



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

Detailed Site Plan

DSP-17035

Phil Matt Shopping Center

Expedited Transit-Oriented Development

REQUEST	STAFF RECOMMENDATION
A 3,953-square-foot commercial retail building.	APPROVAL with Conditions


Location: In the southwest quadrant of the intersection of MD 450 (Annapolis Road) and West Lanham Drive.			
Gross Acreage:	0.44		
Zone:	C-S-C and T-D-O		
Dwelling Units:	N/A		
Gross Floor Area:	3,953 sq. ft.		
Planning Area:	69		
Council District:	03		
Election District:	20		
Municipality:	N/A		
200-Scale Base Map:	206NE07		
Applicant/Address: PCE, LLC 14540 Edgewoods Way Glenelg, MD 21737		Planning Board Date:	10/24/19
Staff Reviewer: Jeremy Hurlbutt Phone Number: 301-952-4277 Email: Jeremy.Hurlbutt@ppd.mncppc.org		Planning Board Action Limit:	10/28/19
		Staff Report Date:	10/08/19
		Date Accepted:	08/29/19
		Informational Mailing:	01/19/18
		Acceptance Mailing:	08/23/19
		Sign Posting Deadline:	09/24/19

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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-17035
Phil Matt Shopping Center
Expedited Transit-Oriented Development

The Urban Design staff has reviewed this 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 CRITERIA

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

- a. The requirements of the Transit District Overlay (T-D-O) Zone 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 Commercial Shopping Center (C-S-C) and Transit District Overlay (T-D-O) Zones and Section 27-290.01(b), Requirements for Expedited Transit-Oriented Development Projects;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) is for a 3,953-square-foot commercial retail building.

2. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	C-S-C/T-D-O	C-S-C/T-D-O
Use	Vacant	Commercial/Retail
Acreage	0.437	0.399*
Lots	2	2
Square footage	0	3,953

Note: *Reduced 0.038 acre for right-of-way dedication.

OVERALL PARKING AND LOADING DEVELOPMENT DATA

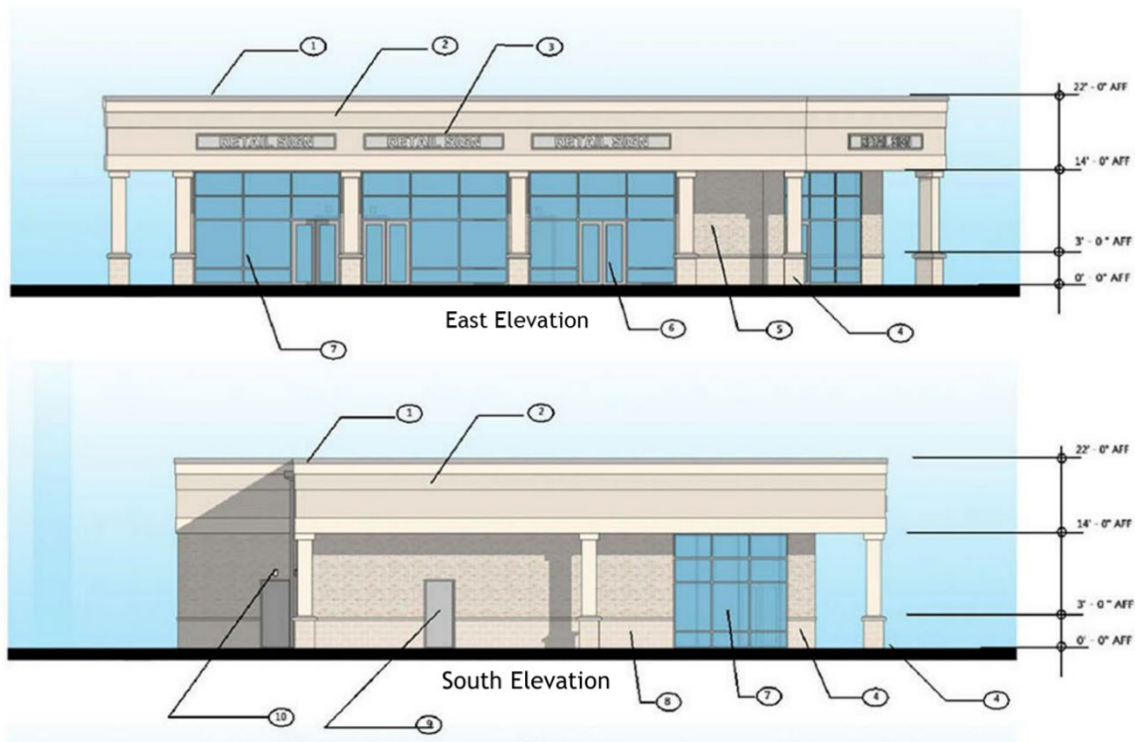
Parking Spaces	Max. Allowed by the T-D-O Zone	Provided
Commercial/Retail (3,953 @ 2.75 spaces/1,000 sq. ft.)	10	10
Total	10	11 (including 1 handicap-accessible)
Loading Spaces		
Commercial/Retail (3,953 sq. ft.)	1 space for 2,000– 10,000 sq. ft.	1
Total	1	1
Required Bicycle Parking Spaces	1	4
Residential (1 space/20 off-street vehicular parking spaces)		

- 3. Location:** The subject site is located in Planning Area 69, Council District 3, within the Annapolis Road Neighborhood of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZMA). More specifically, the subject property is located on Tax Map 051, Grid F1, and is known as Lots 4 and 5, Block B, of West Lanham, recorded in Plat Book BB 6-27. It is located in the southwest quadrant of the intersection of MD 450 (Annapolis Road) and West Lanham Drive. The proposed commercial retail building is located on Lot 4, with parking located on Lot 5.
- 4. Surrounding Uses:** The DSP is bounded to the east by West Lanham Drive and beyond by commercial uses in the Mixed Use-Transportation Oriented (M-X-T) Zone; to the north by MD 450 and beyond by commercial development in the M-X-T Zone; to the south by vacant property in the M-X-T Zone; and to the west by commercially developed property in the Multifamily Medium Density Residential Zone. The subject property and all of the surrounding properties are in the Transit District Overlay (T-D-O) Zone.

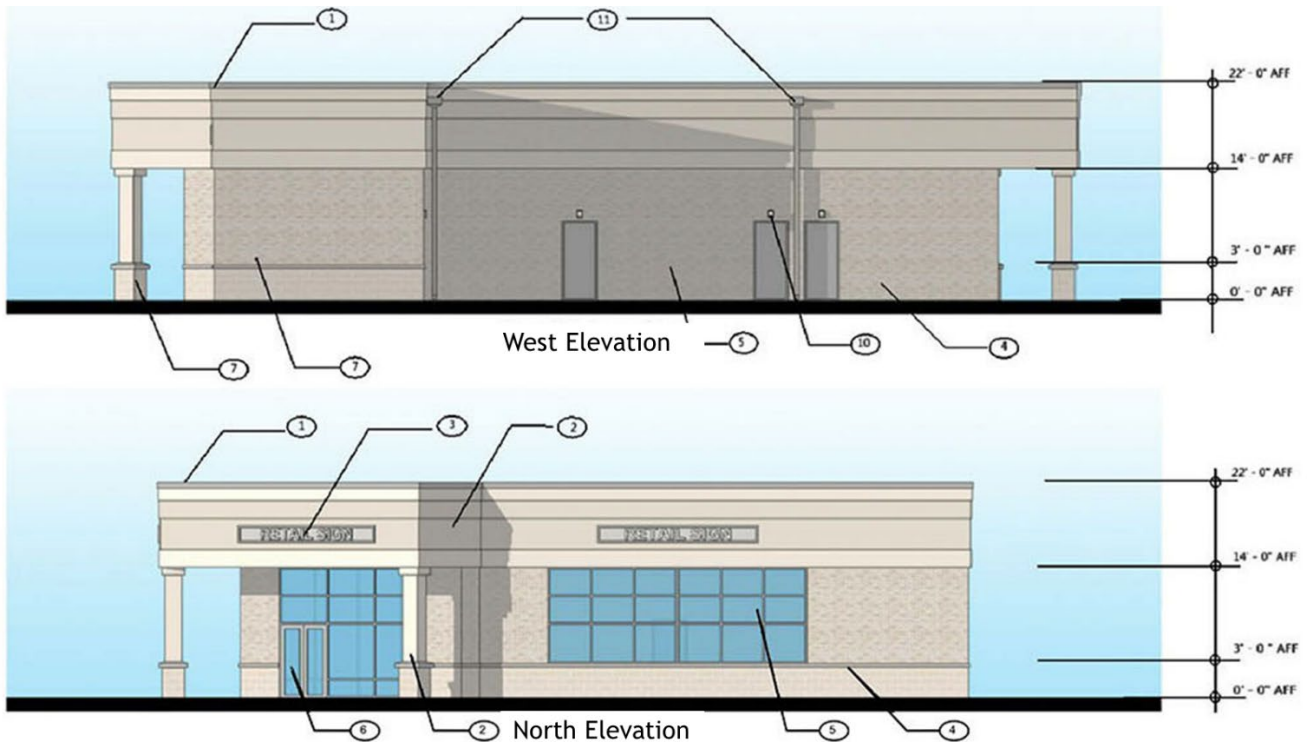
5. **Previous Approvals:** There is no previously approved preliminary plan of subdivision (PPS) for the property.
6. **Design Features:** The applicant has submitted this DSP for development of a one-story, 3,953-square-foot, commercial retail building. The subject property is made up of two lots that are irregular pentagon and quadrilateral shapes and is located in the southwest corner of MD 450 and West Lanham Drive. The proposed building sits in the northeast corner of the property with frontage on both streets. A surface parking lot is located behind and to the side of the proposed building, with a singular access point from West Lanham Drive. The parking lot provides the maximum allowed ten spaces and one required loading space.

Architecture

The applicant proposes a single-story building that will be 28 feet in height, which visually presents as two stories in height. The building will be composed of a masonry base, brick veneer middle, and precast concrete panels on top, all in a light brown color. Glass storefronts and windows will front on MD 450 and West Lanham Drive. An arcade is provided along the West Lanham Drive frontage and part of MD 450.



East and South Elevations



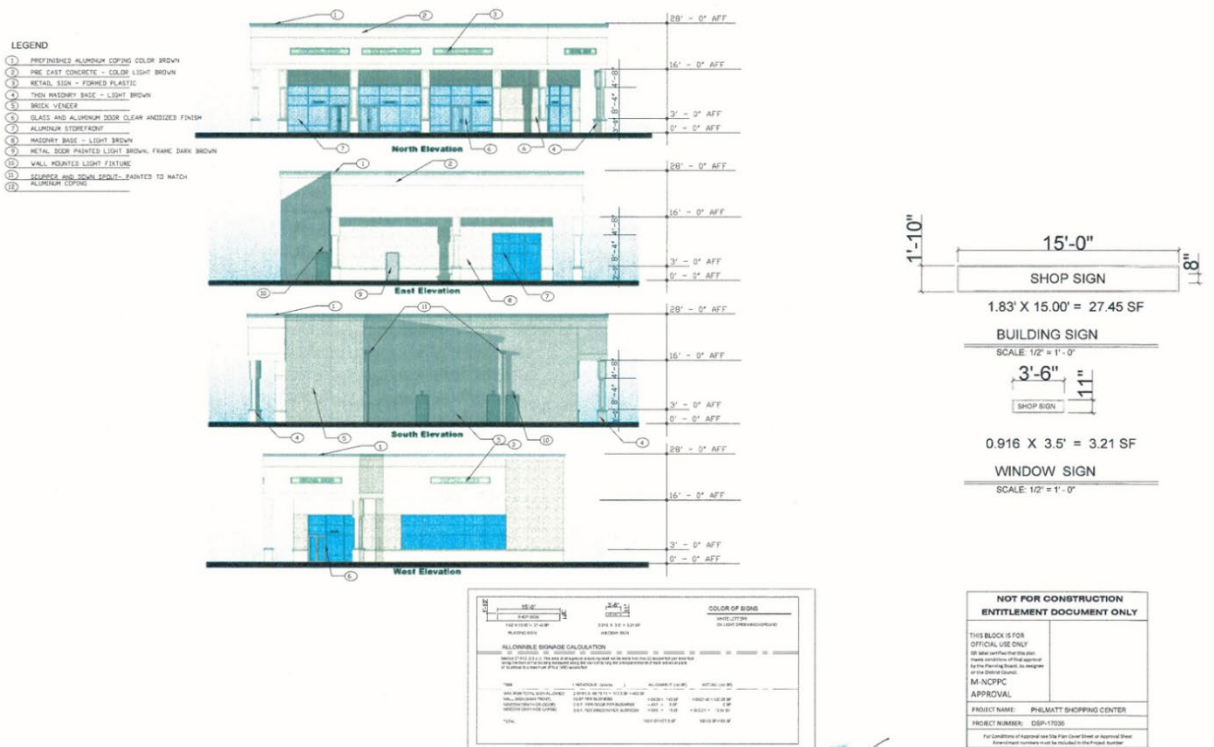
North and West Elevations

Lighting

The application includes standard downward-facing light fixtures (also known as full cut-off) in the parking lot, but did not specify building-mounted lighting. A condition has been included in the Recommendation section of this report requiring the applicant to provide details and photometrics for the building-mounted lighting showing sufficient lighting of all walkways on-site.

Signage

Building-mounted signage will be placed above the store entrances on the top of the arcade. The applicant proposes a maximum of five signs that will be 27.45 square feet each, for a total of 137.25 square feet. The signs will be made of an aluminum base, with raised aluminum lettering, and non-illuminated. The applicant also shows a total of 12.84 square feet of window signage, in four signs of 3.21 square feet each. The signage calculation chart provided refers to Section 27-613 of the Prince George's County Zoning Ordinance, which does not apply. The applicant is proposing to construct building signs with aluminum material, which conforms to the New Carrollton TDDP/TDOZMA standards, but no other details were provided. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide full details of all signage and demonstrate conformance to the TDDP/TDOZMA standards.



Proposed Signage

COMPLIANCE WITH EVALUATION CRITERIA

- 7. 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The purpose of the New Carrollton TDDP/TDOZMA is to ensure that future development around the New Carrollton Metrorail Station maximizes transit ridership and revitalizes the area, while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDDP/TDOZMA envisions the New Carrollton Metrorail Station and its vicinity developing into Prince George's County's premiere new urban center by the year 2030. The development concept for the TDDP/TDOZMA envisions new development concentrated primarily in three focus areas: Metro Core, Annapolis Road, and Garden City. These areas are designated neighborhoods within the planning framework for transit-oriented development at the New Carrollton Metrorail Station. The area will feature a mix of high-intensity commercial office, retail, and residential uses serving the Washington metropolitan area. The subject site is located in the Annapolis Road Neighborhood. The subject application has been reviewed for conformance with the approved TDDP/TDOZMA and the T-D-O Zone standards, and has been found to be in general conformance with the land use and development pattern concepts and recommendations.

Section 27-548.08(c)(3) of the Zoning Ordinance requires that, in approving the DSP, the Prince George's County Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board shall then find that the site plan meets all mandatory requirements which apply. In general, the subject DSP meets the applicable transit district standards, with the exception of the following, for which the applicant has requested modifications:

Annapolis Road Neighborhood (TDDP page 138)

Standards

- 1. Buildings shall be between three and eight stories in height. Buildings at the southwest corner of MD 450 (Annapolis Road) and West Lanham Drive should be a minimum of two stories in height.**

The subject property is located in the southwest corner of MD 450 and West Lanham Drive. Therefore, this standard states that the building should be a minimum of two stories. The proposed building is one-story, with a two-story appearance and height. While this is not technically a modification, the one-story building will not substantially impair the vision of an urban streetscape for the Annapolis Road Neighborhood.

- 2. Buildings on MD 450 (Annapolis Road) shall sit along the established build-to-line measured 12 feet from the edge of the curb.**

The applicant is requesting modification of the established build-to line along MD 450, which is 12 feet from edge of curb to the building. The site plan shows the build-to line to be a maximum of 33.5 feet at the corner of the building, which fronts the intersection of West Lanham Drive and MD 450. Staff supports the modification request because of the grade challenges on-site, the longer frontage on West Lanham Drive, and the included sidewalk from MD 450 to the building.

General Parking Facilities Standards and Guidelines (TDDP page 163)

Standards

- 1. Ratios for Uses: Off-street parking shall be provided for all new development within the New Carrollton Transit District Overlay Zone (TDOZ) in accordance with the standards provided in Table 9.**

Table 9 Maximum Parking Ratios for Land Uses within the New Carrollton TDOZ		
Land Use/Character Area	Within ¼ Mile of New Carrollton Metro Station	More Than ¼ Mile from New Carrollton Metro Station
Retail/Commercial	2.00 spaces/1,000 sq. ft.	2.75 spaces/1,000 sq. ft.

The applicant proposes to provide 11 parking spaces for the site. The TDDP/ TDOZMA includes the above table (Table 9), which determines the maximum number of parking spaces allowed for properties by land use and location. The site is located more than 0.25 mile from the New Carrollton Metrorail Station; therefore, the maximum number of parking spaces for the site is 10. However, one additional parking space would not substantially impair the vision for the Annapolis Road Neighborhood. Staff supports this modification request.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for conformance to the requirements of the Commercial Shopping Center (C-S-C) and T-D-O Zones and the requirements for ETOD projects, as follows:

- a. The requirements of the C-S-C Zone are superseded by the T-D-O Zone, which is discussed in Finding 7 above.
- b. In accordance with Section 27-107.01(a)(242.2)(A) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

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

(A) the subject property is located entirely within a Transit District Overlay Zone ("TDOZ"),

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

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

(1) use the best urban design practices and standards, including:

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

The subject application is located within one-half mile of the New Carrollton Center Metrorail Station. The development is not high density, but is appropriate given its distance from the Metro station and the existing adjacent development.

(B) Reducing auto dependency and roadway congestion by:

(i) locating multiple destinations and trip purposes within walking distance of one another;

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

(C) Minimizing building setbacks from the street;

The New Carrollton TDDP/TDOZMA specifically allows for this site to be one-story. The surface parking is one more than the maximum allowed and the commercial use is consistent with the zoning and surrounding uses on MD 450. The building is set back up to 33.5 feet from MD 450, due to the 10-foot-wide public utility easement (PUE).

(D) Utilizing pedestrian scale blocks and street grids;

The DSP does not propose any new streets, but the building will further define the existing block and improve the pedestrian network adjacent to the site.

(E) Creating pedestrian-friendly public spaces; and

The building will provide pedestrian-friendly storefronts, windows, and an arcade along MD 450 and West Lanham Drive. A 6-foot-wide detached sidewalk will be added along the property's frontage on West Lanham Drive.

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

Section 27A-209 of the Zoning Ordinance provides general design principles for urban centers, as stated below:

- (a) **Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) **The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**

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

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

The DSP is consistent with the applicable design principles of Section 27A-209, regarding building façades, active street fronts, parking arrangements, and attractive streetscapes.

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

The DSP does not propose a mix of uses, but commercial retail uses surround the property, and existing multifamily and office uses are located to the south, closer to the Metro station.

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

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface**

parking lot between the building entrance and the street and lacking a defined pedestrian system);

- (K) Sale, rental, or repair of industrial or heavy equipment;
- (L) Any automobile drive-through or drive-up service;
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above uses are proposed with this DSP.

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

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

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

structures are prohibited within the Urban Centers and Corridor Nodes Districts.

This section of the Zoning Ordinance speaks about installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plan does not include any public utility structures. A proposed PUE requires the building to be set back from the street, and the applicant requests an amendment from the design standards, which is recommended for approval.

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

The application is generally compatible with the governing TDDP/TDOZMA requirements, and in the two instances where the application deviates from the T-D-O Zone standards, the applicant has filed amendment requests in accordance with the requirements of the T-D-O Zone. Staff recommends approval of the two amendments because the alternative standards benefit the development and the transit district, and will not substantially impair implementation of the TDDP/TDOZMA. See Finding 7 above for a detailed discussion of each amendment.

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

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

- 9. 2010 Prince George's County Landscape Manual:** The 2010 *Prince George's County Landscape Manual* (Landscape Manual) is superseded by the standards in the New Carrollton TDDP/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/TDOZMA requires that landscape plans have specific submission requirements that have been met. The TDDP/TDOZMA also requires the use of native species, to the greatest extent possible. The landscape plan provides 100 percent native plants for all three categories (shade tree, ornamental tree, and shrub) of the planting materials to be installed on the subject site. The applicant has provided the required landscaping along the street. Additional landscaping is used to dress the base of the building and screen the building and parking, while helping to break up the façade and separate it from adjacent properties.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is not subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO). The site has been issued a standard exemption from the WCO (S-087-2019) because the site is less than 40,000 square feet in size and has no previous tree conservation plan approval.
11. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this C-S-C-zoned site, in accordance with the Tree Canopy Coverage Ordinance. The required tree canopy in the C-S-C Zone is 10 percent of the site area, or a total of 0.044 acre. The required TCC for this parcel is 1,903 square feet. The subject application does not provide a schedule, but it appears that this requirement will be met with the proposed plantings on-site. Therefore, a condition is included in the Recommendation section of this report requiring that a TCC schedule demonstrating conformance be provided on the plans.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are included in this report by reference, and major findings are summarized, as follows:
 - a. **Community Planning**—In a memorandum dated September 30, 2019 (White to Hurlbutt), incorporated herein by reference, the Community Planning Division provided a discussion on all New Carrollton TDDP/TDOZMA standards that are applicable to the review of this DSP and noted those standards that the DSP cannot satisfy, as discussed in Finding 7 above.
 - b. **Transportation**—In a memorandum dated September 24, 2019 (Burton to Hurlbutt), incorporated herein by reference, the Transportation Planning Section found the site circulation to be adequate, as proposed. The property has frontage on MD 450, an arterial road, for which no additional right-of-way is required. The site also fronts on West Lanham Drive, a local street with rights-of-way ranging from 40–60 feet. The applicant is proposing an additional 12 feet of right-of-way. In conclusion, regarding transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.
 - c. **Trails**—In a memorandum dated September 25, 2019 (Shaffer to Hurlbutt), incorporated herein by reference, the trails coordinator provided a review of the development and streetscape. The submitted plans comply with the street design criteria of the New Carrollton TDDP/TDOZMA. The plans are sufficient as revised, and no additional conditions of approval are needed for bicycle and pedestrian access.

- d. **Subdivision**—In a memorandum dated September 24, 2019 (Diaz-Campbell to Hurlbutt), incorporated herein by reference, the Subdivision Section provided a review and noted that the site is exempt from the requirement of filing a PPS, pursuant to Section 24-111(c)(2) of the Subdivision Regulations:

(c) A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:

(2) The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County code and does not exceed five thousand (5,000) square feet of gross floor area.

Three conditions related to technical issues have been included in the Recommendation section of this report regarding subdivision issues.

- e. **Environmental**—In an email dated September 4, 2019 (Reiser to Hurlbutt), the Environmental Planning Section provided the following summarized discussion:

A Natural Resources Inventory (NRI-006-09-01) equivalency letter has been issued for the site. The NRI was issued based on the standard woodland conservation exemption and because no regulated environmental features will be impacted. A Stormwater Management (SWM) Concept Plan (7097-2009-01) and approval letter were submitted and show the use of micro-bioretenion and a SWM fee of \$12,725, in lieu of providing on-site attenuation/quality control measures.

- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, DPIE did not provide comment on the subject project.

- g. **Prince George's County Police Department**—At the time of this writing, the Police Department did not provide comment on the subject project.

- h. **Prince George's County Health Department**—At the time of this writing, the Health Department did not provide comment on the subject project.

13. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2), 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 retail uses and is consistent with the land use vision of the Annapolis Road Neighborhood, which is to provide community-serving commercial activity. The DSP conforms to most of the mandatory requirements of the New Carrollton TDDP/TDOZMA. The applicant has requested that the Planning Board apply transit district development standards that are different from the mandatory requirements in the TDDP/TDOZMA, 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 Annapolis Road Neighborhood and the development proposal is consistent with the development standards and guidelines 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 C-S-C Zone. Staff concludes that the DSP meets the requirements of the T-D-O and C-S-C 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 one-story commercial building is oriented toward both MD 450, which is the main street of the neighborhood, and West Lanham Drive. The façade design of the building incorporates many contemporary architectural design elements that enhance the streetscape. The parking and loading areas are placed behind the building. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

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

The subject DSP for a commercial building is generally compatible with the existing adjacent commercial uses and the proximate residential and office uses. The proposed building is the first substantial new development along MD 450, in the vicinity, that will improve the appearance of the area significantly.

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

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

14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored, to the fullest extent possible. The subject property does not include any regulated environmental features; therefore, this requirement is not applicable.

RECOMMENDATION

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

- A. APPROVE the alternative transit district standards for:

Annapolis Road Neighborhood (page 138)

1. To allow the build-to line to be up to a maximum of 33.5 feet along MD 450 (Annapolis Road).

General Parking Facilities Standards and Guidelines (page 163)

1. To allow a total of 11 parking spaces and 1 loading space.

- B. APPROVE Detailed Site Plan DSP-17035 for Phil Matt Shopping Center, Expedited Transit-Oriented Development, subject to the following conditions:

1. Prior to certification of this detailed site plan, the applicant shall:
 - a. Revise the site plan to show and label the modified build-to line, with dimensions and the specific deviation from the required standards.
 - b. Show that the area proposed for right-of-way dedication is included within the subject property's boundaries.
 - c. Show all bearings and distances for the existing and proposed lot lines.
 - d. Label the 12-foot-wide area which is to be dedicated to public use.
 - e. Provide signage details in conformance with the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* standards.
 - f. Provide a Tree Canopy Coverage schedule demonstrating conformance to the requirements.
 - g. Provide parking ratios and a reference to the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* standard in the parking tabulation on Sheet 6.
 - h. Provide details and photometrics for all building-mounted lights showing sufficient lighting of all walkways on-site.