple Line will not be at a level above that produced by the existing railway lines.

A Phase 1 noise report dated July 28, 2016 was prepared by Phoenix Noise & Vibration, LLC. The study considered roadway and railway noise and was based on on-site sampling and computer modeling. The study determined that the entire site will be exposed to unmitigated noise levels above 65 dBA Ldn at the ground (5 feet) and upper levels (25 feet). Noise levels as high as 82 dBA Ldn have been identified for the residential building currently shown closest to US 50.

All proposed residential buildings will require further analysis to determine what modifications to building architecture and materials will be necessary to maintain interior noise levels below the state standard of 45 dBA Ldn. A Phase II noise analysis will be needed at time of DSP to determine what mitigation will be needed and that interior mitigation will be feasible. The report notes that reducing exterior noise impact above 75 dBA Ldn to an interior level of 45 dBA Ldn usually requires significant modifications to typical standard residential building construction at a considerable cost, and that the higher the noise impact is above 75 dBA Ldn, the more difficult and expensive the modifications will be to achieve 45 dBA Ldn. The report states that the highest noise impact is located along US 50 and that there is one residential building located almost entirely within the 75 dBA Ldn and above noise contours. The report highly recommends that the residential buildings be moved outside of the 75 dBA Ldn noise contour or reoriented to limit the amount of residential exposure to US 50. All building permits will be required to include a certification by a professional engineer with competency in acoustical analysis stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

The report indicates that any outdoor activity areas on-site may be exposed to transportation noise levels above 65 dBA Ldn. All outdoor activity areas must be evaluated at time of DSP with the submission of a Phase II noise report to determine if mitigation will be needed to reduce noise in outdoor activity areas to below the state standard of 65 dBA Ldn.

17. **Urban Design**—In accordance with the approved TDDP, DSP approval is required for this development. A DSP (DSP-16043) has been accepted for the subject site, is currently under review and tentatively scheduled for Planning Board hearing on February 9, 2017. The requirements of the TDDP and Zoning Ordinance will be evaluated with the DSP review. These include, but are not limited to the following:

**Conformance with the Requirements of the Zoning Ordinance**

The uses proposed are permitted in the TDOZ, which does not have a specific use table but simply refers to the uses within the underlying zones and then lists prohibited uses.

Conformance with the requirements for development in the M-X-T Zone along with the requirements of the overlying TDOZ will be further evaluated at the time of DSP review.

**Conformance with the Requirements of the 2010 New Carrollton Approved Transit District Development Plan and Sectional Map Amendment**

The proposed development is in the 2010 New Carrollton Approved Transit District Development Plan within the Metro Core neighborhood. The site standards and guidelines are contained within the TDDP beginning on page 131. A DSP application is required and is in the pre-acceptance process as an Expedited Transit Oriented Development plan in accordance with Section 27-290.01 of the Zoning Ordinance. The DSP will be subject to all the TDOZ standards and conformance to the applicable standards will be evaluated at that time. It should be noted that a Conceptual Site Plan, generally a requirement when developing in the M-X-T Zone is not required for this application, per paragraph 2 under Applicability of Site Plan requirements on page 59.

**Conformance with the 2010 Prince George's County Landscape Manual**

Conformance with the landscaping requirements for the subject site will be further evaluated at the time of DSP review. The proposed mixed-use development is within the New Carrollton TDDP and is technically subject to the TDOZ standards as contained under the Trees and Landscaping Section of General Open Space and Streetscape Standards and Guidelines. However, for those landscaping requirements not covered by the TDOZ standards, the

applicable 2010 Prince George's County Landscape Manual (Landscape Manual) regulations will govern.

**Conformance with the Tree Canopy Coverage Ordinance**

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet or greater of gross floor area or disturbance and require a grading permit. The subject site is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

**RECOMMENDATION**

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:
  - a. Correct General Note 1 to indicate the existing property information as Parcel A, Plat Book 58@70; Parcel B, Plat Book 58@55; and Tax Parcel 122, Liber 14891 folio 110.
  - b. Correct General Note 2 to indicate the location of the property within Tax Map 51, Grid F-2 and Tax Map 52, Grid A-2.
  - c. Correct General Note 10 to reflect the road dedication as required by condition of this approval.
  - d. Remove General Note 18.
  - e. Revise General Note 19 to reflect the center or corridor location as the New Carrollton Metro Metropolitan Center.
  - d. Correct General Note 24 to indicate the residential acreage as 13.01 acres and that mandatory dedication requirement will be met by on-site private recreational facilities.
  - e. Revise General Note 27 to add the plan number "TCPI-009-2016."
  - f. Remove General Note 33.
  - g. Correct the area tabulation and existing lots shown on the coversheet to provide the consistent underlying parcel information and acreage.
  - h. Delineate and label a 10-foot-wide public utility easement along all public rights-of-way.
  - i. Delineate the access easement consistent with Applicants Exhibit A/Access Easement Exhibit.
  - j. Label Pennsy Drive as "to be dedicated to public use."



- k. Remove the private road sections from the coversheet.
  - l. Label the proposed water connections to Parcels 8, 9, 11, and 12.
  - m. Label the proposed water and sewer connections to Parcels 3 and 6.
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.
  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.
  4. Development of this site shall be in conformance with an approved stormwater management (SWM) concept plan and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.
  5. The applicant and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFA) for the construction of recreational facilities to the Development Review Division (DRD) for approval prior to submission of final plats for any parcel containing residential development. Upon approval by DRD, the RFA shall be recorded among the County Land Records and the liber and folio shall be reflected on the final plat prior to recordation.
  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.
    - b. Submit a draft Declaration of Restrictive Covenants and/or easement, per Section 24-128(b)(9) of the Subdivision Regulations, over the approved shared access for the subject property shall be submitted to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for review and approval. The limits of the shared access shall be reflected on the final plat, consistent with the approved preliminary plan of subdivision and detailed site plan. Prior to recordation of the final plat, the Declaration of Restrictive Covenants and/or easement shall be recorded in Prince George's County Land Records and the liber/folio of the document shall be indicated on the final plat with the limits of the shared access.
    - c. The final plat shall carry a note that vehicular access is authorized pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

- d. Grant a 10-foot-wide public utility easement along all public rights-of-way as delineated on the approved preliminary plan of subdivision.
  - e. Described the conservation easement by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M–NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”
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-foot wide (including the gutter pan), unless modified with the approval of the detailed site plan.
8. Prior to approval of each detailed site plan (DSP) for parcels on the subject site, off-site bicycle and pedestrian improvements shall be provided consistent with the requirements of Section 24-124.01 of the Subdivision Regulations and within the limits of the cost cap specified in Section(c). These improvements shall be selected from the prioritized list included in the Trails Finding for PPS 4-16023. The location and limits of the improvements provided for each phase shall be shown on the DSP, or an exhibit if appropriate, consistent with Section 24-124.01(f). If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c). The Planning Board shall find that the substitute off-site improvements are consistent with the Bicycle and Pedestrian Impact Statement adequacy finding made at the time of preliminary plan of subdivision.
9. The applicant and the applicant’s heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities, prior to the issuance of building permits for any parcel containing residential development. The recreational facilities to be required shall be determined with the full review of the detailed site plan.

10. At the time of detailed site plan (DSP) review for any parcels which include residential development, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities pursuant to Section 24-135(b) of the Prince George's County Subdivision Regulations, subject to the following:
  - a. The private on-site recreational facilities shall be designed in accordance with the standards as outlined in the *Park and Recreation Facilities Guidelines*.
  - b. The details of the private on-site recreational facilities, including adequacy, siting and the establishment of trigger for construction, shall be reviewed and approved by the Urban Design Section in phase with each DSP for each parcel containing residential development in this project.
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.
  - b. Pennsy Drive at a minimum of 35-feet to a maximum of 37-feet from center line.
  - c. Corporate Drive at a minimum of 48.5-feet to a maximum of 51-feet from center line.
12. Prior to issuance of any building permit within proposed Parcels 1, 2, and 3 of the subject property, the following improvements shall (a) have been constructed, (b) fully bonded and permitted for construction with agreed-upon time table for construction by the applicant and the applicant's heirs, successors, assignees and/or others, and per applicable County standards and requirements:
  - a. Eliminating existing access driveway along Garden City Drive south of the metro station access driveway, and constructing a new multi-lane divided driveway located just to the north of the existing US 50 westbound on-ramp, and
  - b. The conversion of the center left turn only lane to a shared left-through-right-turn lane along with needed modifications to the existing traffic signal for the intersection of Corporate Drive and Garden City Drive.
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.

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.
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.
16. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
  - a. Show the treeline and shrub line per a revised NRI.
  - b. Account for all existing and proposed easements as cleared.
  - c. All areas counted as cleared that are located outside of the limit of disturbance shall be shown with a distinct symbol and labeled accordingly.
  - d. Ensure that all clearing and preservation areas shown on the plan are accurately reflected in the worksheet.
  - e. Ensure that all proposed site design features are shown on the TCP consistently with all other plans, including site entrance locations and stormdrain and stormwater management locations.
  - f. Show the existing stream line darker.
  - g. Enlarge the worksheet.
  - h. Show all upper level and ground level unmitigated noise contours per drawings 2 and 3 of the July 28, 2016 Phoenix Noise and Vibration Phase 1 Noise Analysis.
  - i. Revise the legend to identify all symbols shown on the plan.
  - j. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
17. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-009-16). The following note shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-009-16), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will

make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”

18. Prior to issuance of permits for this subdivision, a Type 2 Tree Conservation Plan shall be approved. The following note shall be placed on the Final Plat of Subdivision:

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

19. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area except for any approved impacts or existing easements that are to remain and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

20. Prior to issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
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.
22. Prior to approval of building permits for all residential buildings on-site, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
23. Prior to signature approval of the preliminary plan, an approved stormwater management concept plan shall be submitted.

24. In accordance with the 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment*, the applicant and the applicant's heirs, successors, and/or assignees shall construct the Metro Core Wetland Park on Parcel 10 in phase with development.
- a. At the time of detailed site plan (DSP) review for Parcels 8–12, the applicant shall submit for approval the DSP plan of development for the Wetland Park that shall include a proposed arrangement for the ownership and maintenance responsibilities with the agreement of the Prince George's County Department of Parks and Recreation, and establish the timing for the platting of Parcel 10.
  - b. The DSP for the Wetland Park shall include the submittal of a draft public use easement to the benefit of The Maryland-National Capital Park and Planning Commission. The extent of the public use easement shall be determined by the DSP. The easement documents shall determine the rights, responsibilities (including maintenance), and liabilities of the parties.
  - c. Prior to approval of a final plat of subdivision for Parcel 10 (Wetland Park Parcel), a draft public use easement on the Wetland Park for public use shall be submitted to the Maryland-National Capital Park and Planning Commission for approval and shall be approved by the Commission and be fully executed. The easement documents shall set forth the rights, responsibilities (including maintenance), and liabilities of the parties. Prior to recordation of the final plat, the easement shall be recorded in the County Land Records and the liber/folio of the easement shall be indicated.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-16023
- Approval of Type 1 Tree Conservation Plan TCP1-009-2016