



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Development Review Division  
301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

## Detailed Site Plan

**DSP-16043-02**

### New Carrollton Town Center – Parcel 5

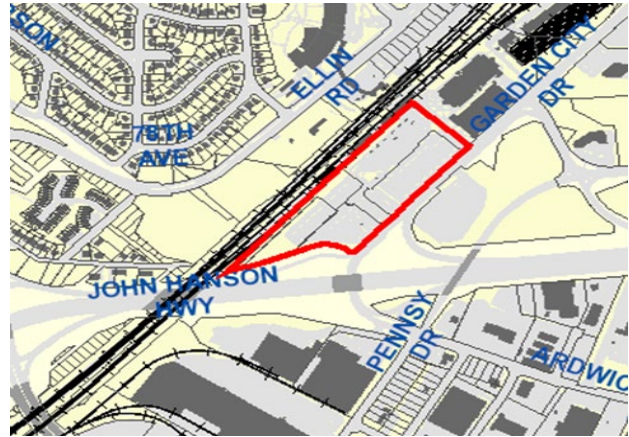
REQUEST	STAFF RECOMMENDATION
Development on Parcel 5 to construct a five-story multifamily building with 286 dwelling units and approximately 4,000 square feet of live/work space.	APPROVAL with conditions

**Location:** 4000 block of Garden City Drive, south of Metro Station and north of Garden City Drive.

Gross Acreage:	15.50
Zone:	M-X-T/T-D-O
Dwelling Units:	286
Gross Floor Area:	4,000 sq. ft.
Planning Area:	72
Council District:	03
Election District:	20
Municipality:	N/A
200-Scale Base Map:	206NE07

**Applicant/Address:**  
New Carrollton Multifamily II, LLC  
7735 Old Georgetown Road, Suite 600  
Bethesda, MD 20814

**Staff Reviewer:** Andrew Bishop  
**Phone Number:** 301-952-4897  
**Email:** Andrew.Bishop@ppd.mncppc.org



Planning Board Date:	06/24/2021
Planning Board Action Limit:	06/25/2021
Staff Report Date:	06/09/2021
Date Accepted:	04/16/2021
Informational Mailing:	09/24/2020
Acceptance Mailing:	04/15/2021
Sign Posting Deadline:	05/25/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at [http://www.mncppcapps.org/planning/Person\\_of\\_Record/](http://www.mncppcapps.org/planning/Person_of_Record/). Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16043-03  
Type 2 Tree Conservation Plan TCP2-036-2016-03  
New Carrollton Town Center – Parcel 5

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

**EVALUATION**

The amendment to a detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Transit District Overlay (T-D-O) Zone standards of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*;
- b. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-16023;
- d. The requirements of Detailed Site Plan DSP-16043 and its amendments;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments.

**FINDINGS**

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

1. **Request:** This amendment to a detailed site plan (DSP) proposes development on Parcel 5 to construct a five-story multifamily building, with 286 dwelling units and approximately 4,000 square feet of ground-floor live/work space, in the next phase of the mixed-use development known as New Carrollton Town Center.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/T-D-O	M-X-T/T-D-O
Parcel 5 Use(s)	Parking	Multifamily Residential and live/work
Gross tract area (acres)	-	15.50
Floodplain	-	3.30
Net acreage	-	12.20
Parcel 5	-	2.35

**Dwelling Unit Composition**

<b>Multifamily Dwelling Units</b>	286*
of which:	
Studio	22
1 Bedroom	144
2 Bedroom	95
3 Bedroom	21
<b>Live/Work Space (Ground floor)</b>	4,000 square feet

**Note:** \*The number of different types of units do not add up to the proposed 286. Therefore, a condition is included herein, for the DSP to be revised to correct the chart.

## OVERALL PARKING AND LOADING DEVELOPMENT DATA

Including Parcel 5 in this DSP

<b>Parking Spaces***</b>	<b>Required</b>	<b>Provided</b>
Parcel 1–Office (200,000 sq. ft. office, 2,000 sq. ft. retail)	No minimum required	592 spaces in garage
Parcel 2–Parking garage	No minimum required	832 spaces*
Parcel 3–Multifamily – 285 units	No minimum required	90 spaces in garage
Parcel 4–WMATA facilities	No minimum required	N/A
Parcel 5–Multifamily – 286 units	No minimum required/ 432 maximum	147 spaces
<b>Summary of Parking – Parcel 5</b>	<b>Required</b>	<b>Provided</b>
Standard Spaces	--	95 spaces
Compact Spaces	--	47 spaces
ADA Spaces	5 spaces	5 spaces (total)
ADA Spaces (Van-Accessible)	--	2 spaces

<b>Loading Spaces</b>		<b>Provided</b>
Parcel 5–Multifamily 286 units	1 space**	1 space

**Notes:** \*The 832 parking spaces serve Parcel 1, multifamily on Parcel 3, and Parcel 4 uses. The 832 spaces also include the replacement parking of 150 spaces for the Washington Metropolitan Area Transit Authority (WMATA).

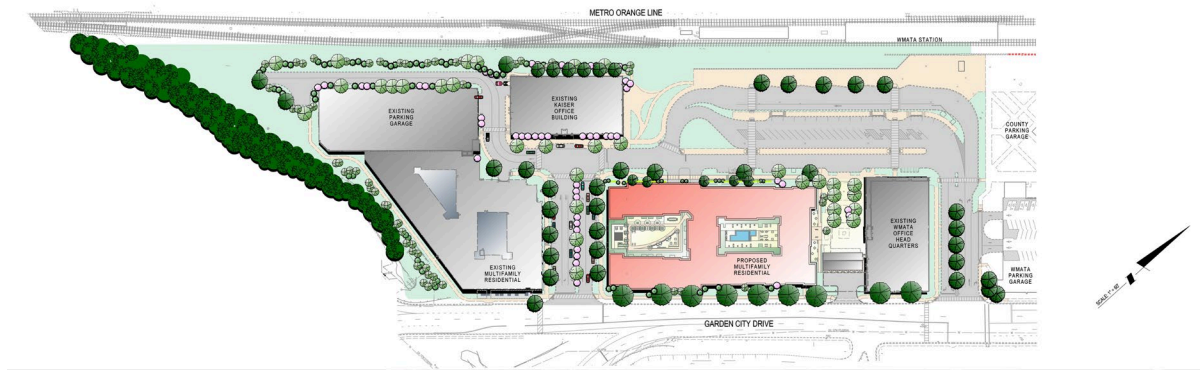
\*\*Section 27-583 of the Prince George’s County Zoning Ordinance governs off-street loading space requirements for development in the Mixed Use-Transportation Oriented (M-X-T) Zone. It provides a three-step method of loading space calculation and allows shared loading spaces among different uses. The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZMA) does not have any standards for loading spaces.

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

Base Density Allowed	0.40 FAR
Residential	1.00 FAR
Total FAR Permitted:	1.40 FAR*
Total FAR Proposed:	1.08 FAR (729,530/675,180 sq. ft.)

**Note:** \*Additional density is allowed, in accordance with Section 27-545(b)(4) of the Zoning Ordinance, Optional method of development, for providing 20 or more dwelling units.

3. **Location:** The larger New Carrollton Town Center property is located on the north side of Garden City Drive, in the northwest quadrant of its intersection with US 50 (John Hanson Highway). The subject property is also located in the Metro Core Neighborhood of the New Carrollton TDDP/TDOZMA. The property is abutting the east side of the New Carrollton Metro Station and includes property owned by WMATA in Planning Area 72 and Council District 3. The specific area of development included in this application is located on Parcel 5, adjacent to the proposed WMATA headquarters building that is the subject of Mandatory Referral MR-1930F, which was heard by the Prince George's County Planning Board in April of 2020.
4. **Surrounding Uses:** The site and all of the New Carrollton Town Center is within the T-D-O Zone and includes the New Carrollton Metro parking garages to the northeast; the Metrorail line to the northwest, with single-family detached dwellings beyond; John Hanson Highway to the south; and Garden City Drive to the east. The specific location of the subject application is on Parcel 5 in the central portion of the site, north of Private Drive A, south of the proposed WMATA headquarters building, west of Garden City Drive, and east of Private Drive B, which is adjacent to the existing WMATA bus loop, drop off, and New Carrollton Metro Station.
5. **Previous approvals:** The New Carrollton TDDP/TDOZMA retained the property in the M-X-T and T-D-O Zones. On January 12, 2017, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-16023, pursuant to PGCPB Resolution No. 17-11, which included 25 conditions of approval. On February 16, 2017, the Planning Board approved DSP-16043, for an eight-story commercial office building and a seven-story parking garage as Phase 1A on Parcels 1 and 2, with a companion Departure from Design Standards (DDS-636). The Prince George's County District Council affirmed the Planning Board's action on March 27, 2017, with 2 conditions, along with 16 amendments to the T-D-O Zone standards. Most recently, DSP-16043-01 was approved on June 21, 2018 by the Planning Board for development of a four- to six-story multifamily building, with 285 dwelling units and approximately 3,500 square feet of ground-floor commercial/retail space on Parcel 3. The site also has a Stormwater Management (SWM) Concept Plan, 38437-2016-01, which was approved on May 18, 2020, and is valid through May 18, 2023.
6. **Design Features:** The subject application proposes the next phase of development of the New Carrollton Town Center on Parcel 5, to construct a five-story, 286 dwelling unit, multifamily building with 4,000 square feet of ground-floor live/work uses facing the main entrance to the metro station. A 147-space, two-level parking garage is located within the southern end of the building and accessed via Private Drive B, with a loading space access next to it. The building features two courtyards, one on the ground floor with a pool deck and the second courtyard on the third floor of the parking garage. In addition, the application proposes several amenities on site including a dog park, outdoor seating area, grilling station, and fitness center, yoga studio, and club room on the interior of the building.



## Architecture

The approximately 56-foot-high multifamily building is designed in a contemporary style using a flat roof and a variety of building materials, such as exterior insulation finishing system (EIFS), concrete panels, brick, and metal panels. Brick has been used mainly on all the ground-level elevations, along with storefront windows, and as an accent material on limited sections in a vertical arrangement. The upper stories are finished in a variety of colors and panels, including some that look like wood and some with embedded decorative images. The elevations of the two courtyards have not been provided and are required to be shown prior to certification. The exposed northwestern and southeastern edges of the parking garage appear to be covered with some sort of decorative or green screen. However, this is not labeled on the architectural elevations and should be as conditioned herein. The applicant has requested an amendment to the T-D-O Zone standards for building materials, which is discussed in Finding 7 below.

Various color schemes of finish materials, including different shades of grey, terracotta, and brick have been used on all the elevations. Patterns are proposed on the building facing the metro in addition to the ground floor live/work units, which are proposed in yellow, green, and blue, to provide interest. Full balconies and Juliette balconies, with metal railings, have been provided, but not for all dwelling units. In general, the building design has been found acceptable.



**Figure 1: North Elevation**



**Figure 2: South Elevation**

### Lighting

The application includes downward-facing, full cut-off, light fixtures around the building. The details and specifications of the pole lights approved in the original DSP-16043 have been included in this DSP. Lighting is found to be sufficient.

### Signage

The application includes three metal building-mounted signs for the multifamily use and individual retail signs for the live/work units. The signs are proposed to be internally lit and require an amendment to the T-D-O Zone standard, as discussed in Finding 7 below. Otherwise, signage is found to be acceptable.

### Loading and Trash Facilities

Loading and trash facilities are proposed on the north side of the parking garage in dedicated rooms that are interior to the multifamily building.

### Recreational Facilities and Amenities

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS 4-16023. In accordance with the formula for recreational facilities, for a multifamily development of 286 dwelling units, a recreational facility package worth approximately \$325,000.00 is required. The applicant proposes the following facilities, which have a dollar amount of approximately \$355,000, that meets the requirement. However, full details of the interior spaces were not provided to support the cost estimate. Therefore, a condition is included herein requiring provision of details of the interior facilities supporting the cost estimates.

<b>Indoor Amenities</b>	
Clubroom	\$100,000
Fitness Room	\$60,000
Yoga Room	\$20,000
<b>Outdoor Facilities in courtyards</b>	
Pool	\$110,000
Outdoor Seating	\$10,000
Grill Stations	\$5,000
Multipurpose lawn	\$50,000



### **Green Building Techniques**

Green building and sustainable site design techniques are proposed by the applicant for the multifamily building and include:

- Energy Performance—Compliance with the energy performance standards and ENERGY STAR score will be verified.
- Energy Efficient Equipment—Installation of energy-efficient heating, ventilation, and air conditioning units, Energy Star appliances.
- Energy Efficient Lighting—light-emitting diode (LED) lighting generally provided.
- Energy Efficient Windows—Glazed windows are proposed to optimize day lighting for occupants and allow views to the exterior.
- Water Conservation—The Green Globes Water Consumption Calculator will be completed, and water reduction will be documented, and low flow plumbing will be installed.
- Resource Efficiency—The project will pursue Building Assembly Core and Shell Path B and Interior Fit-outs Path B. Recycled materials will be used in the furniture systems, resilient flooring, metal studs, and tiled floors.

### **COMPLIANCE WITH EVALUATION CRITERIA**

7. **2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The application is within the Metro Core neighborhood of the TDDP and will include high levels of pedestrian activity and transit service, featuring a combination of high intensity, mixed-use retail, and residential development. The plan has been reviewed for conformance with the Plan Elements section for development within the Metro Core neighborhood and the mandatory requirements of the TDDP. The following discussion relates to the mandatory T-D-O Zone standards, specifically those requirements for which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Zoning Ordinance, as follows:

#### **Metro Core Neighborhood (TDDP page 131)**

##### **Standards:**

1. **Minimum Height: Buildings within 500 feet of the Metro station entrances shall be a minimum of six stories in height.**

The proposed building is within 500 feet of the metro station entrance and proposes a five-story building. Staff supports a modification to the standard because it meets the intent of the TDDP, and still places higher density at the entrance to the metro station.

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

The plan shows a setback along Garden City Drive which ranges from approximately 28 to 38 feet, and the setback along the internal private access roadway ranges from 21 to 30 feet. The applicant has indicated that variation in the setback achieves architectural interest by providing a variety of massing and articulation along the building façade. In addition, staff notes that the location of public utility easements further limit the ability to provide the required setback, specifically, on the internal Private Drive B, where the live/work units are proposed. Due to the location of these easements, variation in the building façade, and the need for sufficient space to support the ground floor live/work spaces, staff is in support of the modification to the building setback and recommends approval of this request.

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

The proposed residential building will provide approximately 4,000 square feet of ground floor commercial live/work space, which does not meet this requirement. However, a significant portion of the ground floor frontage will be occupied with active, commercial-compatible, non-residential spaces, including the lobby and amenity areas. Staff is concerned that these spaces are designed to create a sense of place and non-residential feel at street level now and into the future. In addition, the applicant should demonstrate how live/work units will provide the same results as ground floor retail and provide a summary of ground-floor live/work and building amenities as a percentage of the building's total square footage, as conditioned herein.

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

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

Green Globes is another green building rating system and is considered a practical alternative to the LEED program by the green building community. This rating system was previously approved for the mixed-use building proposed in DSP-16043-01. Staff supports the amendment request. However, the applicant needs to specifically identify how the Green Globes mitigation strategy addresses heat island mitigation as detailed in the LEED for New Construction and Major Renovation, Version 2.2 or later. A condition has been included herein, requiring the applicant to demonstrate how the Green Globes mitigation strategy addresses heat island mitigation.

16. **Public plazas and other civic spaces shall be designed to be safe, sunny, and attractive, with:**
  - a. **No “dead,” poorly-lit, or hidden areas**
  - b. **Maximum feasible southern exposure**
  - c. **Use of at least two of the following options as decorative amenities: vegetation planters, special pavement treatments, public art, or street furnishings**

A plaza is proposed on the south side of the adjacent WMATA administrative office building, north of the multifamily building. While the plaza is not part of the subject application and an amendment is not required to the design standards for this space, it is noted that the plaza is adjacent to the site. The subject application proposes a dog park on the north east side of the building adjacent to the plaza. However, its location blocks pedestrian and visual access to the WMATA plaza from Garden City Drive. Staff recommends that the dog park be relocated or adjusted to allow pedestrian traffic from Garden City Drive through to the plaza and New Carrollton Metro station.

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

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

An amendment of this standard to waive environmental site design (ESD) is required as the approved SWM concept plan does not require ESD features and it is the applicant's understanding that the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will not allow ESD SWM features in the street rights-of-way. This amendment was previously approved with DSP-16043-01 and the applicant's justification is still valid. Therefore, staff supports the applicant's amendment request to waive the requirement for ESD within the streetscape. However, staff recommends that the applicant provide written documentation from DPIE that it will not allow ESD features within the right of way, as conditioned herein.

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

##### **Standards (TDDP pages 156-57)**

2. **Configurations and Techniques: Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:**
  - a. **On-Street Bikeway Access (Class III)**
    - (2) **Bike lane shall be at least six feet wide.**

The submitted site plan includes a street section for Garden City Drive that does not include bicycle lanes along the subject site and seven-foot-wide bicycle lanes north of the subject application. It does, however, include six-foot-wide sidewalks. These cross sections are labeled as conceptual and “subject to DPIE approval.” Staff has recommended that a Prince George’s County Department of Public Works and Transportation Urban Street Standard consistent with the above condition be used, however correspondence with DPIE (email, May 18, 2021, Lord-Attivor to Barnett-Woods) indicates that the final cross section for Garden City Drive has not yet been approved so that a potential traffic volume issue and a construction issue raised by WMATA can be addressed. DPIE is aware of staff recommendations and will modify the ultimate street cross section as appropriate.

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

#### **Standards (TDDP pages 161–62)**

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

**a. Permitted:**

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

**b. Prohibited:**

**(1) Incandescent**

**(2) Metal Halide (MH)**

**(3) Mercury Vapor (MV)**

**(4) Halogen**

**(5) Fluorescent**

**(6) Floodlights (i.e., no up-lighting)**

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

The TDDP standards provide a list of permitted and prohibited streetlight types on page 162. The application requires a waiver to add LED lights, an option not on the list. This amendment was previously approved and is supported by staff for the subject application.

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

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

#### **Standards:**

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

The current proposal is to provide full balconies for 32 percent of the units, Juliette balconies with no floor for 18 percent of the units, and 5 percent of the units above the first floor with walk out terraces. The balconies will be provided in strategic locations to articulate the building façade and increase natural surveillance, where appropriate, along the outside of the building and the interior courtyard. An amendment of the balcony requirement is requested.

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

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

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

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

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

The applicant contends that, to be consistent with the buildings approved in Phases 1A and 1B, matching EIFS and masonry units have been selected for the multifamily building. Staff has concerns about the request because it is not permitted in the TDDP. However, amendments were provided in Phase 1A of the development and is consistent with the subject application. The proposed materials provide the opportunity to incorporate various design elements that create variation and uniqueness. The Phase II noise study report indicates that the large expanses of EIFS will not be able to mitigate the noise impact and recommends that those exterior walls include a resilient isolation clip to mitigate the noise.

Given that the use of EIFS is limited to the second floor and above, the probability of damage by pedestrian traffic is significantly reduced and staff supports the amendment request. However, the dwelling units that will require additional noise mitigation should be identified on the DSP and those identified by the Phase II noise study as needing brick are actually finished with brick. A condition has been included in the Recommendation section of this report requiring the applicant to submit the elevations to be reviewed and approved by the Urban Design Section as the designee of the Planning Board prior to certification.

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

### **Standards:**

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

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

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

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

The New Carrollton Town Center was previously found to conform with the purposes of the M-X-T Zone, as stated in Section 27-542(a) of the Zoning Ordinance, through the approvals of DSP-16043 and DSP-16043-01. Those findings are incorporated herein by reference, as the subject DSP amendment continues to add to that development. This DSP amendment continues the orderly development of the area near the New Carrollton Metro Station.

It will also create a compact, walkable community, promote the effective use of the transit station, encourage a 24-hour environment, and promote a greater efficiency of the public facilities and infrastructure in the area.

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

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

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

The main façades of the multifamily building are oriented toward the New Carrollton Metro Station. Other facades are oriented toward the roadways to provide an outward orientation, which will integrate and catalyze the adjacent community improvement and rejuvenation. The appearance of the project from the Metrorail line is equally important. The proposed multifamily building, along with future development on Parcel 5, will complement the streetscape adjacent to the metro station.

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

The project is not directly adjacent to any existing development, as it is surrounded by roadways and the railway of WMATA and Amtrak. The subject application is designed to be compatible with the surrounding existing and proposed development, which includes a multifamily building with ground floor retail, a medical office building, and a future WMATA office building.

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

The proposed multifamily building use will be a complement to Phases 1A and 1B of the development and will enhance the quality of and contribute to the vitality of the transit district, while at the same time providing key elements to ensure that each building is successful. The building proposed with the subject application includes a five-story multifamily building, ground floor live/work space and an associated parking garage. This portion of the development can sustain an independent environment, while also continuing to develop the next phase of the New Carrollton Metro Town Center.

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

The DSP is the next phase of the New Carrollton Town Center, which includes multiple phases of development, as follows:

Phase 1A	
Building 1	Office/Retail
Building 2	Parking garage
Phase 1B	Multifamily building with ground-floor retail/commercial space

Each of the pods of development is designed as a self-sufficient entity that will allow effective integration of future phases.

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

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

- (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**

No pedestrian plazas are proposed with this application. However, it is noted that this development is adjacent to the proposed pedestrian plaza located in front of the future WMATA office building, and the main entrance to the metro. Adequate attention should be paid to the design of the façades surrounding the space, proportion, pavement, finishing materials, and street furniture that will contribute to a safe and attractive public urban space. In addition, two internal courtyards have also been designed within the multifamily building and are high-quality gathering spaces for residents. The design and program planned in the courtyards is detail-oriented and aspires to provide the best amenities for the future residents.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and**



**implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This application is a DSP. Therefore, this finding does not apply.

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

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

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

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

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

**Section 27-544. Regulations.**

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

The plan has been reviewed in accordance with the above provisions of the Zoning Ordinance.

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

**(a) Maximum floor area ratio (FAR):**

**(1) Without the use of the optional method of development – 0.40 FAR; and**

**(2) With the use of the optional method of development – 8.00 FAR.**

The DSP indicates that the estimated FAR will be approximately 1.08, which is below the permitted FAR of 1.4. Each future DSP should provide the cumulative FAR.

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

The proposed development consists of multifamily residential and live/work in one building on Parcel 5. The DSP satisfies this requirement.

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

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

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

The landscaping, screening, and buffering issues have been reviewed along with this DSP, in accordance with the T-D-O Zone standards. Finding 11 below provides a detailed discussion of the evaluation of the landscaping proposal.

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

The subject DSP includes five parcels; the same parcels were evaluated for frontage and access in the review of the PPS. The subject Parcel 5 has frontage directly on Private Drive B and Garden City Drive, with vehicular access to it via an access easement approved with the PPS and therefore, meets the finding.

c. Section 27-583, Number of spaces required in M-X-T Zone, contains requirements for determining the total number of loading spaces, as follows:

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

The DSP proposes 286 multifamily dwelling units. In accordance with Section 27-582(a) of the Zoning Ordinance, one loading space is required. The DSP proposes one loading space, and therefore, meets the requirement.

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

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

The proposed DSP was evaluated by the Transportation Planning Section and a determination was made that the proposed development is within the trip limitation established with the PPS, as shown in the trip generation table below:

Trip Generation Summary: DSP-16043-02: New Carrollton Town Center								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Previous Approved DSP-16043 and DSP-16043-01								
Office	200,000	Square feet	248	37	275	44	251	295
Retail	5,500	Square feet	3	2	5	31	33	64
Multifa mily	285	Units	28	120	148	111	60	171
Previous Reviewed MR-1930F for the WMATA Headquarters								
Office	368,000	Square feet	426	64	470	76	429	505
Retail	3,000	Square feet	2	1	3	20	21	41
Current Application DSP-16043-02								
Multifa mily	286	Units	29	120	149	112	60	172
Total (Approved and Current)			736	344	1,080	394	854	1,248
Less Transit Reduction of 25 percent			-184	-86	-270	-98	-214	-312
Net Trips (Approved and Current)			552	258	810	296	640	936
Trip Cap from PPS 4-16023			--	--	1,706	--	--	1,997

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

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

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

The site has an approved SWM Concept Plan (38437-2016-01), and the DSP is consistent with this SWM plan.

6. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:**

- a. **Dedicate the rights-of-way along the property's street frontage consistent with the approved preliminary plan of subdivision or as modified by the approved detailed site plan. Dedication of right-of-way**

**shall occur in phase with the platting of each parcel having frontage or access along Garden City Drive, Pennsy Drive and Corporate Drive. The phased right-of-way dedication shall have no impact on the current operation of these roadways which are currently and shall remain open to traffic and are needed to support the findings for adequate transportation facilities for the development. This condition shall also be placed on the PPS prior to signature approval as a general note.**

The DSP proposes to dedicate public right-of-way along the property's street frontage on Garden City Drive. However, the width and area of proposed dedication is not labeled. This information should be labeled on the DSP, as conditioned herein.

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

The submitted bicycle and pedestrian impact statement exhibit for the subject DSP reflects the following pedestrian and Americans with Disabilities Act (ADA) improvements at the Corporate Drive and Garden City Drive intersections:

- a. Pedestrian poles at each crossing
- b. Accessible Pedestrian Signals (APS) and Countdown Pedestrian Signals (CPS) signal heads at each crossing
- c. Pedestrian signal signs
- d. ADA compatible ramps at each crossing
- e. Pedestrian crossing sign at the free right turn
- f. Cross-hatched pedestrian crosswalk at the free-right turn

- g. Re-striped crosswalks at each crossing location
- h. LED intersection lighting on the existing signal poles

These proposed improvements are included in the list of off-site facilities from PGCPB Resolution No. 17-11.

- 9. **The applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for the construction of recreational facilities, prior to the issuance of building permits for any parcel containing residential development. The recreational facilities to be required shall be determined with the full review of a detailed site plan which includes residential development.**
- 10. **At the time of detailed site plan (DSP) review for any parcels which include residential development, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private, on-site recreational facilities pursuant to Section 24-135(b) of the Prince George's County Subdivision Regulations, subject to the following:**
  - a. **The private on-site recreational facilities shall be designed in accordance with the standards as outlined in the *Park and Recreation Facilities Guidelines*.**
  - b. **The details of the private on-site recreational facilities, including adequacy, siting and the establishment of trigger for construction, shall be reviewed and approved by the Urban Design Section in phase with each DSP for each parcel containing residential development in this project.**

Details and a cost estimate for some of the proposed private on-site recreational facilities were provided. A condition is included herein, requiring that the rest of the details and cost estimates be provided. The DSP provides a comprehensive on-site private recreational facility package that meets the requirements established for this application. The facilities included in this DSP should be installed and be open to the residents prior the issuance of the use and occupancy permit. A condition has been included in the Recommendation section of this report regarding this trigger.

- 11. **At the time of detailed site plan review with development frontage along any of these roadways, the specific TDDP design criteria and on-road elements for the total required public right-of-way dedication, may be modified and reflected on the final plat approval. The applicant shall show public right-of-way dedication in accordance with Section 24-123(a)(1) and the design criteria of the area master plan (2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*) along the property's street frontages as follows:**
  - a. **Garden City Drive at a minimum of 48.5-feet to a maximum of 51 feet from center line, or a total right-of-way range of 97-102 feet.**

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

Street cross sections for the development were approved with DSP-16043 and were submitted with this amendment. This application fronts on Garden City Drive and staff notes that the site's frontage is acceptable. No additional improvements, outside of the previously approved site boundary for this parcel, are included in this application.

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

The subject DSP is for Parcels 1 through 5 and includes the entirety of the development, although this amendment is for Parcel 4 only. The review package includes a circulation plan which is consistent with the plans reviewed during the PPS. Access to Parcel 5 is not proposed directly from Garden City Drive.

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

The cross sections for Private Streets A and B, as approved under DSP-16043, were included in this DSP. The streetscapes do not include ESD SWM features and an amendment to the applicable TDDP standard is recommended for approval herein.

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

This condition has been met. According to the Environmental Planning Section, no revision to the previously approved natural resources inventory (NRI) is needed with this DSP.

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

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

A Phase II noise analysis was submitted with this DSP amendment package. The proposed multifamily building will be exposed to future transportation noise levels above 65 dBA Ldn and up to 75 dBA Ldn. All residential units along the southeast elevation, as well as a small number of those located along the southwest elevation will require modifications to exterior wall construction and upgraded windows and doors. Remaining units on the southwest elevation, northeast elevation, and top floors of the northwest and courtyard elevations will require upgraded windows and doors. It is recommended that the DSP should identify which sections of the building facades require architectural treatment for noise mitigation. Noise levels in a small region of the upper-level courtyard closest to the southwest building edge will be slightly above 65 dBA Ldn; however, no proposed outdoor activity areas are located within this area. Therefore, no additional mitigation will be required for the upper-level courtyard. Noise levels in the internal ground level courtyard will be below 65 dBA Ldn due to the shielding provided by the multifamily building; therefore, additional mitigation for the activity areas within the ground level courtyard will also not be required.

A condition has been included in this report to identify the sections of the building facades which will require architectural treatment for noise mitigation.



22. **Prior to approval of building permits for all residential buildings on-site, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.**

Staff recommends that this condition should be reflected on the DSP as a general note, and it will be enforced at the time of permitting.

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

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

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

An amendment, DSP-16043-01, was approved by the Planning Board on June 21, 2018 and is embodied in PGCPB Resolution No. 18-54 for Phase 1B for development on Parcel 3 to construct a four-to-six-story multifamily building with 285 dwelling units, and approximately 3,500 square feet of ground-floor commercial/retail space, subject to four conditions that were specific to that development. None of the conditions of approval are applicable to the review of this DSP.

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

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

The TDDP requires that landscape plans have specific submission requirements that have been met. The TDDP also requires the use of native species, to the greatest extent possible. The landscape plan provides 75 percent native plants for the ornamental trees being proposed on this parcel, which meets the TDDP requirement.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan, TCP1-009-16, was approved with the PPS and a Type 2 Tree

Conservation Plan, TCP2-036-2016-03, was submitted with the current DSP application. The plan has been updated from the original approval to show the proposed building footprint and associated infrastructure.

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

A NRI (NRI-008-13-01) was submitted. The NRI indicates there are streams, stream buffers, and 100-year floodplain on the DSP site area, which comprise the primary management area. No specimen trees were identified on-site.

The Environmental Planning Section recommends approval of the TCP2, with no conditions.

13. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. This amounts to approximately 1.55 acres, if applied to the entire acreage of the property covered under DSP-16043. At the time of Phase 1A approval, the Planning Board alternatively allowed the applicant to only apply this calculation to individual development parcels. The current DSP shows a TCC calculation, but it references Parcel 3 and seems to count more proposed trees than shown. A condition has been included herein, to revise the worksheet to reflect development on Parcel 5 only.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
  - a. **Historic Preservation and Archeological Review**—In a memorandum dated April 30, 2021 (Stabler to Bishop), the Historic Preservation Section noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The property is currently developed. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.
  - b. **Community Planning**—In a memorandum dated May 27, 2021, (Gravitz to Bishop), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the New Carrollton TDDP/TDOZMA and an analysis of the proposed alternative development district standards requirements, as included in Finding 7 above.

Conditions have been included in the Recommendation section of this report requiring the applicant to provide additional information or to demonstrate conformance with some standards, prior to certification of this DSP.

- c. **Subdivision Review**—In a memorandum dated May 25, 2021, (Vatandoost to Bishop), the Subdivision Section provided comments related to the applicable prior conditions of approval of PPS 4-16023, as included in Finding 9 above, and noted that the DSP is in substantial conformance with the approved PPS. The DSP proposes no revision to the number of lots and parcels or the unit count, as approved under the prior application. Technical revisions to the general notes were recommended and have been conditioned herein.
- d. **Transportation Planning**—In a memorandum dated May 26, 2021, (Masog to Bishop), the Transportation Planning Section provided an analysis and discussion of the prior approvals which have been incorporated into the findings above and noted that access and circulation are acceptable.

In addition, it was noted that the New Carrollton TDDP/TDOZMA recommends the establishment of an area-wide Transportation Demand Management (TDM) district, as well as the provision of attractive lighted bus shelters, posted bus route maps and schedules, installation of “Next Bus” message sign at all bus stops, and the installation of an appropriately designed wayfinding signage system throughout the District. As of this writing, the New Carrollton TDM district has not been established.

From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- e. **Pedestrian and Bicycle Transportation**—In a memorandum dated May 28, 2021 (Jackson to Bishop), the Bicycle and Pedestrian reviewer provided an analysis of the DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the New Carrollton TDDP/TDOZMA, and the purposes of the M-X-T Zone in order to implement planned trails, bikeways, and pedestrian improvements.

Based on the findings presented above, staff concludes that the multimodal transportation site access and circulation of this plan is acceptable, consistent with conditions of approval of prior cases, the site design guidelines pursuant to Sections 27-283 and 27-274 of the Zoning Ordinance, the M-X-T design guidelines pursuant to Section 27-546, and meets the findings required by Section 27-285(b) of the Zoning Ordinance for a DSP for multimodal transportation purposes, subject to conditions that have been included in the Recommendation section of this technical staff report.

- f. **Environmental**—In a memorandum dated May 21, 2021 (Rea to Bishop), the Environmental Planning Section included a detailed discussion of the history of the project and the relevant conditions of approval. These have been incorporated into findings above, and staff recommends approval of the DSP and TCP2, with no conditions.
- g. **Prince George’s County Health Department**—As of the writing of this report, the Environmental Engineering/Policy Program of the Health Department provided no comments.

- h. **Prince George's County Fire/EMS Department**—As of the writing of this report, no comments were received from the Fire/EMS Department.
  - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated May 11, 2021 (Giles to Bishop), DPIE indicated that the DSP is consistent with SWM Concept Plan 38437-2016-01 and offered other comments that will be addressed through DPIE's separate permitting process.
  - j. **Prince George's County Police Department**—As of the writing of this report, no comments were received from the Police Department.
  - k. **Washington Metropolitan Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not offer official comments on the subject application.
  - l. **Maryland State Highway Administration (SHA)**—As of the writing of this report, no comments were received from SHA.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—As of the writing of this report, no comments were received from WSSC.
  - n. **City of New Carrollton, Town of Landover Hills, and City of Glenarden**—At the time of the writing of this report, no comments were received from the above municipalities.
  - o. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated June 1, 2021 (Burke to Bishop), DPR offered an analysis of the prior conditions of approval and summarized the recreational facilities on site. DPR indicated that the Urban Design Section shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.
15. Based upon the foregoing analysis and as required by Section 27-548.08(c), the following findings may be made:

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

The subject DSP consists of a mix of multifamily residential and commercial uses and is consistent with the land use vision of the Metro Core Neighborhood, which is to create a compact, high-density, pedestrian-friendly mixed-use center around the New Carrollton Metro Station to provide significant employment and retail. The DSP includes one five-story multifamily building with first-floor commercial live/work units in close proximity to the metro. The DSP conforms to many of the mandatory requirements of the TDDP, except those standards for which the applicant has requested that the Planning Board apply transit district development standards that are different from the mandatory requirements in the TDDP, in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3).

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

The subject site is within the Metro Core Neighborhood and the development proposal is consistent with the development standards and guidelines of the Metro Core Neighborhood of the New Carrollton TDDP/TDOZMA

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

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the M-X-T Zone. Staff concludes that the DSP meets the requirements of the T-D-O and M-X-T Zones.

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

The multifamily building is oriented toward both the main entrance of the metro and Private Drive B, and has frontage on Garden City Drive, which is the main street of the Metro Core Neighborhood. The first floor of the building faces Private Drive B and the main entrance to the metro and is proposed to be occupied by commercial live/work units to activate the street. The façade design of the building incorporates many contemporary, multifamily residential architectural design elements. The parking garage, and the proposed multifamily building maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone by ensuring that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern.

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

The subject DSP for a multifamily building is the next phase of redevelopment and is generally compatible with the office, multifamily, and garage buildings that were approved in Phases 1A and 1B. All future buildings will need to demonstrate compatibility with the proposed building in this DSP and the existing office, multifamily, and garage buildings. The proposed building and the buildings in Phases 1A and 1B are the continued development of the Metro Core that will improve the appearance of the area.

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

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

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

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

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

## **RECOMMENDATION**

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE this application, as follows:

- A. APPROVE Amendments to the Transit District Development Plan Standards as follows:

### **Metro Core Neighborhood**

1. To allow a five-story building within 500 feet of the metro station entrance.
2. To allow a varied build-to line to be approximately 28 to 38 feet from the edge of the curb for the Garden City Drive frontage and a setback along the internal private access roadway ranging from 21 to 30 feet from the curb along the parallel parking spaces on Private Drive B.
3. To allow less than 50 percent of the ground-floor frontage to be for retail use.
4. To allow this building to use the Green Globes green building rating system.

### **Streetscapes**

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

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

1. To allow light-emitting diode streetlights.

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

1. To allow full balconies for 32 percent of the units and Juliette balconies for 18 percent of the units.

## **Building Façade Treatments**

1. To allow use of improved exterior insulation finishing system, limited to the second floor and above.

## **Signage**

1. To allow internally lit channel letters for building-mounted and storefront signage.

**B. APPROVE Detailed Site Plan DSP-16043-02 and Type 2 Tree Conservation Plan TCP2-036-2016-03, for New Carrollton Town Center – Parcel 5, subject to the following conditions:**

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
  - a. Provide bikeway signage along Private Street A, Private Street B, and New Carrollton Metro Station entrance, consistent with the Maryland Manual of Uniform Traffic Control Devices, unless modified by the Washington Metropolitan Area Transit Authority, with written correspondence.
  - b. Provide shared-lane markings (sharrows) along Private Street A, Private Street B, and the New Carrollton Metro Station entrance, unless modified by the Washington Metropolitan Area Transit Authority, with written correspondence.
  - c. Provide bicycle parking signage to direct bicyclists to the public bicycle parking at the Metrorail Station, unless modified by the Washington Metropolitan Area Transit Authority, with written correspondence.
  - d. Provide raised crosswalks crossing Private Street B for traffic calming, unless modified by the Washington Metropolitan Area Transit Authority, with written correspondence.
  - e. Clarify the lane widths for all of Private Street B. For the portion that does not have bus traffic, lane widths shall be 11 feet.
  - f. Revise the bicycle and pedestrian impact statement exhibit to reflect the 286 multifamily units listed on the application form and on the cover sheet of the civil engineering plans.
  - g. Revise the DSP cover sheet text in the lower left corner to note that 25 bicycle parking spaces are to be provided in the Parcel 5 garage bike room and 8 bicycle parking spaces are to be provided near the live/work units.
  - h. Provide an exhibit as to the type of bicycle parking racks to be placed in the bike room of the Parcel 5 garage and on the street adjacent to the live/work retail portions of Parcel 5.

- i. Identify the location of benches, trash cans, and bicycle racks on the DSP.
- j. Provide a separate plant schedule for those proposed on Parcel 5 only.
- k. Revise the tree canopy coverage (TCC) worksheet to provide the required amount of TCC for Parcel 5 on the parcel.
- l. Add a general note to state that prior to approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.
- m. A minimum of 51 percent of each elevation (excluding all window and door openings) identified by the Phase II noise study that needs noise mitigation shall be finished with brick, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
- n. Provide an additional streetscape section for Private Street B approximately centered along the building, and near the park and ride where the existing street is proposed to be modified.
- o. Identify which sections of the building facades require architectural treatment for noise mitigation.
- p. Provide the width and area of proposed public right-of-way dedication along Garden City Drive.
- q. The floodplain easement as recorded in Liber 40199 at folio 570 and shown on Plat Book ME 254 page 53 should be labeled to include its recording reference.
- r. Correct the property line distances in conformance with Plat Book ME 254 page 53.
- s. Demonstrate how the Green Globes mitigation strategy addresses heat island mitigation.
- t. Relocate or adjust the location of the dog park to allow through pedestrian traffic from Garden City Drive to the metro station and plaza adjacent to the Washington Metropolitan Area Transit Authority headquarters building.
- u. Provide written documentation from the Prince George's County Department of Permitting, Inspections and Enforcement that it will not allow environmental site design features within the right-of-way.
- v. Provide detailed building elevations, floor plans, and a square footage analysis to demonstrate how live/work units will provide the same results as ground floor retail.



- w. Provide elevations of the two courtyards with use of high-quality building materials that match the exterior elevations.
  - x. Correct the unit number table under General Note 6 to add the missing four units.
  - y. Provide a label and detail of the proposed decorative screening of the parking garage elevations.
  - z. Provide full details for all on-site interior and exterior private recreational facilities, a list of their features, quantity and square footage, and cost estimates.
2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site interior and exterior recreational facilities have been fully constructed and are operational.