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Detailed Site Plan

Departure from Design Standards

Alternative Compliance

DSP-10044
DDS-606
AC-11003

Application	General Data	
Project Name: Naylor Station Location: Southeast quadrant of the intersection of Suitland Parkway and Branch Avenue (MD 5). Applicant/Address: Branch Avenue Partners LLC c/o Ironwood Realty Management 507 Fortress Circle Leesburg, VA 20175	Planning Board Hearing Date:	06/02/11
	Staff Report Date:	05/24/11
	Date Accepted:	03/07/11
	Planning Board Action Limit:	05/16/11
	Plan Acreage:	14.8012
	Zone:	M-X-T
	Dwelling Units:	N/A
	Gross Floor Area:	1,162,000
	Planning Area:	76A
	Tier:	Developed
	Council District:	07
	Election District:	06
	Municipality:	N/A
	200-Scale Base Map:	204SE03

Purpose of Application	Notice Dates	
Office, retail uses, and a departure for parking space sizes within the proposed parking garage. Tree canopy coverage variance.	Informational Mailing:	12/28/10
	Acceptance Mailing:	03/04/11
	Sign Posting Deadline:	05/03/11

Staff Recommendation		Staff Reviewer: Zhang / Kosack / Fritz Phone Number: 301-952-4151 / 301-952-4689 / 301-952-5402 E-mail: Henry.Zhang@ppd.mncppc.org Jill.Kosack@ppd.mncppc.org Kate.Fritz@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: Detailed Site Plan DSP-10044
Departure from Design Standards DDS-606
Alternative Compliance AC-11003
Type 2 Tree Conservation Plan TCP2-005-11
Naylor Station

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions of all elements of the application, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*.
- b. The requirements of the Mixed Use—Transportation Oriented (M-X-T) Zone of the Zoning Ordinance.
- c. The requirements of Conceptual Site Plan CSP-10005.
- d. The requirements of Preliminary Plan of Subdivision 4-11001.
- e. The requirements of the *Prince George's County Landscape Manual*.
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance.
- g. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

- 1. **Request:** The subject detailed site plan (DSP) proposes to redevelop an existing shopping center site with a mixed-use development consisting of 1,150,000 square feet of office and an associated seven-story parking garage, as well as 12,000 square feet of retail use. The proposed development

constitutes the first phase of the previously approved Conceptual Site Plan, CSP-10005, for the site. Conceptual Site Plan CSP-10005 was approved for a two-phase development.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Commercial Integrated Shopping Center	Office/Retail
Acreage	14.8	14.8
Parcels	7	8
Gross Floor Area of Retail Uses (sq. ft)	128,130	12,000
Gross Floor Area of Office Uses (sq. ft)	-	1,150,000
Total Gross Floor Area (sq. ft)	128,130	1,162,000

TREE CANOPY COVERAGE

	Required	Proposed
Variance (30%) from the tree canopy coverage requirements in Subtitle 25, Section 25-128.	64,474 sq. ft.	44,625 sq. ft.

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total Parking Spaces	+	1,630
of which are Parking garage spaces	-	1,500
Surface Parking spaces	-	130
Handicapped regular spaces	27*	16
Van accessible spaces	-	11†
Total Loading spaces	+	7
of which are Office	-	6
Retail	-	1

Notes: +The Zoning Ordinance does not have specific off-street parking and loading numbers for development in the M-X-T Zone. Instead, Section 27-574 and Section 27-583 of the Zoning Ordinance establish procedures for calculating the number of off-street parking and loading spaces, respectively. See Finding 8 below for a discussion of parking and loading requirements in the M-X-T Zone.

†Includes two surface van-accessible handicapped spaces and nine van-accessible handicapped spaces in the parking garage.

*The number of parking spaces for the physically handicapped is calculated in accordance with Section 27-566 of the Zoning Ordinance based on the total number of proposed parking spaces.

3. **Location:** The site is located on the northeast side of Branch Avenue (MD 5) and in the southeast quadrant of the intersection of Suitland Parkway and Branch Avenue. The property is located in Planning Area 76A, Council District 7, within the Developed Tier.
4. **Surrounding Uses:** The subject property is currently developed with a multi-part masonry shopping center, with a total of approximately 128,130 square feet of enclosed space and associated surface parking lots. The shopping center was developed in phases from 1954 to 1969. To the southwest of the larger site is the variable width right-of-way of Branch Avenue (MD 5), an arterial roadway. Also, along the southwest edge, the site wraps around two separate parcels with frontage on Branch Avenue that are zoned M-X-T and developed with small, single-story, retail buildings. To the southwest, across Branch Avenue, is the Naylor Road Metro Station, on the Green Line, its associated parking and various commercially-developed, M-X-T-zoned properties. The Branch Avenue entrance to the Naylor Road Metro Station is located directly across Branch Avenue from the northernmost existing entrance to the subject property. To the north of the subject property is the Washington Metropolitan Area Transit Authority's (WMATA) above-ground Green Line metro tracks and the right-of-way of the Suitland Parkway. To the northeast, the subject property abuts a parcel zoned Multifamily Medium Density Residential (R-18) developed with a multifamily garden apartment complex, Carriage Hill Apartments, beyond which is the Suitland Parkway right-of-way. To the southeast of the larger site are a parcel zoned Open Space (O-S) developed with an elementary school known as Overlook Elementary School, which fronts on and is served from Curtis Drive; a vacant M-X-T-zoned parcel; and an M-X-T-zoned parcel developed with a liquor store that fronts on Branch Avenue.

The portion of the site included in this DSP is located at the intersection of Branch Avenue and Suitland Parkway, which is referred to as Phase 1 in previously approved CSP-10005. Most of Phase 1, except the seven-story parking garage at the rear of the site, is separated from Phase 2 by the main driveway to the site from the Branch Avenue entrance. Across the driveway to the northeast is the site for the Phase 2 development.

5. **Previous Approvals:** On September 23, 2008, the District Council rezoned the subject property to the M-X-T Zone by the adoption of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*. On May 12, 2011, the Planning Board approved Conceptual Site Plan CSP-10005 (PGCPB Resolution No. 11-44 will be adopted on May 26, 2011) covering the entire site for a mixed-use development consisting of 1,600,000 square feet of office space and up to 32,000 square feet of retail uses with associated parking. A Preliminary Plan of Subdivision, 4-11001, proposing to subdivide the entire site into eight parcels, has been scheduled for a hearing on the Planning Board agenda of May 26, 2011. The site also has an approved Stormwater Management Concept Plan, 8888-2010-00, which is valid through April 10, 2013.
6. **Design Features:** The detailed site plan, which covers the entire site, proposes to develop the portion identified as Phase 1 of the CSP with a mixed-use project consisting of approximately 1.15 million square feet of office, with a seven-story parking garage, and 12,000 square feet of retail uses. The Phase 2 portion of the site, as referred to in the CSP, has been identified as a site for future development.

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

Four access points have been proposed off Branch Avenue (MD 5). A full access entrance along with the main driveway leading to the service court, which is located in the rear middle part of the site, divides the site into two distinct parts. The northern part adjacent to the Suitland Parkway is Phase 1, which is covered in this DSP and will be developed with a six- to nine-story office complex with approximately 1.15 million square feet of gross floor area. The office complex has a proposed main entrance/main lobby area located close to the build-to line of Branch Avenue which is accessed from the street level. Visitors will finish security clearance in the lobby area and take escalators to the upper level, through an atrium, in order to reach the office area of the building. This entrance is also linked to WMATA's property by crosswalks across Branch Avenue and further through pedestrian paths to the Naylor Road Metro Station on the Green Line. The rest of the building is set back more than 180 feet from the existing curb line in order to satisfy the security requirements of a potential federal tenant. Between the office building and the curb line of Branch Avenue, there are a proposed retail building, sitting area, plaza area, and bioretention areas. A low masonry wall, which is 50 feet away from the office building, defines the security perimeter for the proposed office complex. Two additional access points are located in the northern section. The northernmost access point is for emergency vehicles only, shown as a right-in/right-out entrance. The one between the emergency access and the main access point to the site is a right-in-only entrance drive. A future vehicle drop-off bay has been shown close to the building's main entrance. A bus stop is located on the other side of Branch Avenue (MD 5).

The southern part of the site has been designated primarily for the second phase of the proposed development in accordance with CSP-10005, except for the rear portion where a seven-story parking structure is located. The parking garage is linked to the office complex by a pedestrian bridge. The rest of the southern part of the site has been identified as the location for future development. The fourth access to the site is located adjacent to the southernmost boundary line, runs along the southeastern edge of the property, connects to the parking garage, and provides access to both the future parking garage and the office building in the second phase.

In addition to renderings of the proposed buildings, architectural elevation views have been provided to show the style and quality of the proposed buildings, as well as other on-site improvements. The office complex elevations and renderings feature a wedge-shaped, modern structure attached to an outer curved façade facing Suitland Parkway that matches the curvature of Suitland Parkway's right-of-way along the site. The outer section of the wedge is nine stories high and the central section of the wedge steps down to six stories in height. The nine-story section of the building fronts on Suitland Parkway and the six-story section has an atrium and is more prominently viewed from Branch Avenue (MD 5). A green roof has been proposed on the perimeter of the six-story section that flanks the central atrium. An additional green roof has been shown on the top of the retail building facing Branch Avenue.

The office building is designed in modern institutional building vocabulary with various fenestration patterns. The building is finished with architectural grade, sand-blasted, light color masonry blocks in combination with glass. Additional dark-toned bands, in a similar color along the window line, have been used to embellish the façade and provide visual interest. A combination of primarily punched openings and a small portion of ribbon windows has been shown on the elevations. The ribbon windows are used on the two corner portions of the elevations of the nine-story part of the building where curved lines meet straight lines. Some ribbon windows are also shown on the six-story part, especially the elevation oriented toward Branch Avenue. An elevated base portion has been shown on the elevations. The main entrance to the office building is designed in an all-glass, two-story structure as a natural extension of the large office building. The location of the main entrance close to the build-to line of Branch Avenue and its transparent glass design make the entrance a visually prominent part of the site's

Branch Avenue frontage. A marked sidewalk leading to the entrance connects the office building to the WMATA Naylor Road Station across the street, approximately 600 feet away.

The parking garage serving the office complex is a typical, seven-story, boxy garage building with plain concrete finishing. Since the parking garage backs to the existing apartment complex known as Carriage Hill to the northeast of the subject site, additional building decoration or screening will be needed in order to minimize the visual and possible noise impacts on the apartment buildings. At full build-out of the site, two buildings will be located between the parking garage and the site's frontage of Branch Avenue (MD 5). Therefore, the parking garage will not be visible from Branch Avenue. The parking garage has been set back 30 feet from the property line due to the Section 4.7 bufferyard building setback requirements of the *Prince George's County Landscape Manual*. A 20-foot-wide landscape strip is required to be installed with 80 plant units per 100 linear feet of property line. However, given the height of the garage and in order to break the sterile appearance of the concrete structure, additional elevation treatments should be provided. The possible solutions included changing the pattern of the openings to a more punched-out style instead of the proposed ribbon-style wide openings, or providing green screen, especially for the upper levels to soften the hard surface of the building, or a combination of either methods, or other equivalent design solutions. At full build-out, the garage will not be visible from Branch Avenue. Since Phase 2 will not be put in place right away, the appearance of the parking garage after the completion of the first phase is a concern of the staff. A condition has been proposed to require the applicant to provide additional elevation treatments on the parking garage facing the existing multifamily development site and the interim elevation that is visible from Branch Avenue (MD 5) before the second phase, to be reviewed by the Urban Design Section as the designee of the Planning Board prior to the issuance of building permits.

The retail building proposed in this application is a five-bay structure located along the build-to line of Branch Avenue (MD 5). The building has a two-story appearance with a functional one-story floor plan to meet the intent of the sector plan to create an active store frontage along Branch Avenue and a continuous street wall in proportion to the width of the right-of-way. The elevation is finished with brick with precast trim and storefront glazing. Due to security considerations for a potential federal tenant, the retail building is designed as a stand-alone building outside of the security wall. A wide driveway and surface parking are located between the retail building and the office building. An optional retail building location (Option B), which is set back about 62 feet from the build-to line and is outside of the easement of the Maryland State Highway Administration (SHA), has been included in this DSP.

The retail building, in the current location as shown in the DSP, is sited over an easement owned by the SHA to meet the build-to line requirement of the sector plan. The applicant intends to purchase the easement and SHA is in a position to sell it because enough space has been preserved within the right-of-way of Branch Avenue (MD 5). However, the process of selling the public easement is lengthy and time consuming. The applicant may not be able to obtain the easement rights in a timely fashion in order to move the project forward. For this reason, the applicant proposes an alternative option (Option B), which moves the retail building outside of the easement and 20 feet closer to the office building, and results in one row of surface parking being located in front of the retail building. An additional low masonry wall matching the building in color, material, and landscaping, as suggested in the CSP approval, has been provided to screen the cars and meet the intent of the sector plan regarding the Branch Avenue frontage. The Urban Design Section encourages the applicant to work closely and diligently with SHA to obtain the easement rights, so that the retail building will be able to be located at the build-to line as shown. A condition has been proposed requiring that, at the time of issuance of building

permits, if the applicant has not purchased the easement from SHA, Option B should be used as the basis for the permit to guide development of the retail building following revision of the DSP by the Urban Design staff as designee of the Planning Board, to formally replace Option A with Option B.

A key map on the elevation drawings will help identify each elevation for all buildings. A condition to require such a key map to be added to the elevation drawings prior to certification has been included in the Recommendation section of this report.

Three monumental entrance signs have been proposed in the DSP. The two larger sign faces are measured at 20 square feet each and the smaller sign face is measured at 16 square feet. The height of all three signs is lower than six feet. Both the sign face area and height are consistent with the sign design standards approved in the CSP for the site. In addition, building-mounted signs have been proposed for both the office and retail buildings. Each storefront has one primary identification sign which is located below the bottom of the second floor windows. Banner signs are also shown on both ends of the retail building. Since no tenant has been identified at the time of this DSP review, details regarding building-mounted signs for the retailers are not available. Prior to the issuance of sign permits for the retail building, a Planning Director level review should be required to ensure that the proposed signage is appropriate in relationship to the retail building in terms of design, color, materials, and method of lighting.

7. **Green Buildings—LEED Certification:** The U.S. Green Building Council (USGBC) is a 501(c)(3) nonprofit that promotes the design and construction of environmentally, economically, and socially conscious buildings. Founded in 1993, their Leadership in Energy and Environmental Design (LEED) green building certification system is the premier rating system for green buildings and has helped to transform the way buildings are viewed from an operational, functional, and location standpoint. In the United States, the current stock of buildings is responsible for 39 percent of total carbon dioxide (CO₂) emissions, 40 percent of energy usage, and 13 percent of water usage. By promoting building development in a more sustainable manner, considering social, economic, and environmental impacts, green buildings have the potential to add \$554 billion to the U.S. gross domestic product between 2009 and 2013.

In 2009, President Barack Obama issued Executive Order 13514 which requires all federal agencies to submit a “Strategic Sustainability Performance Plan.” The Department of Homeland Security (DHS) has such a plan, and has a goal of zero-net energy by 2020 and follows the “Guiding Principles for Federal Leadership in High Performance and Sustainable Buildings (December 2008)” issued by the federal government. As a signatory to this federal memorandum of understanding (MOU), DHS is committed to planning, acquiring, siting, designing, building, operating, and maintaining high performance and sustainable buildings. The proposal for the Naylor Station location fits with this commitment.

The Naylor Station project is seeking LEED certification under the Commercial Interiors and Core and Shell rating systems because DHS solicitation for offers (SFO) requires these two certifications in proposals.

The Core and Shell development rating system is utilized when a new core and shell of a building are being proposed. This system covers building elements such as, building envelope, structure, and the heating, ventilating, and air conditioning (HVAC) system. Under this system, developers control the design and construction of the entire core and shell base building (plumbing, mechanical, and fire protection systems). This system is mostly utilized when the tenants leasing space in the building are not known. The Core and Shell rating system is a complement to the other rating system proposed for Naylor Station, the Commercial Interiors rating system.

The Commercial Interior rating system is utilized to certify the high-performance green interior of buildings. These interiors help promote healthy and productive work spaces, cost less to operate and maintain, and help reduce the environmental footprint of the tenant utilizing the space. This rating system is most often used in offices, restaurants, healthcare, hotels/resorts, and education buildings of all sizes. As previously mentioned, the Commercial Interior rating system integrates well with the Core and Shell development rating system to create a holistic approach to green building design, construction, and operation.

The two different rating systems address seven topic areas, including: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, Innovation and Design, and Regional Priority credits. The Naylor Station project seeks to achieve various credit levels in each of these categories, and is explained in depth below. The credit category is listed, then USGBC's intent, and the project's proposal.

a. Sustainable Sites

USGBC intent: The location of a project is the foundation for the sustainability of individual buildings or an entire neighborhood. Important aspects of sustainable sites include: transportation, site selection, site design and management, and stormwater management. The most sustainable sites are locations that reduce transportation demand, restore degraded or contaminated areas, minimize impacts such as light pollution, and manage stormwater to protect water quality and nearby streams.

Naylor Station Project strategy: Due to the proximity to the Naylor Road Metro station, this site can potentially earn many sustainable sites credits. The project proposes to include bicycle storage in the parking garage, along with designating preferred parking for fuel-efficient vehicles (FEV) and high-occupancy vehicles (HOV) utilized for car and van pooling. There are also several bus lines that service this area. Another significant fulfillment of these credits will be the installation of green roof on both office and retail buildings. This strategy helps achieve two different objectives: filter and store stormwater and help cool the building during hot summer months.

b. Water Efficiency

USGBC intent: The Water Efficiency credits aim to better utilize the limited public water supply as demand increases through development pressures. The LEED system emphasizes the use of water efficiency measures that help to reduce the amount of potable water used by buildings, while still meeting the needs of the building's systems and its occupants. Measures that help achieve this goal include: indoor water for restrooms, outdoor water for landscaping, and process water for industrial processes and building mechanical systems.

Naylor Station Project strategy: The Naylor Station project proposes to utilize high-efficiency landscape irrigation through a greywater rainwater capture method. This will reduce the pressure on potable water for the use of landscape irrigation. All of the plumbing fixtures for the project are high performance and low maintenance, helping reduce the amount of potable water utilized in restroom facilities. Application of these strategies in this project anticipates at least 30 percent greater efficiency than the baseline or code requirements.

c. Energy and Atmosphere

USGBC intent: The LEED rating system emphasizes the reduction of energy usage as a critical piece to the implementation of green buildings. Conventional building approaches put an unsustainable demand on the energy supply, which can have serious impacts on the cost of operating buildings and the local power supply. Well-designed buildings and land use are shown to provide some of the most cost-effective opportunities to save money while reducing greenhouse gas emissions into the atmosphere. The Energy and Atmosphere credit category looks at the following four interconnected elements: energy demand, energy efficiency, renewable energy, and ongoing energy performance.

Naylor Station Project strategy: This project proposes to reduce energy costs and, therefore, carbon dioxide emissions through various innovative strategies, both high and low-tech. The energy management strategies proposed are the focal point of the goals of this green building. The building is being sited to optimize its orientation to maximize the thermal envelope of the building. This means that the building is oriented on an east-west axis, maximizing the solar heat gain on the south side in the winter, while minimizing it in the summer (and utilizing shading to help).

The project also proposes various daylight strategies to minimize the power requirement for indoor lighting. The use of solar sensors on light fixtures, architectural shading devices, light shelves, and maximum ceiling heights will also help achieve this credit's intent. Each user will have the ability to customize high efficiency task lights at their individual workstations to suit their needs. Recognizing the type of work to be done in this building, the project proposes to design a comprehensive energy management plan that will look to include sharing equipment with multi-function devices and printers. Energy Star™ office equipment will be purchased to help reduce the demand for energy in the Naylor Station building.

One of the largest areas of energy and cost savings is from the HVAC solutions. These systems will be equipped with energy efficient components and environmentally-friendly products. These products include high efficiency boilers, energy recovery ventilation units, and high efficiency centrifugal water-cooled chillers with chlorofluorocarbon-free refrigerant and nontoxic water treatment chemicals for the hydraulic systems. Another area of savings will be through the optimization of chiller configuration and sequencing through the building automation system (BAS).

The last strategy of achieving credits under the Energy and Atmosphere category deals with the proposed on-site renewable energy systems. The project proposes to generate at least one percent of the building's energy use through the employment of on-site photovoltaic (PV) panels. The solar panels are proposed to be installed on the garage.

d. Materials and Resources:

USGBC intent: This credit category seeks to reduce the amount of waste generated by buildings throughout their lifecycle, from construction to building operation and demolition. The Materials and Resources category encourages strategies that look to reduce material and resource usage over the long-term, from a building's life-cycle perspective. This category looks at two types of problems related to materials and resources: waste management and life-cycle impacts.

Naylor Station Project strategy: DHS's solicitation for offers (SFO) expresses an interest in the use of regional materials, in addition to recycled content and Forest Stewardship Council (FSC) certified wood products. The project will also be looking at diverting over 75 percent of construction debris from landfills. Exact implementation strategies will be further explored if the Naylor Station project is awarded by DHS.

e. Indoor Environmental Quality

USGBC intent: The intent of this credit category is to create strategies to improve indoor environmental quality in order to enhance the lives of building occupants, increase the resale value of the building, and reduce the liability for the building owner. Poor indoor environmental conditions and pollutant concentrations can be higher indoors compared to outdoors, and therefore, this is a major concern for building occupants. The Indoor Environmental Quality credit category seeks to prevent problems rather than incur the risk and expense of dealing with any illnesses and loss of productivity stemming from poor indoor air quality. To meet the intent of this goal, this category requires the project team to look into issues such as indoor air quality and thermal comfort, lighting, and acoustics.

Naylor Station Project strategy: Healthy indoor air quality helps create a safe and productive work environment for employees. Various strategies to achieve this goal include proper ventilation and material selection at the time of construction. Other strategies pursued by this project include filtering airborne dust throughout the building, and making sure to change those filters prior to occupancy. There will also be a limit set on the use of volatile organic compounds (VOC) of finish on materials (like paint and pressboard), to minimize off-gassing that will occur throughout the building.

f. Innovation and Design

USGBC intent: This credit category was created in order to encourage projects to go above and beyond credit requirements and implement innovative green building strategies. The two areas to be considered for achieving the Innovation and Design goal are exceptional performance and innovation. Each project team can decide how they will go about achieving these goals. Generally, project teams will seek to identify credits that can be double or achieve the next incremental threshold.

Naylor Station intent: This project intends to achieve points in the Innovation and Design category through various methods. They are looking to achieve exemplary performance in the Materials and Resources category, introduce a Green Housekeeping program, and provide for low-mercury lamping throughout the building. The project will also gain one point for this category by having a LEED accredited professional work on the project.

g. Regional Credits

USGBC intent: The Regional Credits category recognizes that different regions of the United States have varying environmental issues and seeks to help projects specifically address their regions' issues. In Prince George's County, the USGBC has determined that Energy and Atmosphere, Water Efficiency, and Materials and Resources are the most important to this region for the Core and Shell and Commercial Interiors rating systems. A project team can earn up to four credits through the implementation of strategies in these subject categories.

Naylor Station intent: This project is seeking two possible Regional Credits through proposed Habitat Restoration (Sustainable Sites credit category) and On-Site Renewable Energy (Energy and Atmosphere credit category). The on-site renewable energy, through the installation of PV panels, has been discussed under the Energy and Atmosphere credit section above.

It should be noted that if the Naylor Station project is awarded this DHS project, there is a possibility that the developer will change to the LEED for New Construction (NC) and Major Renovation rating system instead. LEED-NC is a more holistic approach to the green building process, and can occur when a tenant is officially secured for the building.

COMPLIANCE WITH EVALUATION CRITERIA

8. **The 2008 Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment:** The 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, and establishes design standards for the area. The sector plan has amended the *Prince George's County Approved General Plan* by changing the designation of the Naylor Road Metro Station from a community center to a regional center. The goal of the sector plan's land use is to revitalize and redevelop the plan area with a dynamic mix of compatible land uses that will help spur job growth and economic development. The land use concept of the sector plan divides the sector plan area into core and edge areas for the purpose of examining issues and opportunities and formulating recommendations. The core area, the area around the Naylor Road Metro Station from Suitland Parkway to Curtis Drive, is envisioned as a mixed-use, high-density, residential/office/retail land use classification to achieve a vertical and horizontal mix of uses in urban form, with emphasis on transit-oriented development. The edge area, from Curtis Drive to Colebrooke Drive and east of Branch Avenue (MD 5) from Curtis Drive to Aberdeen Street west of Scottish Avenue, is envisioned as a mixed-use, high-density, residential/office/retail land use classification to achieve a mix of uses with emphasis on transit-oriented development. In Chapter 5, Action Plan, the sector plan spells out specific strategies for land use and design guidelines for design and appearance. At the time of CSP, the development was reviewed for conformance with the sector plan's land use recommendations. Detailed design guidelines have been derived and included in the approved CSP for reviewing future detailed site plans. See Finding 10 below for a discussion on this DSP's conformance with the design guidelines as approved with the CSP for the site.

The sector plan also provides design strategies (pp. 58–63) in order to implement the land use vision and to create a corridor that is attractive and appealing for new development. The design guidelines for the corridor define a consistent framework for site design, building design, height restrictions, mixed-use densities, parking requirements, and allowances for open space. Those

design guidelines have been used in the review of the DSP, specifically those related to building design, site design, and parking ratio since the site is located within a quarter mile of the Naylor Road Metro Station. Technically, strict compliance with each design guideline is not required in order to fulfill the criteria for approval of a detailed site plan. Nonetheless, the proposed detailed site plan, including the proposed building, is in general conformance with all applicable design guidelines. The discussion of those guidelines in each section of the sector plan that are pertinent to the review of this DSP is provided as follows for informational purposes.

Strategies

1. Site Design

1.1 Orient building frontages to face the street, courtyard, or plaza. The street-facing buildings should establish a street wall deep enough from the street curb to provide on-street parking and wide pedestrian walkways in front of the buildings. This will create and define public spaces and encourage an active street environment.

Comment: The Phase 1 development included in this DSP contains two buildings, one office complex and one retail building. Both buildings are oriented toward the frontage of Branch Avenue (MD 5). The retail building is located on the build-to line that establishes a street wall in accordance with the sector plan. Due to security requirements for a possible federal tenant, the office building is sited further away from Branch Avenue than is the retail building. However, the main entrance to the office building has been projected as close as possible to the Branch Avenue frontage in order to facilitate pedestrian movement from the building to the Naylor Road Metro station. An additional public plaza has been introduced between the office building and the retail building. A combination of different building locations and use of a public plaza creates and defines public spaces and encourages an active street environment.

Staff has concerns about the design and materials used in this important plaza. The current scheme shows several segments of lower retaining walls in the middle of sodded lawn. The retaining walls also provide a seating function which would allow visitors to sit on top of them. An eight-foot-wide concrete sidewalk has been shown to travel through the low walls and lawn to connect to the sidewalks in front of the main entrance. Additional concrete steps have been shown close to the office side. Given its important location, this public space should be designed as a real public plaza that provides a transition space between the office building and the retail building. Additional special pavers along with more elaborate and richer materials, such as marble, should be used for the lower retaining wall/sitting area, and artwork should also be added. The grading shown on the site plan should also be evaluated to eliminate or minimize the steps. Any steps that remain should be replaced with high-quality materials. A similar design and material selection should be provided for the plaza area in front of the office building. Redesign of the two public plazas may be completed prior to issuance of the building permit. A condition to this effect has been included in the Recommendation section. It requires the applicant to revise the design and material selection of the two plaza areas (one in front of the building's main entrance area, the other one between the office building and retail building) to include public artwork among other public plaza elements including, but not limited to, water fountains and specialty landscaping in the design schemes of the two plaza areas, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board prior to issuance of the building permit.

1.2 Design and treat buildings at corner lots as having street frontage on both sides governed by the relevant street guidelines.

Comment: The site is located at the intersection of Branch Avenue (MD 5) and Suitland Parkway. Since the width of the right-of-way of Suitland Parkway is about 300 feet, the site plan orients toward Branch Avenue by following sector plan streetscape guidelines. There are no streetscape guidelines for Suitland Parkway in the sector plan.

1.3 Place parking at the rear or side of all buildings; avoid a direct view of parking lots from the street. Provide parking islands with landscaping to soften the view of asphalt pavement and to avoid the prospect of a sea of parked cars.

Comment: The majority of parking proposed for this DSP will be located within a seven-story garage in the rear of the subject site. Parking for the retail building is surface parking spaces which are located behind the building. Additional interim surface parking will be located in front of the parking garage on a portion of the second phase site, but will be screened by the retail building from views from Branch Avenue (MD 5).

1.4 Provide low screen walls or hedges, or both, at those places where surface parking can be viewed from the street.

Comment: The proposed retail building is currently sitting on an easement owned by SHA. At the time of CSP approval, the Planning Board approved an alternative site layout for the building in case the easement issue could not be resolved in a timely fashion. In the alternative layout, the building is located behind a small surface parking lot. A combination of low masonry walls and landscaping has been used to screen the parking from views from Branch Avenue (MD 5). However, on the DSP of the alternate layout, a drop-off area is still on the plan. Since the surface parking area has been provided in the alternate layout, there is no need to preserve the drop-off area in the alternate layout. As stated previously, at time of CSP approval, the current layout for the retail building is preferred by both the applicant and the Planning Board. The applicant should make every effort to make the current layout a reality.

1.5 As a pedestrian safety and beautification measure, provide a minimum five-foot-wide landscape strip-with street trees where possible-between the curb and sidewalk along Silver Hill Road and St. Barnabas Road.

Comment: This guideline is not applicable to this site which fronts on Branch Avenue (MD 5).

1.6 Incorporate wide landscape strips with trees and sidewalks-referred to as a linear park-on both sides of Branch Avenue. This provides a park-like setting that serves as an open space with pedestrian amenities, as an environmental asset that captures and filters run-off, and as a barrier between through traffic and commercial, as well as residential activities.

Comment: A minimum 20-foot sidewalk space has been preserved for the site frontage along Branch Avenue (MD 5) in order to implement the linear park concept. The site plan meets this design guideline.

- 1.7 Use landscaping to beautify the street and public spaces, to buffer incompatible uses, and to screen unsightly views. Locate loading area away from public views. Where this is not feasible, these areas should be properly screened. If surface parking is needed, it should be screened with a low wall of the same material as the building it serves, accented with plants and flowers.**

Comment: Landscaping has been used extensively to beautify the streetscape along the site's Branch Avenue (MD 5) frontage. A combination of street trees in landscaped strips and in the tree wells, along with plazas and street furniture, has been provided in the public spaces. The proposed loading spaces are located in the service court that is located in the rear, less visible area, of the site between the proposed parking garage and office building complex.

- 1.8 Provide structured parking within the mixed-used area where appropriate, especially at the Naylor Road Metro Station and the Iverson-Marlow Heights Mixed-Use Center, using the following reduced parking (Table 7) ratios to encourage transit ridership and less dependence on automobile.**

Comment: A total of 1,630 parking spaces has been proposed for this DSP. In the parking garage located in the rear of the subject site, 1,525 parking spaces are proposed to be located. The parking ratio used in the DSP is 1.404 per 1,000 square feet for the office space and 1.25 per 1,000 square feet for the retail space. Both parking ratios are lower than the recommended 1.6 per 1,000 square feet if the site is located within a quarter mile of the Naylor Road Metro station. The DSP is consistent with the guideline regarding parking.

2. Circulation

- 2.1 Design all new streets on a grid or curvilinear street pattern to increase connectivity and accessibility.**

Comment: The DSP contains a single 14.8-acre site. Only two main driveways lead to the site from Branch Avenue (MD 5). A connecting driveway has been shown between the two main driveways.

- 2.2 Seek opportunities to consolidate vehicular entryways along Branch Avenue and St. Barnabas Road to encourage shared driveways and to minimize curb cuts. This will promote pedestrian safety and improve flow of vehicular traffic.**

Comment: The subject site has more than 1,200 feet of frontage along Branch Avenue (MD 5). Four access points off Branch Avenue were approved at the time of CSP. One is an emergency access that will be closed most of the time. Of the three regular entryways along Branch Avenue, only two are full entrances with traffic in both directions. The access points proposed in this DSP are the minimally functional ones needed to serve the proposed development.

- 2.3 Provide a minimum six-foot wide sidewalk with decorative pavers along commercial streets.**

Comment: A minimum 20-foot-wide sidewalk has been provided in front of the retail building in accordance with the streetscape guidelines of the sector plan. A wider sidewalk has also been provided in front of the office complex.

- 2.4 Provide human-scale, pedestrian-oriented frontages with retail and/or office spaces at the ground-floor level in designated areas.**
- 2.5 Provide wide storefront walkways along retail frontage, with pedestrian amenities such as benches, trash receptacles, bike racks and bus shelters to encourage window shopping and outdoor cafes. Encourage on-street parking where appropriate on Branch Avenue, Old Silver Hill Road, and on interior streets within the Naylor Road Metro Station Core area and the Iverson-Marlow Heights mixed-use center. This on-street parking will act as a safety barrier between storefront walkways or sidewalks and through streets.**

Comment: The DSP satisfies the above design guidelines for the proposed retail building. The retail building is designed as a human-scale, pedestrian-oriented storefront with open glass. In front of the storefronts, there is a minimum 20-foot-wide sidewalk with amenities, in accordance with the requirements of the sector plan, which will provide enough open space to encourage window shopping and a main street environment for pedestrians to relax and enjoy.

3. Building Design

- 3.1 Design all buildings with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete and other high-quality compatible materials. Reflective and tinted glass should not be used on the ground floor of any buildings, and ribbons or bands of glass should not be used for windows.**

Comment: The two buildings included in this DSP are finished with a combination of architectural grade masonry blocks, bricks with precast trims, and metal panels along with various types of glazing that are of high quality. The office building employs various fenestration patterns including punched out openings of various sizes along with a small area of ribbon windows to provide visual variation. The combination of various types of windows is needed in order to create a landmark at this prominent location. For the retail building, a large glass window storefront system has been used on both floors, even though only one floor is functional. The building has a two-story appearance in order to create a proportional street wall along the site's Branch Avenue (MD 5) frontage.

The garage building located in the rear of the subject site is finished with plain concrete and designed in a typical garage form. At full built-out, the garage will not be visible from Branch Avenue. However, staff has concerns about the appearance of the garage before the second phase development materializes. In addition, the garage elevation that is oriented toward the existing multifamily complex to the northeast should also be treated to improve its appearance by using either additional masonry materials that match the building or green screens, or a combination of various strategies. A condition has been included in the Recommendation section to require the applicant to improve the appearance of the exterior garage elevations.

- 3.2 Provide architectural elements and proportion that relate to a pedestrian scale in building façades. Large expanses of identical building walls should be avoided. Façades that provide a regular and frequent pattern of architectural variety through modulation of wall plane, detailing, color, texture, material, and the incorporation of art and ornament are encouraged. Ground floors facing streets or public square should be built with 10-to 15-foot ceiling heights to accommodate retail uses.**

Comment: This guideline has been implemented in the design of the two buildings. For the retail building, creating an active storefront with a pedestrian scale and a pedestrian-friendly environment has been the design focus. The materials and colors of the retail building will match those of the office complex. The ceiling height of the ground floor retail building is measured at 14 feet 2 inches which falls within the range required by this guideline. For the office building, an interesting design strategy will result in a two-story entrance lobby which will project out of a larger office floor plan to be as close as possible to Branch Avenue (MD 5) in order to continue the street wall. The projected entrance also helps shorten the walking distance from the Naylor Road Metro Station to the office building.

- 3.3 Create unique and distinguishing entrances along the street through the use of distinctive form, detail, materials, color, ornamental [sic] lighting, and signage.**
- 3.4 Incorporate projections and recesses to add interest to buildings, especially to highlight entrances. Awnings and canopies made of high-quality materials and proportional in design and placement should be used where appropriate, especially over doors and windows. Color should be compatible with primary building materials and with adjacent buildings.**

Comment: The office building has a two-story, all-glass entrance lobby which is projected toward Branch Avenue (MD 5) from the larger building plate. The design along with the use of materials, color, ornamental lighting, and signage has made the entrance to the larger building complex both unique and functional. Due to the scale and design concept of the proposed entrance, no awning and canopies are needed. The entrance to the office building meets the two design guidelines.

- 3.5 Ensure that parking garages are designed and articulated to promote visual interest and avoid long, traditional, horizontal openings. Ensure that the ground floors of parking garages fronting public streets are developed with retail uses.**

Comment: The proposed parking garage is located in the rear of the subject site on the southeastern portion of the site that largely remains for future development. The garage will not be visible from Branch Avenue (MD 5) when the site is fully developed. However, since the development is phased in two stages, the time period between the completion of the first phase and the beginning of the second phase remains unknown. During that period, a portion of the garage will be visible from Branch Avenue. A condition has been proposed in the Recommendation section to require the applicant to embellish the exterior of the parking garage to improve its appearance and enhance its visual interest.

- 3.6 Incorporate building signs into the overall architectural design of buildings, appropriately located and constructed of durable high-quality materials. Ensure consistency in placement, size, material and color in multi-tenant buildings.**

Comment: The signage proposed for the development includes monumental signs introducing the campus and building-mounted signs introducing the office and the retail buildings. The proposed signs meet this design guideline.

- 3.7 Ensure that exterior building lighting is directed to specific locations and away from adjoining buildings.**

Comment: Full cut-off lighting fixtures will be used throughout the entire project that will prevent any spill-over glare from being cast onto adjoining buildings.

- 3.8 Encourage the use of habitable roofs(rooftops that occupants of a building can use for gardening, socializing, and sunning) with appropriate paved surfaces and shade elements on buildings of five floors or higher.**

Comment: The DSP does not include any habitable roofs due to the fact that most of the roof area will be utilized as green roofs in order to reduce stormwater runoff and provide insulation for the roofs.

- 3.9 Encourage the use of green roofs to reduce stormwater runoff and to create energy efficiencies.**

Comment: An extensive green roof system has been utilized on both the office complex building and the retail building. The green roofs will help to reduce the site's stormwater runoff and create additional insulation to prevent heat loss and gain of the buildings.

- 3.10 Step buildings down to two or three floors when they are adjacent to, or across from single-family residential dwellings.**

Comment: This guideline is not applicable to this site since the site is not adjacent to any single-family residential dwellings.

4. Street Furnishings

- 4.1 Provide four monumental gateway entry signs located:(1) near the intersection of Branch Avenue and Suitland Parkway to include gateway to Prince George's County;(2) At the intersection of Suitland Parkway and Old Silver Hill Road; (3) in the vicinity of Branch Avenue and Oxford Road; and (4) in the vicinity of the Capital Beltway and St. Barnabas Road.**

- 4.2 Allow a range of gateway treatments such as sculptures; water features (fountains), buildings, open spaces, artworks, obelisks, or landscaping to identify these entrances as corridor gateways. Signs should be ground-mounted monumental signs, not higher than eight feet; constructed with any high-quality material-such as brick or stone-compatible with the building materials that predominate and accented with plants, flowering materials and lighting.**

Comment: Three monumental signs included in this DSP are primary identification signs for the campus, not for the entire Branch Avenue Corridor. One of the signs is located at the main entrance to the larger office complex that is designed as part of the proposed lower masonry safety wall. The other two signs are located at the two separate entrance areas to the site off Branch Avenue (MD 5).

- 4.3 Provide pedestrian-oriented street lighting that relates to human scale and is contextually compatible with the architectural style of the entire development. Lighting variations should be used where special effects are desired to enhance overall visibility.**

Comment: Two lighting systems, Cathode Lighting and Lithonia Lighting, have been selected and six types of lighting fixtures have been shown on the DSP. All fixtures are full cut-off type with light rays casting downward. The lighting fixture selection meets this guideline.

- 4.4 Create pedestrian comfort, incorporate street and site amenities in plazas, storefront walkways, wide sidewalks, parks and open spaces. Bus shelters should be designed to complement building style and material. Street furniture should include but not be limited to bicycle racks, bus shelters, benches, trash receptacles, sculpture, and fountains.**

Comment: The pedestrian spaces along the site's Branch Avenue (MD 5) frontage vary from 20 feet, the narrowest portion in front of the retail building, to 60 feet in front of the main entrance to the office building. The retail building is sited on the build-to line recommended by the sector plan. The office building is set back further from the recommended build-to line due to safety considerations. The pedestrian space provided with the site plan is spacious. In addition, various amenities, such as benches and trash receptacles, are also provided in the pedestrian zone. A large plaza area with low sitting walls is located between the office and the retail building. A possible future bicycle share station is also identified in the main entrance area of the office building.

- 4.5 Plant street trees on both side of the street to soften and humanize the street edge (subject to regulations and approval of the Department of Public Works and Transportation (DPW&T)). Trees should be planted in tree grates or tree boxes along walkways on major pedestrian corridors. Otherwise they should be planted in landscape strips between road curbs and sidewalks. Tree should be planted in medians that are wider than six feet.**

Comment: Street trees will be planted within the right-of-way of Branch Avenue (MD 5), which is under the jurisdiction of SHA. Additional trees in grates have been shown on the landscape plan.

5. **Open Space and Utilities**

- 5.1 **Provide pockets of accessible and usable open spaces and urban plaza throughout the mixed-use area, including CPTED principles. Plazas should incorporate design elements such as fountain, public art or sculpture, and other architectural and landscape elements to create safe resting and gathering places.**

Comment: Along the site's entire frontage, ample pedestrian spaces, such as wider sidewalks and plazas, have been arranged. Landscape elements and other amenities have been put in place on the plaza in the main entrance area to the office building and a larger plaza between the office and retail building. Public art or sculpture may be an ideal element that can be added to the urban plaza.

- 5.3 **Incorporate pavements of varied physical texture, color, and pattern to guide movement and define functional areas.**

Comment: The site plan shows the different pedestrian areas, such wider sidewalks, the plaza in front the office building, and the plaza between the office and retail buildings. However, no special pavers have been shown. A condition has been included in the Recommendation section to require the applicant to provide pavers prior to certification.

- 5.4 **Explore the placing of electrical cables underground-or their relocation to the rear-to avoid the visual clutter of vertical poles and horizontal cables.**

Comment: The applicant indicates that utilities serving the proposed development on the subject site will be placed underground.

9. **The requirements of the Mixed Use–Transportation Oriented (M-X-T) Zone of the Zoning Ordinance:** The DSP is subject to the requirements of the M-X-T Zone. Specifically,

- a. The proposed office and retail uses are permitted uses in accordance with Section 27-547, Uses permitted in the mixed-use zones, of the Zoning Ordinance.
- b. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings in addition to Section 27-276(b) requirements for approval of a DSP as follows:

Section 27-546. Site Plans.

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

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

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

Section 27-542. Purposes.

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

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

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

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

Comment: The 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Amendment* recommends high-density, retail/office land use for the site to achieve a vertical and horizontal mix, in urban form, with emphasis on transit-oriented development. The plan also prescribes a build-to line along Branch Avenue (MD 5) that will accommodate a wider sidewalk with a landscape strip buffering pedestrians from vehicles to promote a comfortable and safe pedestrian environment. The proposed development conforms to the referenced strategy by

proposing a development plan containing approximately 1.15 million square feet of office space in the core of the site fronted by approximately 12,000 square feet of mixed retail/commercial space along the property's street frontage on Branch Avenue. The treatment of the site's frontage follows the requirements of the build-to line to create a walkable environment.

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

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

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

Comment: The proposed DSP plan conforms to this purpose as the development plan is designed to take advantage of all multimodal elements recommended by the sector plan. The proposed development is designed to provide safe and convenient access to the Naylor Road Metro Station located directly across Branch Avenue (MD 5) from the subject property. The property also has immediate access to Branch Avenue and Suitland Parkway, which are two major roadways in the area.

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

Comment: The proposed development represents the first major development in the Naylor Road Metro Station core area as envisioned by the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Amendment*. In order to encourage an

active 24-hour environment, a mix of office and retail (including restaurants) land uses is being proposed. Residential uses already exist in the surrounding area that will combine with thousands of daily workers on the subject site to create a vibrant, 24-hour environment. The two-phase development, as proposed, will generate synergy for further new development and redevelopment of the entire Naylor Road Metro Station core area.

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

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

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

Comment: The two uses included in the first phase of this development are office and retail. The office building has been strategically located on the site to encourage transit ridership, and the retail building along Branch Avenue (MD 5) makes this use accessible for both the population traveling to or from the Naylor Road Metro Station and the general public as they walk or drive along Branch Avenue. Due to security considerations for a potential federal tenant, the office building is set further into the site away from the retail building, which fronts on Branch Avenue. Between the two buildings, there are surface parking and open spaces, including public plazas. The office building has an attractive three-story main lobby, accessed through an open pedestrian plaza that will serve as a gateway to Prince George's County for those entering from the north. From a further distance, the curved façade of the Phase 1 building responds to the curved roadway of Suitland Parkway. The retail building is designed in a two-story building with more commercial features, but is consistent in color and materials with the office building. The

proposed office and retail buildings complement each other in terms of function, but each has a distinctive visual character and identity.

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

Comment: The total proposed development is more than 1.6 million square feet on an existing shopping center site. The project consists of office and retail uses and will be implemented in two phases. This DSP represents the first phase of development consisting of 1.15 million square feet of office and 12,000 square feet of retail use. The office and retail buildings, as well as the majority of the roof areas of the proposed development plan, are being designed to meet current Leadership in Energy and Environmental Design (LEED) standards for energy efficiencies and reduction of stormwater runoff. The development of Naylor Station as a high-density, mixed-use community in the core area of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Amendment*, adjacent to Metro, is the very model for smart growth. In addition, this large facility will provide economies of scale in construction and permit the use of energy conscious design and technologies that smaller projects are unable to afford. The density of the proposed project promotes optimum land planning with greater efficiency than single-purpose projects.

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

Comment: The DSP proposes 1.15 million square feet of office and 12,000 square feet of retail development, which is the first phase of the proposed development for the site that will allow for appropriate responses to the market and promote economic vitality and investment.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning. (CB-84-1990; CB-47-1996; CB-78-2006)**

Comment: The proposed development is the first large project in the core area of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Amendment*. The sector plan provides a land use vision and general development guidelines, including

architectural design standards, to guide future development. The design standards allow the developer freedom of architectural design to implement the sector plan vision. This proposal includes a flexible range of retail and office development which will allow for appropriate responses to the market. The Phase 1 building, as proposed in this DSP, can be scaled to meet the varying demands of the market. In addition, the availability of the additional development capacity for Phase 2 allows further flexibility in responding to the market as it may develop over time. The design of both the office and retail buildings in this DSP is of the modern architectural style while utilizing the most energy efficient building materials and design strategies, such as low-e glazing, green roof, and cool roof. The physical forms of the office and retail buildings will provide a gateway image when people enter into the county.

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

Comment: As discussed in Finding 7 above, the subject property was rezoned from the C-S-C Zone to the M-X-T Zone by the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Amendment*, which defines long-range land use and development policies, detailed zoning changes, and establishes design standards for the area. The sector plan has amended the General Plan by changing the designation of Naylor Road Metro Station from a community center to a regional center and specifically lays out the physical development of the core area where the subject development is located. The proposed development, consisting of retail and office uses, is consistent with the design standards of the sector plan.

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

Comment: The proposed mixed-use development is the first project in the core area of the Branch Avenue Sector Plan. After it is fully complete, this project will provide office space for more than 4,000 employees. The retail component will also create additional employment opportunities for the adjacent community. The proposed project will not only improve the visual appearance of the area, but should also be a catalyst to the improvement and rejuvenation of the surrounding neighborhood.

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

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

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

Comment: The mix of uses in this case, including retail and office, and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability as this purpose intends, while at the same time providing key elements to ensure each component is successful. The office building will provide a location for more than 4,000 employees, and the retail building will provide essential services to the large working population. A seven-story parking garage will be provided in the rear of the site to meet the parking needs of the employees. Additional outdoor plazas and surface parking between the retail and office buildings will provide needed public amenities and convenience to both the office workers and the general public visiting the retail stores. The proposal reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

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

PHASE 1	
Office	±1,150,000 sq. ft.
Retail/commercial	±12,000 sq. ft.
SUBTOTAL	±1,162,000 sq. ft.
PHASE 2	
Office	±450,000 sq. ft.
Retail/commercial	20,000 sq. ft.
SUBTOTAL	±46,806 sq. ft.
The Entire Development	
Office	±1,600,000 sq. ft.
Retail/commercial	12,000-32,000 sq. ft.
TOTAL	1,611,850 sq. ft.

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

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

Comment: The pedestrian system for the project consists of an on-site part and an off-site part. The off-site part includes the sidewalks along both sides of Branch Avenue (MD 5) and the bicycle path along the subject site's frontage along Branch Avenue. The on-site system includes the pedestrian path and bicycle path, which are mainly located along the main driveway on the site. Additional pedestrian paths are also provided between the retail and office buildings, and from the office building to the sidewalks along both sides of Branch Avenue. The entire system is convenient and has been comprehensively designed to create a pedestrian-friendly environment that includes multiple pedestrian plazas, patios, seating areas, and sidewalk amenities along the Branch Avenue frontage. The retail amenity space will be directly oriented to the Branch Avenue streetscape to provide convenient access to pedestrians. Metro-level access to the Naylor Road Metro Station is provided through a proposed plaza at the front door of the office building in this DSP, directly across Branch Avenue via a signalized pedestrian crosswalk. The DSP is also designed to provide access from the proposed office building directly to the parking structure by means of a pedestrian bridge.

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

Comment: Two places in this DSP have been designed as gathering places for people. Those places are an entrance plaza in front of the building's main entrance off Branch Avenue (MD 5) and a large plaza between the entrance and the proposed retail building. Inadequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting of the public plazas. However, significant attention has been paid to development of the streetscape per concepts in the sector plan. The two plazas should be redesigned prior to the issuance of building permits.

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

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

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

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

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

Comment: The subject site contains 14.8 acres and is not a mixed-use planned community. Therefore, this DSP is not subject to the requirement.

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

Section 27-544. Regulations.

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

Comment: As discussed in Finding 8 above, additional standards have been derived from the sector plan including parking, landscaping, and signage for future review of the DSP. See Finding 10 below for a discussion of the subject DSP's conformance with the design standards.

- (b) **For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:**

- (1) **The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector**

Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

- (2) The limitations on the maximum percentages of townhouses contained in Section 27-547(b)(7), footnote 7 and the lot size and lot width requirements in Section 27-548(h) shall not apply. However, the Planning Board or District Council may impose similar restrictions where appropriate, only to implement the recommendations of the Master Plan or Sector Plan.**

Comment: In a memorandum dated May 4, 2011, the Community Planning South Division noted that this DSP application conforms to the mixed-use, high-density, residential/office/retail land use recommendation of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment* for the Naylor Road Metro Station core area. It provides the office concentration that is envisioned for the Naylor Road Metro Station core area.

In the sector plan, specific design guidelines for the development of the core area where the site is located have been prescribed to implement the development vision and concept for the area. An exhibit for the development of a larger area including the subject site was also included in the sector plan. The sector plan also provides density range and building height standards among other site, building, amenity, and circulation design standards for the core area. The DSP is in conformance with the pertinent standards. No residential use has been proposed in this development.

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

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development -- 0.40 FAR;
and**
- (2) With the use of the optional method of development -- 8.00 FAR.**

Comment: See above the finding (b). The density range for the development on the subject site has been prescribed by the Branch Avenue Corridor Sector Plan and Sectional Amendment as a range from 1.0 to 2.5, in order to implement the land use development concept of the sector plan. The proposed development has an overall FAR of 2.5 which falls into the above density range.

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

Comment: The proposed mixed-use development consists of office and retail uses and will be implemented in two phases. This DSP contains the first phase, including one office building connecting to a parking garage and one retail building. The DSP satisfies this requirement.

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

Comment: The DSP shows a layout and buildings designed in accordance with the design guidelines as approved with the CSP. Once the DSP is approved, it will be the guide for the redevelopment of the subject site.

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

Comment: The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion on the plan's conformance with the Landscape Manual. Additional buffering and screening, in order to minimize the visibility of the surface parking spaces in front of the retail building, have been shown in the optional location of the retail building.

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

Comment: The calculation of gross floor area does not include area in a building or structure devoted to vehicular parking and parking access areas. The floor area ratio (FAR) is applied to the entire 14.8-acre site as included in approved CSP-10005. FAR for the subject DSP has been calculated in accordance with this requirement.

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

Comment: This project does not propose any private structures in the air space above, or in the ground below, the public right-of-way.

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

Comment: A preliminary plan of subdivision for this site is currently under review by the Subdivision Review Section. This section's review will ensure that each lot will have frontage on, and direct vehicular access to, a public street.

- d. Section 27-574, Number of spaces required in the M-X-T Zone and in a Metro Planned Community, states specific procedures to determine the parking requirements as follows:

- (a) **The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**

Comment: A parking calculation has been submitted with the DSP. The following assumptions have been used:

The proposed development is designed to be used by a federal tenant. A grand total of 1,611,850 square feet of office and ancillary retail space is included in the CSP approval. This DSP includes 1.15 million square feet of office and 12,000 square feet of retail use. Many traffic demand measures (TDM) have been taken into consideration since TDM programs such as telework, carpooling, and transit incentives are required by the federal government. Two parking ratios have been used in the analysis including the recommended ratio of 1.6 spaces per 1,000 square feet for office use; 2.0 spaces per 1,000 square feet for retail use within a quarter mile of the Naylor Road Metro Station; and the parking ratios in accordance with Section 27-568 for office and retail. The required and proposed off-street parking for the mixed-use project are as follows:

Uses	GFA SF.	Ratio spaces Per 1,000 SF.	Required	Provided
Office per Zoning Code	1.15Million	2.5	4,250	
Office per Sector Plan	1.15 Million	1.6	2,720	1615
Retail per Zoning Code	12,000	4	48	
Retail per Sector Plan	12,000	2	24	15
Total				1,630

The applicant manages to provide a reduced number of parking spaces to meet the project's parking needs. The reduced number of parking spaces provided with this project meets the intent of the sector plan in order to encourage alternative modes of transportation within the corridor. The Urban Design Section agrees with the number of parking spaces provided and recommends that the reduced number of parking spaces, as shown above, be approved.

- (b) **The number of off-street parking spaces required for development in the M-X-T Zone and in a Metro Planned Community shall be calculated using the following procedures:**

- (1) **Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at**

eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).

- (2) For each hour of the day the number of parking spaces to be occupied by each use shall be calculated. These numbers are known as the hourly fluctuation pattern. For each use, at least one (1) hour shall represent the peak parking demand, and the remaining hours will represent a percentage of the peak. There may be more than one (1) hour at the peak level.**
- (3) The total number of parking spaces required for all uses proposed in the M-X-T Zone and in a Metro Planned Community shall be the greatest number of spaces in any one (1) hour for the combined total of all uses proposed, based on the calculations in paragraphs (1) and (2), above. This total is known as the base requirement.**
- (4) The base requirement may be reduced in the following manner:**
 - (A) Conservatively determine the number of trips which are multipurpose. A multipurpose trip is one where a person parks his car and uses a number of facilities (i.e.; an office, eating or drinking establishment, and store) without moving the car. The number of spaces required for a multi-purpose trip shall be the greatest number of parking spaces required by Section 27-568 for any one (1) use within the multipurpose trip. The base requirement may be reduced by the number of parking spaces for the other uses involved in the multipurpose trip.**
 - (B) Determine the number of parking spaces which will not be needed because of the provision of some form of mass transit, such as rapid rail, bus, forced carpool, van pool, and developer provided services. The base requirement may be reduced by this number.**

Comment: The parking calculation proposed follows the above steps. The base requirements have been shown in the above calculation table. Since the sector plan has specific parking requirements which are further reduced from the requirements of Part 11 of the Zoning Ordinance, the base requirement of required parking spaces is calculated by using the sector plan ratio. The peak period for office is between 8:00 a.m. and 5:00 p.m., and the peak period for retail is 11:00 a.m. and 12:00 noon. The DSP has proposed additional reductions from the base parking requirement which are equivalent to 1.404 spaces per 1,000 square feet of office and 1.25 spaces per 1,000 square feet of retail use. A total of 1,630 parking spaces is provided, of which 1,525 spaces (93.3 percent) are in the parking garage and only 105 are surface parking spaces. There are 90 spaces that will be removed when the second phase is developed. Given that the site is located immediately across the street from the Naylor Road Metro Station on the Green Line, it is the clear intent of the sector plan to reduce the use of automobiles. The Urban Design Section agrees with the proposed number of parking spaces calculated for this DSP.

- (5) In addition to the foregoing calculations, the Planning Board shall take the following into consideration:
- (A) The number of off-street parking spaces which are to be held as exclusively reserved spaces for any period of time during the day. These parking spaces may not be made available for other uses during the time they are reserved; and
 - (B) The location of parking spaces relative to the uses they serve. If the shared parking spaces are so remote that the walking distance is unacceptable for some uses, the effectiveness of shared parking will be reduced. The Planning Board may require a number of parking spaces (in addition to the base requirement) to be reserved for any specific use that is in need of spaces in the immediate vicinity of that use.

Comment: All proposed parking spaces in this DSP are off-street parking spaces, which are held as exclusively reserved spaces for any period of time during the day. These parking spaces may not be made available for other uses during the time they are reserved. There are no shared parking spaces in this DSP.

- (c) Notwithstanding the provisions of Section 27-573(a), required off-street parking spaces may be provided on a lot other than the lot on which the mixed use development is located, provided:
- (1) The other lot is used in accordance with the requirements of the zone in which it is located; and
 - (2) The Planning Board determines that the other lot is convenient to the mixed use development, taking into account the location of the lot, the uses to be served, the safety of persons using it and any other considerations. (CB-35-1998)

Comment: This requirement is not applicable to this DSP because the parking proposed will be on the same site where the buildings are located.

- e. Section 27-583, Number of spaces required in M-X-T Zone, contains requirements for determining the total number of loading spaces as follows:
- (a) The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.

- (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
- (1) **Determine the number of loading spaces normally required under Section 27-582.**
 - (2) **Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
 - (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

Comment: The applicant has provided a loading space calculation with this DSP by following the above requirements. The off-street loading spaces required by the Zoning Ordinance for different uses are broken down as follows:

Uses	GFA SF.	Loading ratio	Space required	Space provided
Phase 1 Office	1.15Millions	1/10,000-100,000 SF; +1/each additional 100,000 SF.	12	4
Retail	12,000	1/2,000-10,000 SF; +1/10,000-100,000 SF	2	1
Total			14	5

The total off-street loading spaces provided is five. Since all loading will be provided in the middle of the site in a service court, there is no impact on any neighboring property. The Urban Design Section has no objection to the reduction of the total number of loading spaces provided on-site for the development.

10. **Conceptual Site Plan CSP-10005:** Conceptual Site Plan CSP-10005 for the entire 14.8-acre site was approved by the Planning Board on May 12, 2011 with five conditions. At the time of the writing of this staff report, the resolution for CSP-10005 (PGCPB No. 11-44) has not yet been adopted by the Planning Board. Of the five conditions attached to the CSP approval, Condition 2 is applicable to the review of this DSP as follows:

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

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

Comment: The applicant provided an alternative retail layout on Sheet 11 of the submitted site plan. This includes landscaping, pavement, screening of the surface parking spaces, and location of sidewalks.

b. Provide a build-to line (BTL) along Branch Avenue in relation to the ultimate road curb location, as determined by SHA.

Comment: At the time of the writing of this staff report, neither the applicant nor SHA had provided a definite answer regarding the exact location of the ultimate road curb for Branch Avenue (MD 5). However, the submitted DSP does show a proposed curb line along Branch Avenue, and the sector plan requires a build-to line of 20 to 25 feet between the back of this curb and the building wall. A condition has been included in the Recommendation section of this report requiring that the proposed road curb location, as shown on the DSP, be confirmed by SHA prior to certification.

c. **Work with SHA to resolve the existing easement issue and how it relates to building and parking placement.**

Comment: The applicant indicated that they are continuing to work with SHA on the abandonment of the existing easement along Branch Avenue (MD 5); however, this process usually takes months to resolve and has not been completed at the time of the writing of this staff report. Therefore, the applicant included an alternative retail building layout, as part of the DSP set, as the plan for development if the SHA easement is not successfully abandoned. Of course, the preferred option is to locate the building on the build-to line required by the sector plan. The alternative retail building layout is not considered to be approved by the subject DSP, but must be the basis for a required director-level revision to incorporate the alternative layout if the applicant's negotiations with SHA regarding the easement do not come to fruition.

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

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

e. Comply with the general design parameters as follows:

General

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

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

Comment: The submitted site plan proposes a six- to nine-story office building as the primary development on the site, and additional buildings on-site include a one-story retail building and a seven-story parking garage. These buildings total 1,162,000 gross square feet as the Phase 1 part of the site development, which results in a density of 1.8 FAR. Therefore, the proposed DSP development conforms with both the building height and density requirements of the CSP.

Site Design

- **Build-to-line (Branch Avenue) Minimum 20 feet and Maximum 25 feet from the curb line**

Comment: The proposed retail building located along Branch Avenue (MD 5) is set back approximately 20 feet from the proposed curb line.

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

Comment: The proposed office building and parking garage are set back a minimum of 20 feet from all property lines.

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

Comment: Discussion of the DSP's conformance with sector plan guidelines is in Finding 8 above.

Building Design

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

Comment: Discussion of the DSP's conformance with sector plan guidelines is in Finding 8 above.

Parking

- **At rear of the building, min. 90% in the parking structure**

Comment: The submitted site plan proposes approximately 93 percent of provided parking spaces within a large parking structure that is located in the rear of the site. The proposed surface parking spaces are located at the rear of the proposed buildings.

- **Parking ratio (See Table 7 on Page 59 of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Amendment*)**

Comment: Discussion of the DSP's proposed parking ratio is in Finding 9 above.

- **Provide a low masonry wall or hedge, or a combination of both wall and landscaping at those locations where surface parking can be viewed from Branch Avenue.**

Comment: The alternative retail layout on the submitted site plan proposes a three-foot-high screen wall, along with a row of shrubs, between the Branch Avenue (MD 5) right-of-way and the surface parking that is located in front of the building in this scenario.

- **Any applicable requirements of Part 11 of the Zoning Ordinance**

Comment: Discussion of the DSP's conformance with the Zoning Ordinance is in Finding 9 above.

Signage

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

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

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

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

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

Comment: The submitted DSP proposes three monument identification signs, two of which are freestanding and one that is attached to a low retaining wall. All of these proposed signs are a maximum of five feet high and the maximum sign face area of both sides is 40 square feet.

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

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

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

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

Landscaping

- **Applicable sections of the Landscape Manual.**

Comment: The submitted site plan included proposed landscaping. Further discussion of conformance with the Landscape Manual is in Finding 11 below.

Others

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

Comment: Discussion of the DSP's conformance with sector plan guidelines is in Finding 8 above.

11. **Preliminary Plan of Subdivision 4-11001:** The Planning Board has scheduled the public hearing for Preliminary Plan of Subdivision 4-11001 on May 26, 2011. The technical staff report recommends approval of the preliminary plan with 12 conditions. Those conditions related to final plat and permitting will be enforced at the time of the respective approvals. The conditions that are applicable to the review of this detailed site plan warrant the following discussion:

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

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

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

Comment: This condition will be carried forward as a condition of approval for the DSP.

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

Comment: Four access points have been shown on the site plan. All four access points are off Branch Avenue (MD 5). Two of them have multilane driveways, one is the secured and gated emergency driveway, and the fourth is a right-in only access. The DSP complies with this condition.

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

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

12. **Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone shall be provided pursuant to the provisions of the *Prince George's County Landscape Manual*. The detailed site plan is subject to Section 4.2, Requirements for Landscaped Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping of the Landscape Manual. The applicant has submitted an application for Alternative Compliance, AC-11003, to Section 4.2 of the Landscape Manual. Discussion of Landscape Manual conformance is as follows:

- a. Section 4.2, Requirements for Landscaped Strips along Streets, specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. The applicant requested alternative compliance (AC) to Section 4.2 to allow for sidewalks to run within portions of the landscape strip along Branch Avenue (MD 5), reducing the minimum width provided to zero feet. The Alternative Compliance Committee and the Planning Director recommend approval of the AC request. The determinations of the Alternative Compliance Committee and the Planning Director reflected in AC-11003 are as follows:

Background:

The subject property, Naylor Station, Parcels A and B, Lots 30, 247, 230, 246, and 68, is a 14.8-acre amalgamation of lots and parcels in the Developed Tier and is zoned M-X-T (Mixed Use—Transportation Oriented). The underlying case, Detailed Site Plan DSP-10044, is a proposal for a mixed-use, two-phase development consisting of office and retail uses and an associated parking garage. Phase I will include the development of an office building, 6 to 9 stories in height, of approximately 1,150,000 square feet with a 7-story parking garage and separate one-story retail building of approximately 12,000 square feet. Phase II consists of a future office building, additional structured parking, and another separate retail pad.

The property is currently improved with a shopping center and parking lot. The property is bounded to the southeast by the right-of-way of Branch Avenue (MD 5), to the north by the right-of-way of Suitland Parkway, to the northeast the property abuts an R-18-zoned parcel that is developed with a multifamily garden apartment complex

known as Carriage Hill Apartments, and to the southeast is an O-S zoned parcel developed with a public elementary school, known as Overlook Elementary School, a vacant M-X-T-zoned parcel, and a M-X-T-zoned parcel developed with a liquor store that fronts on Branch Avenue.

The site is subject to Sections 4.2, Requirements for Landscape Strips along Streets; 4.3, Parking Lot Requirements; 4.4, Screening Requirements; 4.6, Buffering Development from Streets; 4.7, Buffering Incompatible Uses, and 4.9, Sustainable Landscaping Requirements of the *Prince George’s County Landscape Manual*. The applicant has filed this request for Alternative Compliance from Section 4.2 to allow for sidewalks within portions of the landscape strip.

REQUIRED: 4.2 Requirements for Landscape Strips along Streets, along the Branch Avenue frontage

Length of frontage, excluding driveways*	620 feet
Option Selected	2
Landscape Strip Width	10-15 feet
Shade Trees Required (1 per 35 l. f.)	18
Shrubs Required (5 per 35 l. f.)	89

PROVIDED: 4.2 Requirements for Landscape Strips along Streets, along the Branch Avenue frontage

Length of frontage, excluding driveways*	620 feet
Option Selected	2
Landscape Strip Width	0-25 feet
Shade Trees	37
Ornamental/Evergreen Trees	6
Shrubs	130

*The proposed development is located within the 2008 *Approved Branch Avenue Corridor Sector Plan and Endorsed Sectional Map Amendment*. The sector plan requires a build-to line (BTL) for this property. The portion of the street frontage where the proposed retail building is located at the build-to line is exempt from Section 4.2 requirements per Section 1.1(f)(2) of the *Prince George’s County Landscape Manual*. The portion of the street frontage that does not propose to meet the sector plan requirement is the subject of this alternative compliance request.

Justification of Recommendation:

The applicant is requesting Alternative Compliance from Section 4.2, Requirements for Landscape Strips along Streets, of the 2010 *Prince George’s County Landscape Manual*. The applicant chose Option 2 requirements for a landscape strip in the Developed Tier from Section 4.2, which requires a minimum ten-foot-wide landscape strip, with an average width of at least 15 feet, planted with one shade tree and five shrubs per 35 linear feet of street frontage, excluding driveway openings. The majority of the land area immediately adjacent to Branch Avenue will be developed with a wide sidewalk or paved pedestrian plaza located near the entrance and the proposed buildings vary in setback from zero feet to 160 feet from the right-of-way. The applicant is proposing to eliminate the landscape strip in some locations, such as at the area associated with the main

entrance to the office building, due to anticipated high pedestrian traffic. In other areas, such as at a public courtyard, up to 25 feet of landscape strip is provided between the right-of-way line and the site development. The plan provides double the required number of shade trees, along with a 50 percent increase in the amount of shrubs, all of which are located between the right-of-way line and the nearest building which provides aesthetic relief from the impacts of the commercial development on the streetscape. The Alternative Compliance Committee has identified a few locations in which there is room for more shade trees immediately adjacent to the right-of-way, which will contribute toward a pedestrian-friendly streetscape. Therefore, the plans should be revised to show additional shade trees along the right-of-way within proposed Parcel 7 and within the sidewalk area along the right-of-way line between the main entrance plaza and the passenger drop-off lane.

The Alternative Compliance Committee finds the applicant's proposed alternative compliance measures, with one revision, to be equally effective as normal compliance with Section 4.2.

Recommendation:

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance for Section 4.2, Requirements for Landscape Strips along Streets, of the *Prince George's County Landscape Manual* along the Branch Avenue (MD 5) right-of-way, subject to the following condition:

- (1) Prior to certification of the detailed site plan, the landscape plans shall be revised to provide 5–6 additional shade trees along the right-of-way within the grassy area of proposed Parcel 7 and in tree pits within the sidewalk area along the right-of-way line between the main entrance plaza and the passenger drop-off lane.
- b. The DSP is subject to Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements and Section 4.3(c)(2), Parking Lot Interior Planting Requirements. Section 4.3(c)(1) requires that, when a proposed parking lot is adjacent to a property line, a minimum three-foot-wide landscape strip with a three to four-foot-high masonry wall be provided between the parking lot and the adjacent property line. The site plan proposes a twenty-foot green strip and a large masonry retaining wall, more than eight feet high, between the parking lot and property line. While there are no specific planting requirements along this strip, staff recommends that a cascading shrub be planted at the top of this retaining wall, along the southeastern property line, in order to prevent erosion and enhance the aesthetics of the large wall as seen from within the site. A condition requiring this has been included in the Recommendation section of this report.
- Section 4.3(c)(2) requires that a certain percentage of the parking area, in accordance with the size of the parking lot, be interior planting areas with one shade tree for each 300 square feet of planting area. The landscape plan identifies one surface parking lot of 35,851 square feet, which would be subject to the eight percent requirement because the total parking lot area is between 7,000 and 49,999 square feet. The landscape plan provides 10.5 percent of the total parking lot area in interior planting area and a total of 13 shade trees, which satisfies the requirements of Section 4.3(c)(2).

- c. Section 4.4, Screening Requirements, requires that all dumpsters, loading spaces, and mechanical areas be screened from all adjacent public roads and existing residential uses. The proposed loading dock for the Phase 1 office building is screened from the adjacent existing residential uses by proposed retaining walls and evergreen plantings, and the proposed loading space for the retail building is located behind the building and screened from Branch Avenue (MD 5). However, in the alternative retail building layout, the proposed loading space is located in front of the building, immediately visible from Branch Avenue. A condition has been included in the Recommendation section of this report requiring that this loading space be fully screened from Branch Avenue, including relocating it to the southern façade of the building, if necessary.
 - d. Section 4.6, Buffering Development from Streets, requires that a property in the Developed Tier with frontage on the Suitland Parkway shall provide a minimum ten-foot buffer with one shade tree and ten shrubs per 35 linear feet of frontage. The submitted site plan provides a minimum 40-foot building setback along this frontage and a sufficient number of shade trees and shrubs.
 - e. For the purposes of Section 4.7 of the Landscape Manual, Buffering Incompatible Uses, the commercial office building, commercial parking garage, and retail sales building are all considered medium-impact uses. A Type B bufferyard, including a minimum building setback of 30 feet and a minimum landscape yard of 20 feet, is required between this site and the adjacent multifamily apartment complex to the northeast. The submitted site plan meets the requirements for this bufferyard.
 - f. The site is subject to Section 4.9 of the Landscape Manual which requires that a percentage of the proposed plant materials be native plants. The required charts demonstrating conformance with Section 4.9 are provided on the landscape plan.
13. **Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance:** The DSP proposes to redevelop an existing shopping center with a mixed-use project consisting of office and retail uses. The DSP is subject to the requirements of both the Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance.
- a. Subtitle 25 Division 2: Woodland and Wildlife Habitat Conservation Ordinance—This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area exceeds 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The site does not have a previously approved tree conservation plan. A Type 2 tree conservation plan (TCP2) has been submitted.
- In addition, a signed Natural Resources Inventory (NRI-039-08) was submitted with the application. The site contains no regulated environmental features such as streams, wetlands, or 100-year floodplain. The forest stand delineation report describes one mid-successional stage forest stand totaling 1.88 acres dominated by tulip poplar and black cherry. There are no specimen trees found on the site.
- This subject site has a total woodland conservation requirement of 4.10 acres. The TCP2 shows the clearing of all existing woodland on-site. The plan shows the total requirement of 4.10 acres being met off-site. Because the site is located in the close vicinity to the Naylor Road Metro Station, the Environmental Planning Section believes that the maximization of the development on the site is desirable.

- b. Subtitle 25 Division 3: Tree Canopy Coverage Ordinance—Section 25-128 of the Prince George’s County Code requires a minimum percentage of tree canopy coverage (TCC) on properties that require a grading permit. Properties zoned M-X-T are required to provide a minimum of ten percent of the gross tract area in tree canopy. The applicant can provide 60 percent of the required canopy coverage area and requests a 30 percent variance.

Section 25-119(d)(1) of the Woodland and Wildlife Habitat Conservation Ordinance contains required findings [text in bold] to be made before a variance can be granted.

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

Comment: The site is zoned M-X-T and is located within the core area of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*.

The site is partially developed with a shopping plaza, retail shops, and a parking lot. The site is also in the Developed Tier and within an area that has highly-urbanized characteristics. The General Plan envisions designated centers and corridors with “mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development.” (p. 43 of the General Plan)

The proposed project is intended for a use and tenant that have strict building requirements that prevent the placement of vegetation within 30 feet of any proposed structures. This requirement significantly reduces the area of the site that is available to plant trees.

Enforcement of the tree canopy requirement would cause an unwarranted hardship because the desired density could not be met and the required 30-foot area of clearing would be significantly compromised.

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

Comment: If the full tree canopy requirement is enforced, the site could not be developed in accordance with the density recommendations of the Branch Avenue Sector Plan which could deprive this applicant of rights that might be commonly enjoyed by others.

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

Comment: This proposed design has been reviewed using the same parameters as other similar types of projects. Granting of this variance will not confer on this applicant a special privilege that would be denied to other applicants.

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

Comment: The request is not based on conditions or circumstances which are the result of actions by the applicant; no new development activity has taken place on the property to date.

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

Comment: The development of this site is not associated with development on a neighboring property.

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

Comment: The site does not contain any regulated environmental features. Regulations regarding stormwater management will provide for water quality treatment on a site that was previously devoid of stormwater management facilities. The site also proposes two significant areas of green roofs that will provide substantially improved water quality than the current site provides.

Staff recommends that the Planning Board find that the criteria above have been adequately addressed for the reduction in tree canopy coverage by 0.46 acres (19,849 square feet), or by 30 percent of the required tree canopy coverage area.

14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning South Division**—The Community Planning South Division, in a memorandum dated May 4, 2011, indicated that the application is consistent with the 2002 General Plan Development Pattern policies for Developed Tier centers and corridors, and conforms to the mixed-use, high-density land use recommendations of the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*.

The community planner indicated that, overall, the design of the proposed development meets the sector plan's design standards and guidelines with two exceptions. Given the security requirement of the potential tenant, deviation from the strict application of the design standards and guidelines becomes necessary. Although the application proposes a one-story retail building fronting Branch Avenue (MD 5), as opposed to the minimum of four stories required by the plan, the design, volume, and articulation of the building gives the appearance of a multi-story structure that relates to the adjacent buildings in terms of materials and architecture. The sector plan calls for vertical mixed-use with retail on the ground level along Branch Avenue. This application provides street-level retail along Branch Avenue with street-front pedestrian amenities including paved plazas to encourage activity at the street level for socialization and gatherings. This application provides the office concentration that is envisioned for the Naylor Road Metro Station core area.

Policy 3, Strategy 5 of the Design and Appearance chapter of the sector plan calls for establishment of a build-to line (BTL) that is a minimum of 20 feet and a maximum of 25 feet between the back of the road curb and building wall to accommodate a storefront

walk, outdoor café, etc. However, SHA has authority over Branch Avenue, including ownership of an easement on this property. SHA and the applicant are negotiating the release of the easement which will take some time to resolve. As a result, two options for the retail building are proposed. Option A is within the SHA easement and brings the retail building closer to the street, with parking behind the building, consistent with the sector plan vision. Option B has a deep building setback, beyond the easement line, with parking in front screened by landscaping and pedestrian-friendly low walls. Staff prefers Option A over the less desirable Option B, which should only be considered if agreement with SHA cannot be reached prior to obtaining building permits. Consideration should be given to project phasing that includes the retail building in a later phase, to allow time for easement resolution prior to applying for building permits.

- b. **Transportation Planning Section**—In a memorandum dated May 20, 2011, the Transportation Planning Section provided a comprehensive review and analysis of the traffic impact of the proposed development. The Transportation Planning Section concluded that, since the proposed development is a portion of the overall development as approved in CSP-10005, it is determined that the approval of this DSP will not violate the peak-hour vehicle trip caps as approved in the CSP and the pending Preliminary Plan of Subdivision, 4-11001. The Transportation Planning Section provided no additional comments on the Departure from Design Standards, DDS-606.

In a separate memorandum dated April 22, 2011 from the Transportation Planning Section, the trails planner indicated that they had reviewed the submitted detailed site plan application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2008 *Approved Branch Avenue Corridor Sector Plan and Sectional Map Amendment*.

Both the MPOT and sector plan recommend continuous sidewalks and bicycle facilities along Branch Avenue (MD 5) and in the vicinity of the subject site in order to facilitate transit-oriented development and multimodal access to Metro. The trails planner gave an analysis of the detailed recommendations within the sector plan regarding pedestrian access and safety along Branch Avenue and to Metro, and the policies within the MPOT related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers.

The trails planner indicated that the subject application reflects streetscape improvements along the entire frontage of Branch Avenue. These improvements include new street lighting, benches, street trees and landscaping, and wider sidewalks, which meet the intent of the master plan along Branch Avenue. Restriping for designated bike lanes can be considered by the Maryland State Highway Administration (SHA) as part of road resurfacing or streetscape improvements along the corridor. Additionally, all other improvements for pedestrians and bikes were reviewed for adequacy.

The trails planner included a discussion regarding the possible pedestrian connection from Branch Avenue, through the subject site, to the adjacent Carriage Hill Apartments and concluded that it is not feasible due to the presence of steep and severe slopes, the location of substantial retaining walls along the edge, the inclusion of a 30-foot wide security zone required by the Department of Homeland Security, and restrictions in place within the Washington Gas Light Company easement, per the April 5, 2011 memorandum from Francis Metro Silberholz to Henry Zhang.

The trails planner concluded that, from the standpoint of nonmotorized transportation, this plan is acceptable, fulfills the intent of applicable master plans and functional plans, meets prior conditions of approval, and satisfies the finding required for a detailed site plan as described in Section 27-285 of the Zoning Ordinance if the following conditions were to be attached to the approval.

The trails planner recommends eight conditions as follows:

- (1) Provide a wide pedestrian streetscape along the subject site's entire frontage of Branch Avenue (MD 5). Consideration should be given to relocating the benches in order to maximize the clear space for a high volume of pedestrians and ADA (Americans with Disability Act) users.
- (2) Provide pedestrian signals at all signalized intersections along MD 5 on the subject site, unless modified by SHA.
- (3) Provide high visibility and contrasting crosswalks and ADA-accessible ramps and curb cuts at all ingress/egress points for the subject site along MD 5, unless modified by SHA.
- (4) Prior to signature approval, revise the detailed site plan to include the pedestrian and bicycle connections included on the conceptual circulation plan for CSP-10005 and 4-11001.
- (5) Reduce the turning radius for the central ingress/egress point for vehicles turning into the site from northbound MD 5. This will slow the speed of turning vehicles and shorten the crossing distance for pedestrians.
- (6) Provide a high-visibility crosswalk of contrasting surface material across MD 5 between the pedestrian plaza and the entrance to Metro. Details shall be provided prior to signature approval of the detailed site plan and approved by the Urban Design Section, unless modified by SHA. Consideration should be given to the provision of pedestrian refuges at this location.
- (7) Provide a high-visibility crosswalk of contrasting surface material and pedestrian signals across MD 5 at the subject site's central access point, unless modified by SHA. Consideration should be given to utilizing the existing median as a pedestrian refuge at this location.
- (8) Provide a minimum of 15 bicycle parking spaces at each of the three bike rack locations indicated on the parking structure floor plan. Revise the parking totals to include the total number of bicycle parking spaces provided.

Comment: The suggested conditions have been included in the Recommendation section of this report, unless they have already been addressed through revisions to the plans or through conditions of approval of the conceptual site plan and preliminary plan of subdivision.

- c. **Subdivision Review Section**—In a memorandum dated April 7, 2011, the Subdivision Review Section noted that a new preliminary plan of subdivision is required for the DSP development and Preliminary Plan of Subdivision 4-11001 is scheduled to be heard by

the Planning Board on May 26, 2011. No additional subdivision issues have been identified at this time. See Finding 10 above for a detailed discussion of the DSP's conformance with 4-11001.

- d. **Historic Preservation Section**—In a memorandum dated April 5, 2011, the Historic Preservation Section indicated they had reviewed the subject application in regard to its relationship to the adjacent Suitland Parkway (Historic Site #76A-022). They concluded that the subject application plans for a complex of buildings that, when completed, will significantly enhance an important but underdeveloped site close to the Naylor Road Metro Station. There is no test for architectural compatibility to use when judging an early 21st century office and commercial complex against the historic integrity and significance of a mid-20th century parkway that is a transportation-related and scenic corridor. The contemporary architectural expression selected for the project reflects the time in which it will be built. Nevertheless, the Naylor Station project is designed to minimize its impact on the adjacent parkway. To the extent that the project will be partially visible from the parkway at certain times of the year and from certain vantage points, the project layout with larger buildings located away from the openness of the Branch Avenue (MD 5) intersection will allow much of the project to be buffered by trees within the parkway and/or the Metro tracks. The green elements of this project represent a significant improvement over the current structure and its substantial paved and unlandscaped parking area. Taken as a whole, this project is poised to be a substantial amenity and a notable visual landmark within what will become an increasingly important parkway intersection and a gateway to Prince George's County.

The Historic Preservation staff recommends that the Planning Board approve Detailed Site Plan DSP-10044 without conditions. On May 17, 2011, the Historic Preservation Commission (HPC) voted 4-0-1 to forward the technical staff's findings, conclusions, and recommendations to the Planning Board.

- e. **Permit Review Section**—The Permit Review Section provided several comments which are either not applicable at this time, have been addressed through revisions to the plans, or are addressed through proposed conditions of approval of this detailed site plan.
- f. **Environmental Planning Section**—In a memorandum dated May 10, 2011, the Environmental Planning Section provided a comprehensive review of the DSP's conformance with the requirements of the Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance. The Environmental Planning Section recommended approval of Detailed Site Plan DSP-10044, Type 2 Tree Conservation Plan TCP2-005-11, and the tree canopy coverage variance with one condition that has been addressed by the applicant during the review process.
- g. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated April 8, 2011, DPW&T indicated that both the Suitland Parkway and Branch Avenue (MD 5) are state-maintained roadways and coordination with the Maryland State Highway Administration (SHA) is required. Sidewalks are required along all state roads that have concrete curb and gutter in accordance with current DPW&T standards and specifications. They also confirmed that the site plan is consistent with approved Stormwater Management Concept Plan 8888-2010-01, dated March 28, 2011.

- h. **Maryland State Highway Administration (SHA)**—The applicant provided a letter dated April 8, 2011 documenting that they have commenced the process necessary to purchase the SHA easement along Branch Avenue (MD 5). However, at the time this staff report was written, the Urban Design Section had not yet received comments from SHA.
 - i. **National Park Service (NPS)**—At the time of the writing of this technical staff report, comments had not been received from NPS.
 - j. **Washington Metropolitan Area Transit Authority (WMATA)**—In an e-mail dated May 12, 2011, WMATA provided comments regarding the proposed development's impact on pedestrian and vehicular traffic in the vicinity of the Metro station. None of their comments directly affect the development within the limits of the DSP, but rather have to do with impacts and improvements within the public rights-of-way that were reviewed with the traffic impact study.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated April 15, 2011, WSSC provided standard comments regarding on-site utilities and hydraulics. They indicated that an existing active eight-inch water main and eight-inch sewer main are available to serve the proposed site.
 - l. **Verizon**—At the time of the writing of this technical staff report, comments had not been received from Verizon.
 - m. **Potomac Electric Power Company (PEPCO)**—At the time of writing of this technical staff report, comments had not been received from PEPCO.
15. **Departure from Design Standards DDS-606:** Concurrent with the subject detailed site plan, the applicant submitted a request for a departure from design standards to Section 27-558 (a) of the Zoning Ordinance in order to allow the sizes of parking spaces to be reduced below the minimum 9.5 feet by 19 feet required for standard spaces. Specifically, the requested size of the parking spaces for the parking garage is 8.5 feet by 18 feet with 24 –foot-wide drive aisles. Pursuant to Section 27-239.01(b)(7)(A) of the Zoning Ordinance, in order for the Planning Board to approve a departure from design standards, it must make the following findings:
- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**
- Comment:** The departure requested is for spaces within the proposed parking garage. Provision of structured parking within the core area of the sector plan is the preferred parking option highly recommended by the sector plan. A total of 1,630 parking spaces have been provided with this DSP. Except for 130 surface parking spaces which are standard size in accordance with the Zoning Ordinance, 1,500 spaces are located within the proposed parking garage and will be 8.5 feet by 18 feet. By reducing the size of each parking space, an estimated five percent more parking spaces will be achieved in the parking garage which will result in fewer surface parking spaces. The purposes of this Subtitle will be better served by the proposal.
- (ii) **The departure is the minimum necessary, given the specific circumstances of the request;**

Comment: The applicant is asking for approval of spaces that are one foot narrower and one foot shorter than a standard size space for 90-degree parking in the locations specified above, but provides drive aisles that are two feet wider than the minimum required 22 feet. All spaces proposed with dimensions smaller than a standard space size qualify as compact spaces, as defined by the Zoning Ordinance. Compact spaces are allowed for up to one-third of the total spaces required for the site. The total number of spaces required for the site as proposed is 1,500 spaces. Compact spaces are allowed for 489 spaces. The applicant is essentially asking for relief for a total of 1,011 spaces above the allowed number of compact spaces, or 62 percent of the total spaces provided for the site. However, the applicant has also provided for wider aisles in the parking garage. The wider the aisle width provided, the more room there is for vehicle maneuvering on the site. The applicant has proposed a parking space size that is a typical size endorsed in a lower-turnover parking structure such as this one in the research report entitled “The Dimensions of Parking” published by the Urban Land Institute (ULI) and the National Parking Association’s (NPA) “Parking Standards” (Fourth Edition, 2000). The requested departure is consistent with the minimum module sizes recommended by the ULI and NPA. Staff contends that the reduced parking space sizes will be the smallest practical size that these authorities recommend for functionality reasons, and that, therefore, the departure is the minimum necessary.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Comment: The departure request does not reference pre-1949 impacts; however, it is reflective of the prevailing best practice in the design of parking spaces within parking structures as it is the minimum allowed by the ULI and NPA. As previously discussed, the site is located within the core area of the 2008 Approved Branch Avenue Corridor Sector Plan, which recommends compact urban development for the area because it is located in close proximity (less than 600 feet) to the Naylor Road Metro Station.

The subject site and the vicinity are developed with a suburban land use pattern consisting of expanses of surface parking lots. Lacking pervious area, among many other factors, contributes to a dilapidated appearance of the existing neighborhood. To promote redevelopment and revitalize the area with high-quality, sustainable development is the goal of the sector plan. Structured parking is the preferred parking option recommended by the sector plan. The current parking space size is for surface parking spaces. There are no standards for spaces within a parking garage in the Zoning Ordinance. Allowing a smaller parking space size in the parking garage will result in more parking spaces in the garage and leave fewer surface parking spaces on the site. The fewer the surface parking spaces, the less impervious surface, which meets the sector plan’s intent of revitalizing the area including improving the environment. As such, the departure is necessary to meet the project’s parking needs and to alleviate circumstances which would hamper achievement of the best possible transit-oriented development in the Branch Avenue Corridor area of the county.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Comment: The subject site is located in the southeast quadrant of Branch Avenue (MD 5) and the Suitland Parkway. The site is bounded on two sides by the rights-of-way. On the other two sides, the site abuts a multifamily development and an elementary school. The requested departure is for the parking space size within the proposed parking garage. The parking involved will not be visible from outside the garage. All of the parking needs of the proposed development

will be satisfied with a combination of a multi-story parking garage and surface parking spaces on the site. Therefore, the departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Based on the above findings, the Urban Design Section recommends approval of the departure from design standards for the size of parking spaces within the proposed parking garage.

16. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use; the detailed site plan is in general conformance with the approved conceptual site plan; and the detailed site plan contains no regulated environmental features.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends APPROVAL of Detailed Site Plan DSP-10044, Alternative Compliance AC-11003, Type 2 Tree Conservation Plan TCP2-005-11, and the Tree Canopy Coverage Variance for Naylor Station, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:
 - a. Provide a key map on the building elevation drawings to identify each elevation.
 - b. Identify a location in front of the main entrance for the possible future bicycle share facility on the detailed site plan.
 - c. Provide cascading shrubs planted at the top of the retaining wall along the southeastern property line, in order to prevent erosion and enhance the aesthetics of the large wall as seen from within the site.
 - d. Provide specialty pavers or paving patterns in the sidewalk and plazas along Branch Avenue (MD 5). A continuous sidewalk shall be provided across the emergency access lane entrance at the northwestern corner of the site. The sidewalk connection shall also be shown for proposed Parcels 6 and 7.
 - e. Provide the height and dimensions of all proposed buildings.
 - f. Provide striping and arrows to show on-site circulation on all driveways.
 - g. Show setbacks from streets or adjacent property lines for all retaining walls six feet or more in height.
 - h. Show the setbacks for the monument signs.
 - i. Provide railing for all high retaining walls.

- j. Provide high visibility and contrasting crosswalks and ADA-accessible ramps and curb cuts at all ingress/egress points for the subject site along Branch Avenue (MD 5), unless modified by the Maryland State Highway Administration (SHA).
- k. Incorporate all of the pedestrian and bicycle connections as shown on the conceptual circulation plan from CSP-10005.
- l. Revise the site plan to reduce the turning radius, to the extent practical, for the central ingress/egress point for vehicles turning into the site from northbound Branch Avenue (MD 5).
- m. Provide details for a high-visibility crosswalk of contrasting surface material across Branch Avenue (MD 5) between the pedestrian plaza and the entrance to the Naylor Road Metro Station and at the subject site's central access point, unless modified by SHA. Consideration shall be given to the provision of pedestrian refuges at this location.
- n. Provide a minimum of 15 bicycle parking spaces at each of the three bike rack locations indicated on the parking structure floor plan. Revise the parking totals to include the total number of bicycle parking spaces provided.
- o. Revise the landscape plan as follows:
 - (1) Fully screen the proposed loading space on the alternative retail layout from Branch Avenue (MD 5), per Section 4.4 of the *Prince George's County Landscape Manual*, including relocating it to the southern façade of the building, if necessary.
 - (2) Provide an additional five to six shade trees along the right-of-way within proposed Parcel 7 and within the sidewalk area between the main entrance plaza and the passenger drop-off lane.
 - (3) Provide additional landscaping within the unpaved portion of the eastern end of the entrance plaza.
 - (4) Add a detail regarding the use of structural soils for all trees that will be planted in an area of less than 160 square feet of contiguous pervious land area.
- 2. Prior to issuance of building permits for the parking garage, the applicant and the applicant's heirs, successors, and/or assignees shall provide additional treatments on the parking garage elevations to be reviewed by the Urban Design Section as the designee of the Planning Board.
- 3. Prior to issuance of building permits for the office building, the applicant shall revise the design and material selection of the two plaza areas (one in front of the building's main entrance, the other between the office building and retail building) to include public artwork, among other public plaza elements in the design schemes, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- 4. Prior to issuance of any sign permit for the retail building, the applicant shall obtain approval of the proposed building-mounted signage by the Planning Director as the designee of the Planning Board.

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

RECOMMENDATION FOR DEPARTURE FROM DESIGN STANDARDS DDS-606

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Design Standards DDS-606 to allow the applicant to reduce the parking space size in the proposed parking garage only to 8.5 feet by 18 feet, with a minimum drive aisle width of 24 feet.