

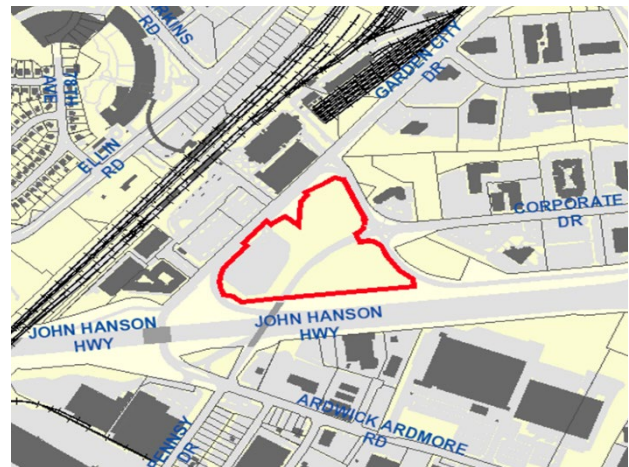


Detailed Site Plan Departure from Design Standards New Carrollton Multifamily IV

DSP-22030
DDS-24001

REQUEST	STAFF RECOMMENDATION
Development of four multifamily buildings, consisting of 364 units, and one 2-level parking garage on Parcels 11-15	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-22030 • APPROVAL of Departure from Design Standards DDS-24001 • APPROVAL of Type 2 Tree Conservation Plan TCP2-009-2024-01

Location: South of the intersection of MD 950 (Garden City Drive) and Corporate Drive.	
Gross Acreage:	15.79
Zone:	RTO-H-C
Prior Zone:	M-X-T/T-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1900
Dwelling Units:	364
Gross Floor Area:	291,056 sq. ft.
Planning Area:	72
Council District:	05
Municipality:	None
Applicant/Address: New Carrollton Developer, LLC 7735 Old Georgetown Road, Suite 600 Bethesda, MD 208817	
Staff Reviewer: Te-Sheng (Emery) Huang Phone Number: 301-952-4534 Email: Tesheng.Huang@ppd.mncppc.org	



Planning Board Date:	09/19/2024
Planning Board Action Limit:	Indefinite
Staff Report Date:	09/05/2024
Date Accepted:	07/24/2024
Informational Mailing:	05/26/2023
Acceptance Mailing:	07/24/2024
Sign Posting Deadline:	08/20/2024

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/.

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-22030
 Departure from Design Standards DDS-24001
 Type 2 Tree Conservation Plan TCP2-009-2024-01
 New Carrollton Multifamily IV

The Urban Design staff have reviewed the subject application and present the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The subject property is within the Core Area of the Regional Transit-Oriented, High Intensity (RTO-H-C) Zone. It was previously located within the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (TDO) Zones. The subject property currently consists of a tax parcel known as Parcel 122. On June 13, 2024, the Prince George's County Planning Board adopted Resolution No. 2024-040 approving Preliminary Plan of Subdivision (PPS) 4-23032 for 12 parcels (Parcels A, B, and 6–15). The subject property consists of only Parcels 9–15 and Parcel B.

PPS 4-23032 was approved in accordance with the Prince George's County Subdivision Regulations in effect prior to April 1, 2022. Pursuant to Section 24-1704(b) of the Subdivision Regulations, with the exception of public facility adequacy determinations, until and unless the period of time under which a preliminary plan of subdivision approved in accordance with the prior Subdivision Regulations expires, the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations and Zoning Ordinance in effect immediately prior to April 1, 2024. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior M-X-T/T-D-O zoning. Staff considered the following in reviewing this detailed site plan:

- a. The requirements of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*;
- b. The requirements of the prior 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 4-23032 and Certificate of Adequacy ADQ-2023-056;

- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- g. Referral comments; and
- h. Community feedback.

FINDINGS

1. **Request:** This detailed site plan (DSP) application seeks to develop four multifamily buildings, consisting of 364 units, and one 2-level parking structure on Parcels 11–15.

The DSP also includes Parcels 9 and 10 which contain an existing parking lot, but will be redeveloped under a future DSP. Parcel B, also shown on the subject DSP, will contain a wetland park to provide stormwater management and a greenway integral to the overall current and future development areas of the New Carrollton Town Center project. The details of development of Parcel B are not required on the DSP because it is being developed by, and in coordination with, the Cleanwater Partnership. Parcels 9, 10 and B are included herein for the purpose of reflecting the overall lotting and in order to satisfy applicable conditions for detailing development of the project's common vehicular, bicycle, and pedestrian infrastructure which affects the street frontages of these parcels.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	RTO-H-C	M-X-T/T-D-O
Use(s)	Parking and Vacant	Multifamily building
Gross Tract Acreage	15.79	15.79
Floodplain Acreage	9.21	9.21
Net Tract Acreage	6.58	6.58
Proposed Right-of-Way Dedication	1.45	1.45
Parcels	1 (Parcel 122)*	8 Proposed with DSP-22030: <u>Parcels 11–14</u> : Multifamily building <u>Parcel 15</u> : Parking Garage Future Development: <u>Parcels 9–10</u> : Existing Parking lot to remain <u>Parcel B</u> : To be developed with a wetland park**

	EXISTING	EVALUATED
Gross floor area (Total square footage)	0	291,056 sq. ft. *** Parcel 11: 48,016 sq. ft. Parcel 12: 78,825 sq. ft. Parcel 13: 80,875 sq. ft. Parcel 14: 83,343 sq. ft.
Dwelling Units	0	364

Notes: *The subject site consists of a tax parcel known as Parcel 122, which is recorded by deed in the Prince George's County Land Records in Book 42066 page 56. The specific site for the development proposed with this DSP is Parcels 11–15.

**Per the recommendations of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP, page 39)

***A condition is included herein to correct the gross floor area shown on the coversheet.

Other Development Data

Parking Requirements per the TDDP (page 163)

Pursuant to Section 27-548.06(d)(1) of the prior Prince George's County Zoning Ordinance, the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a transit district, unless otherwise specified within the transit district standards. The TDDP does not impose any minimum parking space requirements. The TDDP, however, requires all new development within the New Carrollton Transit District Overlay Zone (TDOZ) to not exceed off-street parking, in accordance with the standards in Table 9, Maximum Parking Ratios for Land Uses within the New Carrollton TDOZ (page 163). This table has different standards for development located either within 0.25mile or more than 0.25 mile from the New Carrollton Metro Station.

Within 0.25 mile of the New Carrollton Metro Station	Number of Parking Spaces	Evaluated
<u>Parcels 11–15:</u> Condominium/Apartment Residential at 1.5 spaces per dwelling unit	564 (max. permitted)	412*
Standard spaces (8.5 feet x 19 feet)**	-	412
Handicap Accessible (8.5 feet x 19 feet)	7	3
Handicap Van-accessible (8.5 feet x 19 feet)	2	6
Electric Vehicle Charging Stations	-	6***
<u>Parcels B, 9, and 10:</u> Total Existing Parking Spaces	425****	-

Notes: *Among 412 proposed parking spaces, 315 are located in the parking structure and 97 surface parking lot spaces are located along the drive aisle.

**Departure from Design Standards DDS-24001 is submitted with this DSP for approval, which is addressed in Finding 8 below. DDS-24001 seeks a reduction of the required parking space size (9.5 feet by 19 feet) to 8.5 feet by 19 feet. A condition is included herein, requiring the applicant to correct the dimensions of parking spaces in the Parking Space Size and Type schedule.

***The submitted plan shows six electric vehicle charging stations located on the ground level of the proposed parking structure. Six additional parking spaces will have infrastructure to install electric vehicle charging stations when the demand is increased.

****There are 425 parking spaces that currently exist on Parcels B, 9, and 10, including 12 handicap-accessible parking spaces, as part of the Washington Metropolitan Area Transit Authority (WMATA) Park and Ride System. The subject DSP application does not seek any changes to this parking area.

Loading Spaces (per Section 27-582(a) of the prior Zoning Ordinance)

The TDDP does not have a standard for required loading spaces. Per Section 27-583(a) of the prior Zoning Ordinance, the number of off-street loading spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone are to be calculated by the applicant and submitted to the Prince George's County Planning Board for approval, at the time of DSP. Pursuant to Section 27-583(b), three loading spaces are required for this subject DSP. The applicant provides four loading spaces.

Code Requirement	Parcels	Required	Provided
Multifamily Residential (100 to 300 dwelling units)	Parcel 11 (50 units)	0	-
	Parcel 12 (100 units)	1	-
	Parcel 13 (102 units)	1	-
	Parcel 14 (112 units)	1	-
Total Loading Spaces		3	4*

Notes: *The size of loading spaces is 12 feet by 33 feet, as shown on the plan.

Bicycle Spaces per the TDDP (page 168)

Required (1 bicycle parking space per every 20 off-street vehicle parking spaces)	21
Provided	42
Interior (long-term parking)*	20
Exterior (short-time parking)**	22

Notes: *One bike room is located within the proposed parking structure for 20 long-term bicycle parking spaces.

**Three short-term bicycle parking sites are included in this DSP, for a total of 22 bicycle parking spaces. Two sites are for eight bicycle parking spaces respectively, and one site is for six bicycle parking spaces.

3. **Location:** The subject property is located south of the intersection of MD 950 (Garden City Drive) and Corporate Drive. It is also located within Planning Area 72 and Council District 5.
4. **Surrounding Uses:** The property is triangular and bound by the right-of-way Corporate Drive/Cobb Road to the east, properties beyond containing office uses in the M-X-T and Commercial Office Zones. MD 950 (Garden City Drive) abuts to the site to the northwest with properties beyond containing multifamily and office developments in the M-X-T Zone, which are part of the larger New Carrollton Town Center project. To the south, the property abuts US 50 (John Hanson Highway) with industrial developments beyond, in the Light Industrial Zone. Pennsy Drive bisects the property.
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-16023 was approved by the Planning Board on January 12, 2017 (PGCPB Resolution No. 17-11) for 12 parcels, for development of 1,125 multifamily dwelling units; 775,000 square feet of office; 132,000 square feet of retail; and 250 hotel rooms on 30.13 acres, which included properties northwest and southeast (Parcel 122) of Garden City Drive. Development northwest, abutting the Metro rail lines and station, proceeded to development, saving Parcel 4. However, this PPS expired before final plat applications for subdivision of Parcel 122 (the subject site for this DSP application) were filed. Therefore, Parcel 122 is not subject to PPS 4-16023.

On May 23, 2024, the Planning Board approved PPS 4-23032 (PGCPB Resolution No. 2024-040) for 12 parcels, for development of 1,000 multifamily dwelling units and 810,000 square feet of commercial uses, including 610,000 square feet of office; 50,000 square feet of retail; and a 150,000-square-foot hotel with 250 rooms, on 21.59 acres which includes Parcel 4 and Parcel 122. Certificate of Adequacy ADQ-2023-056 was approved by the Prince George's County Planning Director on May 15, 2024. This ADQ is valid for 12 years, from the date of approval of the associated PPS 4-23032, subject to the additional expiration provisions of Section 24-4503(c) of the Prince George's County Subdivision Regulations. This DSP covers 15.79 acres (Parcel 122) approved by PPS 4-23032, for subdivision into Parcels 9–15 and Parcel B.

6. **Design Features:** As discussed in Finding 2 above, the site area for the subject DSP covers the limits of Parcel 122. The specific development with this DSP is to construct four multifamily buildings, consisting of 364 residential units and one 2-level parking structure, on Parcels 11–15 located south of Pennsy Drive. Three of the multifamily buildings are five stories and one building is four stories. These buildings will be designed to achieve Leadership in Energy and Environmental Design (LEED) certification standards required for a silver rating, with various sustainable design features. The sample LEED scorecard submitted with this DSP shows measurements included in the development to achieve the required rating (Silver: 50–59), in terms of integrative process, location and transportation, sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation, and regional priority.

The site of Parcels 11–15 is bounded by Pennsy Drive, Cobb Road, and US 50. Two vehicular entry/exit points are located on Pennsy Drive. The western vehicular point is the entrance to the parking structure. The other vehicular point, located between Buildings 2 and 3, connects to a driveway that leads to the interior open space of the site. A bi-directional interior circulation loop surrounds Building 1, which not only provides vehicular access through the site, but also supports a secondary entrance to the parking structure. Improved sidewalks are shown along the Pennsy Drive Road frontage. Crosswalks are shown crossing the two vehicle access points. Buildings 2 and 3 front Pennsy Drive and Building 4 faces Cobb Road. Building 1 is located in the center of the site, while the parking structure lines the southern boundary abutting US 50.

Pages 178–180 of the TDDP include four basic principles of the Crime Prevention Through Environmental Design guidelines, which should be considered during site planning and design. These principles are territoriality, natural surveillance, access control, and place making. Page 83 of the statement of justification submitted with this DSP explains that building placement, site lighting, and landscapes in the proposed development are planned and designed with the guidance of these principles. In addition, the submitted security plan sheet shows the location of the proposed building-, ceiling-, and pole-mounted security cameras. A condition is included herein, requiring the applicant to add the details of the security cameras to the plan. All these approaches and measures are intended to reduce opportunities for crime, mitigate fear of crime, and improve quality of life.

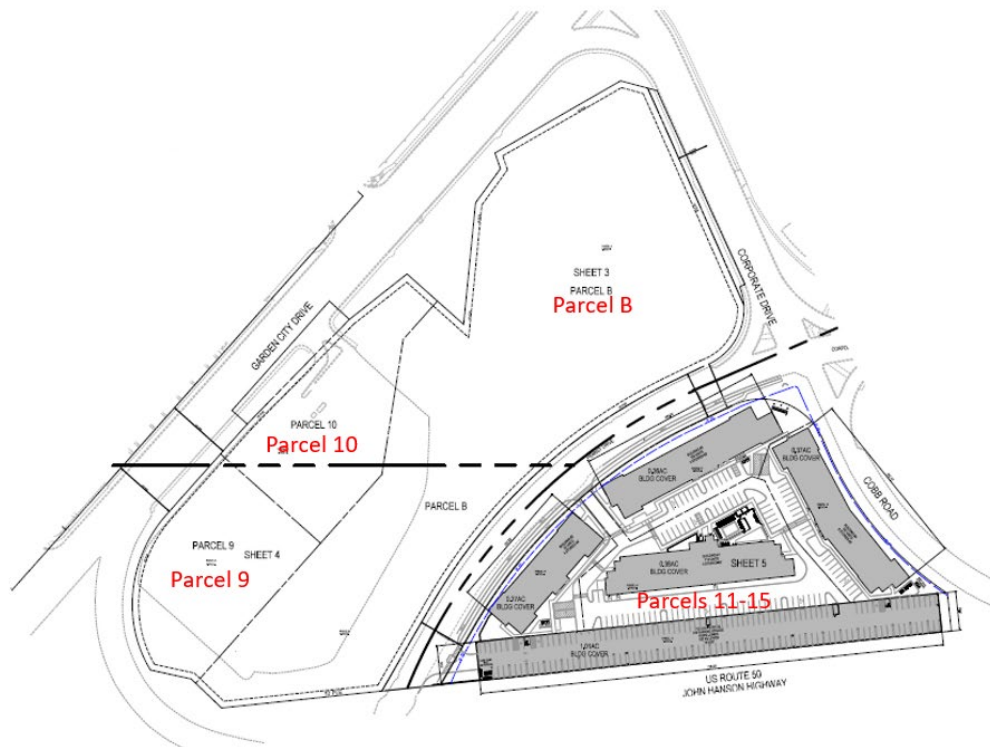


Figure 1: Site Area of Parcel 122

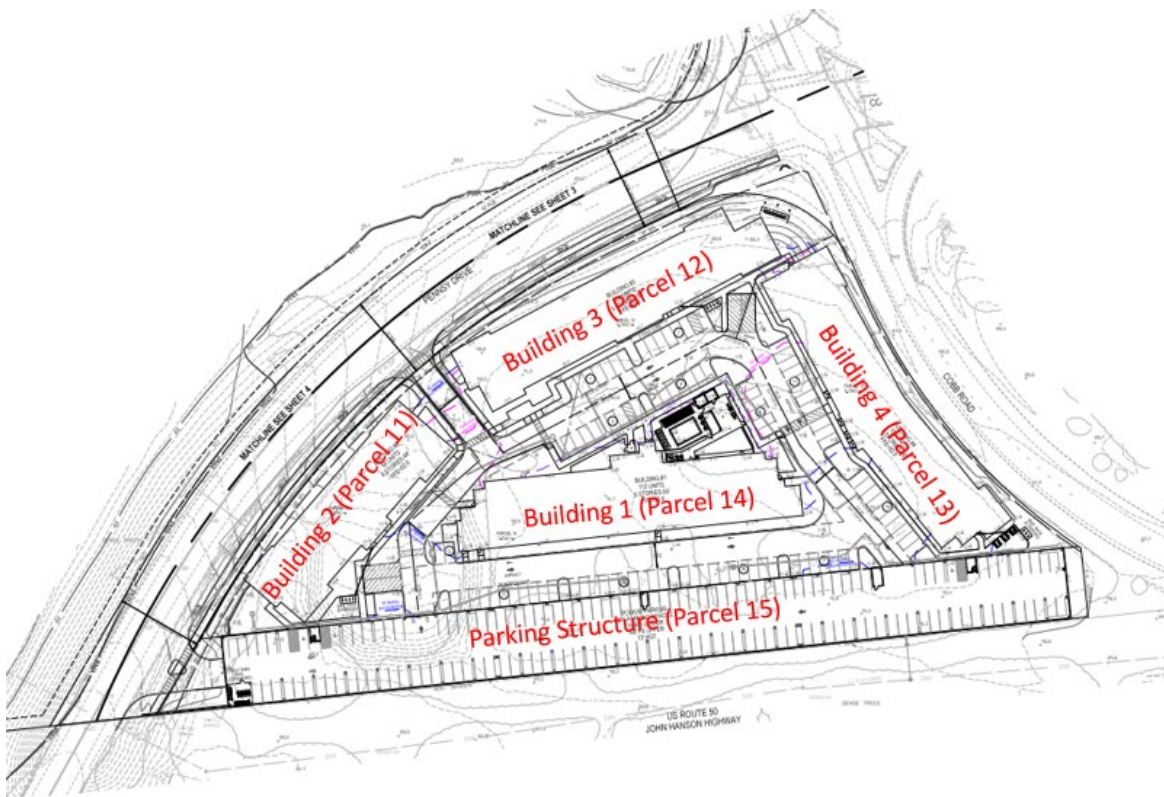


Figure 2: Site Plan of Parcels 11–15

Architecture

The architectural design of the four multifamily buildings is contemporary, with a flat roof. Materials used for the building are comprised of brick, masonry, fiber cement siding, wood plank, and glass and are arranged in a geometric pattern. All buildings have a base/middle/top vertical expression, with additional emphasis on the central portion and corners of the buildings. The fenestration of the buildings is characterized by a diversity of window styles and is consistent throughout the development, in support of visual interest, human scale, and clarity of building occupancy.

The façade design of the buildings incorporates contemporary, multifamily residential architectural design elements and is designed to avoid any back of house appearance. The building façades of Buildings 2, 3, and 4, which front Pennsy Drive and Cobb Road, are articulated through massing, material, color, variation in fenestration, and detail changes. Specifically, the ground level of these buildings is mostly covered with brick and masonry. Finally, entryways will be interior to the site and clearly defined with a canopy at the main entrances and vertical elements as an identifier of each building. A condition is included herein, requiring the applicant to provide large-scale drawings of the building entrances, with details.



Figure 3: East (top) and West (bottom) Elevations of Building 4

Recreational Facilities

Recreational facilities for the project are provided on-site and include the following:

- a. An outdoor recreational site by Building 1, including a pool area with a pergola and a pool building, and a grill and picnic area.
- b. Indoor recreational facilities within Building 1, including a library, a game room, an entertainment kitchen, and two rooms for fitness, yoga, and spinning.
- c. Seating along the internal sidewalks and a picnic area between Building 4 and the proposed parking structure.

The coversheet of the DSP shows that the value of the proposed recreational facilities exceeds the required value, based on the number of proposed dwelling units. However, the recreational facilities schedule does not fully capture the information of recreational facilities included in this DSP. A condition is included herein, requiring the applicant to revise the schedule to include both the indoor and outdoor recreation facilities proposed. The figures that the applicant lists in the schedule represent the value of the building space by square foot proposed for indoor recreational space, rather than a value of actual recreational facilities to be provided. An itemized list of equipment and furnishing cost and details shall be provided for all recreational areas. The DSP and/or floor plans shall show and label all recreational facilities, equipment, and furnishings, and the recreational facilities schedule on the coversheet shall be updated, in accordance with these facilities and cost estimates.

The submitted plan shows an outdoor recreational site located to the north of Building 1. However, a list of the proposed outdoor recreational facilities is not noted on the plan. A condition is included herein, requiring the applicant to itemize the quantity and value of outdoor recreational facilities and amenities, such as picnic tables with chairs, other types

of tables and chairs, grills, lounge chairs, and other amenities to be installed in the synthetic turf. The submitted plans show that the outdoor recreational site is being constrained by two bays of surface parking spaces immediately to its north and east. A condition is included herein, requiring the applicant to remove the parking spaces located to the north of Building 1 to enlarge the outdoor recreational site.

The submitted architectural floor plans also show that indoor recreational facilities are located within Buildings 1, 2, and 3. However, the facilities to be included in these rooms are not specified. A condition is included herein, requiring the applicant to provide large-scale, detailed floor plans showing the location of the proposed facilities within these rooms, and itemize the quantity and value of these amenities in the recreational facilities schedule on the coversheet. Another condition is included herein, requiring the applicant to add indoor recreational facilities to Building 4 and, if impossible, explain how future residents in Building 4 access indoor recreational facilities in other buildings. In addition to those indoor and outdoor recreational facilities, the applicant proposed a fenced dog run area, with a pet waste station. Given that a proposed library is proximate to the proposed dog run area, a condition is included herein, requiring the applicant to provide noise mitigation measurements to mitigate noise impacts on the library.

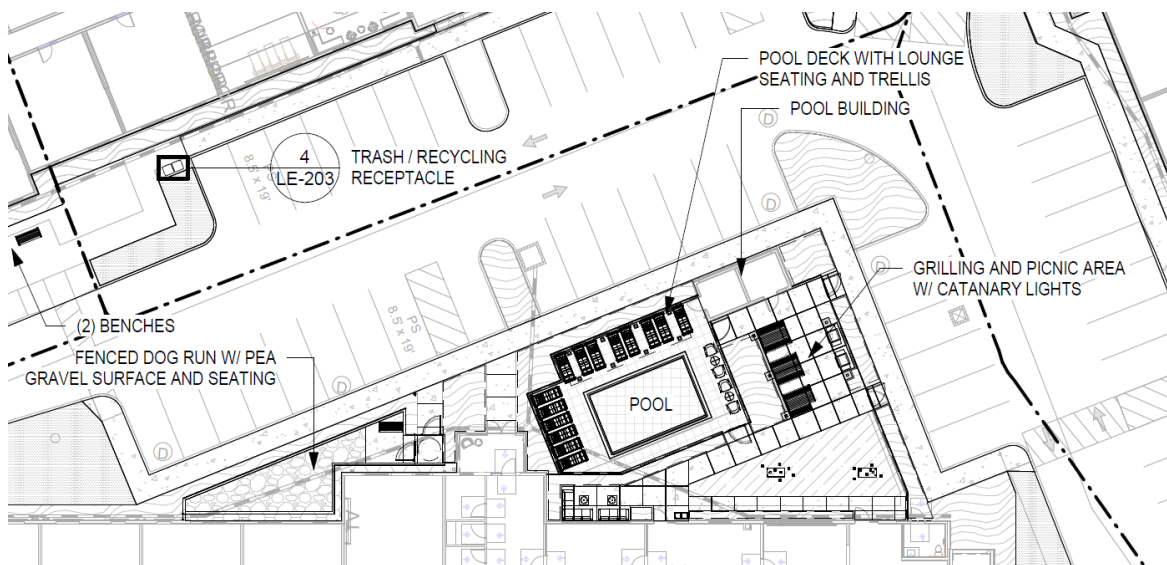


Figure 4: Outdoor Recreational Facilities

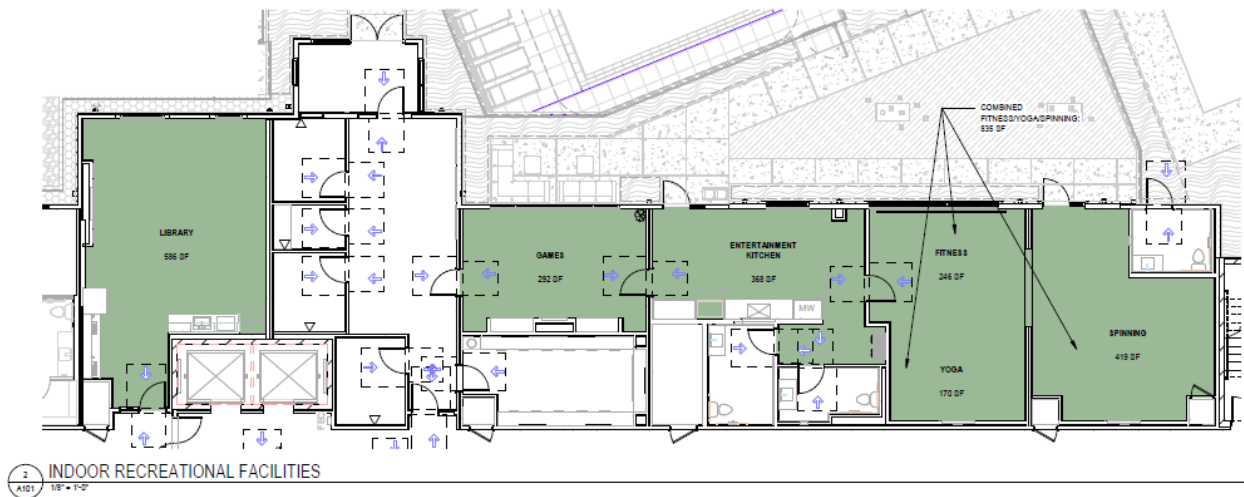


Figure 5: Indoor Recreational Facilities within Building 1

Signage

The signage package shows the location of proposed signs on the property. There are 15 signs in total: one monument sign at the corner of Pennsy Drive and Cobb Road, three blade signs, five Type A (letter) signs, and four Type B (letter) signs for Buildings 1–4; and two tower signs for the parking structure. The package also shows information regarding materials, illumination, and dimensions (including the clear height above the sidewalk and the square footage for each sign). These details demonstrate that the development is in conformance with the sign requirements of the TDDP (page 176).

Lighting

The DSP proposes integrating six types of lighting throughout the site, to ensure appropriate lighting in the evening for the purpose of security and safety. These lighting types include light pole fixtures, bollard lights, and building-mounted lighting. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, drive aisles, building entryways, and walking paths. A condition is included herein, requiring the applicant to label the location of streetlights within the street frontage on the plan and show that streetlights are not more than 60 feet apart, including dimensions.

Loading and Trash Facilities

This DSP includes four off-street loading spaces. These loading spaces are located internally to the site and are appropriately screened by Buildings 2–4 from the public rights-of-way. Trash facilities will be located internally to the respective buildings.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment:** The subject site is located within the Metro Core Neighborhood of the TDDP (Map 7, New Carrollton TDOZ Neighborhoods, page 21). The Metro Core Neighborhood will serve as a regional “downtown” location for the county and contain the most diverse development mix and tallest buildings—mid- to

high-rise residential units, office space, public parking, retail, and a new central square. As the county's most accessible intermodal transportation hub and central activity area, the Metro Core neighborhood will continue to have the highest levels of pedestrian activity and transit service (page 20).

The subject DSP application has been reviewed for conformance with the TDDP development standards, which are organized into four categories: Building Envelope and Site; Open Space and Streetscape; Parking Facilities; and Building Form (pages 127–180). A condition is included herein, requiring the applicant to add a schedule of the development standards, noting conformance to each required standard and specifying the requested amendments, if standards cannot be met. Staff find that this DSP meets the applicable standards, except for 15 standards, which are analyzed for compliance with Section 27-548.08(c)(3) of the prior Zoning Ordinance, as follows:

- (3) **The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

The following analysis reviews the applicant's modification requests (all page numbers reference the TDDP, and modification requests have been grouped by sections):

General Building Envelope and Site Standards and Guidelines

a. **Standards, Building Entries:**

The primary entrance to a building shall be clearly visible from the street and shall front the street. Buildings facing public plazas or squares shall have their primary entrances facing the public space. Buildings on corner lots where streets of different rank intersect shall have their primary entrances on the more heavily traveled street (page 129).

The site is enclosed by Pennsy Drive, Cobb Road, and US 50. Neither US 50 nor Cobb Road are suitable for the primary entrance to the proposed buildings. To create a sense of place and enhance safety and security within Parcels 11–15, the applicant designed one entry/exit vehicular point on Pennsy Drive, with a driveway that leads to an interior open space. As a result, the primary entrances of the four multifamily buildings are designed to face this interior open space. Although the building entrances do not front the streets, the building façades facing the street frontage are designed as front façades with various architectural materials and features. Staff find that this request will not substantially impair implementation of the TDDP, and recommend approval of this modification.

b. **Neighborhoods, Metro Core Neighborhood, Standard 4:**

Buildings shall sit along the established build-to line measured 20 feet from the edge of the curb (page 132).

Due to the irregular shape and size of the site, the proposed development cannot meet this standard. However, the proposed build-to lines along Pennsy Drive and the Cobb Road conform to the intent of the standard, approximately 10 feet for the former and 10.5 feet for the latter are provided as the build-to line. Along the southern property line of the subject site that adjoins US 50, the applicant plans to construct a two-level parking structure as a buffer between the highway and the proposed multifamily, without any setback. Given these reasons, staff recommend approval of this request because it will not substantially impair implementation of the TDDP. Conditions are included herein, requiring the applicant to note on the plan the build-to line along the three roadways that are established with this DSP, and to provide a cross section showing the relationship between US 50 and the proposed two-level parking structure.

c. **Neighborhoods, Metro Core Neighborhood, Standard 5:**

Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage (page 132).

The subject DSP proposes approximately 52 percent of lot coverage. The coverage of street frontage is approximately 78 percent for Pennsy Drive, 90 percent for US 50, and 76 percent for Cobb Road. Due to the site configuration and its surrounding roadway network, staff find that the proposed development still accomplishes the intent of the TDDP by creating a continuous building along the roadways, and recommend approval of this modification.

d. **Neighborhoods, Metro Core Neighborhood, Standard 6:**

Off-street parking shall be in parking structures (page 132).

There are no minimum parking requirements for the subject site, due to its proximity to the Metro station. This DSP will provide 412 parking spaces for the proposed 364 dwelling units, through a parking structure and surface parking spaces. Given that there might be a need for some units to have more than one vehicle, staff recommend approval of this request. However, a condition is included herein, requiring the applicant to eliminate some of the surface parking spaces around the proposed pool area, in order to enlarge the central open space.

e. **Neighborhoods, Metro Core Neighborhood, Standard 7:**

No more than one curb cut for parking or service access shall be allowed on any block face (page 132).

The site plan includes two curb cuts along Pennsy Drive because access to the site from US 50 and Cobb Road is not feasible. Due to the surrounding roadway network of the site, staff recommend approval of this request because it will not impair implementation of the TDDP.

General Open Space and Streetscape Standards and Guidelines

f. **Streetscape, Standard 8:**

All streetscapes shall incorporate ESD stormwater management features in accordance with county and state requirements as well as known best practices (page 151).

Page 4 of Addendum A submitted by the applicant provides the applicant's analysis of this request and notes that this request is consistent with the Planning Board's decision on DSP-16043-01 (PGCPB Resolution No. 18-54, page 10) and DSP-16043-02 (PGCPB Resolution No. 2021-82, page 8), to allow no environmental site design features in the right-of-way. Development of both DSP applications is located on the properties across MD 950 (Garden City Drive) from the subject property (Parcel 122), as part of the overall New Carrollton Town Center project. Staff find that this modification will not substantially impair implementation of the TDDP, and recommend approval of this request.

g. **Streetscape, Lighting of Public Streets and Spaces, Standard 3:**

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

(a) **Permitted: High-Pressure Sodium (HPS) and**

(b) **Prohibited: Incandescent, Metal Halide (MH), Mercury Vapor (MV), Halogen, Fluorescent, and Floodlights (i.e., no up-lighting) (page 162).**

The applicant does not propose any of the prohibited streetlight types, but proposes the use of light-emitting diode lighting which is an energy-efficient source and is consistent with prior approvals DSP-16043-01 (PGCPB Resolution No. 18-54, page 12) and DSP-16043-02 (PGCPB Resolution No. 2021-82, page 9). Therefore, staff recommend approval of this request. Per page 162 of the TDDP, a condition is included herein, requiring the applicant to add a note to the general notes of the DSP and building permit, referencing compliance with this standard.

General Parking Facilities Standards and Guidelines

h. **Standards, Standard 5.b.(3):**

Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 feet in width and minimum 20 feet in length, planted with a 2½-inch caliper shade tree, and shall provide ground cover or shrubs within the island (page 164).

The submitted plan shows that the dimensions of the landscaped parking islands are 10 feet in width and 19 feet in length, instead of 20 feet. Since the required landscape planting is feasible within the dimensioned area, which is one foot short in length, the intent of this standard is met. Therefore, staff recommend approval of this request because it will not impair implementation of the TDDP.

i. **Standards, Standard 5.c.(2):**

Landscaping shall be provided at the rate of one tree (2½-inch caliper) and three shrubs (24-inch height) per 10 linear feet of parking façade (page 164).

The parking structure contains narrow frontage along Pennsy Drive, where an entrance is provided, and Cobb Road. The submitted landscape plan shows landscaping is proposed to buffer the parking structure from Pennsy Drive and Cobb Road. No on-site landscaping is provided to buffer the parking structure from US 50 because it is designed along the southern property line shared with US 50, without setback. However, there is existing vegetation within the US 50 right-of-way, buffering the travel lanes from the subject property. Given the configuration of Parcels 11–15 to accommodate five buildings and the height of the parking structure, staff find that this modification will not substantially impair implementation of the TDDP, and recommend approval of this request. However, a condition is included herein, requiring the applicant to provide details of the parking structure façade that faces US 50, to ensure less visual impact on US 50.

j. **Off-Street Parking, Standard 1:**

Materials: Construction materials for parking garages shall be selected according to the following list of permitted and prohibited materials:

- (a) **Permitted: Brick and tile masonry, Native stone (or synthetic equivalent), Precast masonry (for trim and cornice elements only), Gypsum Fiber Reinforced Concrete (GFRC—for trim elements only), and Metal (for beams, lintels, trim elements, and ornamentation only);**
- (b) **Prohibited: Stucco/EIFS (cementitious finish), Split-faced block, Concrete (except for parking deck surface), Concrete masonry units, Faux wood grain, Wood lap siding (horizontal configuration), smooth or rough-sawn finish, and Hardie-Plank equivalent or better siding (page 166)**

The parking structure included in this DSP is two levels and utilizes cast-in-place concrete. Except for the north elevation, its other three sides are screened from the roadways with the existing vegetation along US 50 and the proposed landscaping along Pennsy Drive and Cobb Road. Page 5 of Addendum A notes that the north elevation will be painted with the same color palette as the proposed multifamily buildings, or potentially covered with a mural design. A similar requested modification was granted by the Planning Board for DSP-16043 (PGCPB Resolution No. 18-54, page 35). Considering that the parking structure is to be treated for compatibility to the multifamily buildings at its northern, internally oriented façade, and screened by existing vegetation and the proposed landscaping along other

façades, this request will not substantially impair implementation of the TDDP. Therefore, staff recommend approval of this requested modification. Conditions have been included herein to ensure additional detail is provided, demonstrating that the externally oriented garage façades will be buffered or that these façades receive similar treatment as the northern façade of the garage.

k. **Off-Street Parking, Standard 5:**

Facade Treatments for Parking Structures: Parking structure facades that are visible from the street or other public place shall consist of high quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. The appearance of the facades that are visible from any public street or space shall mimic the architecture of the adjacent buildings. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets (page 167).

As discussed above, for the modification to Standard 1, the proposed two-level parking structure is screened by the existing vegetation and proposed landscaping, where oriented toward the street. Therefore, staff recommend approval of this request.

l. **Off-Street Parking, Standard 10:**

Parking Structure Stairwells: Parking structure stairwells shall provide uplighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security (page 168).

Page 6 of Addendum A notes that the stairwells in the parking structure meet the lighting requirement. A condition is included herein, requiring the applicant to add a note to the photometric plan, indicating the stairwells will provide uplighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. However, these stairwells are not designed with glass façades and open risers. Given the parking structure is two levels in height and narrow in width, it is visible from the interior driveway located on its north side. Therefore, staff recommend approval of this request.

Building Form and Scale Standards and Guidelines

m. **Building Organization and Orientation, Standard 2:**

Orientation of Buildings to Street: Buildings shall face the street. The facades of nonresidential buildings on corner lots shall “turn the corner” to face both streets (page 170).

Often, the primary entrance to a building depicts its orientation. As previously discussed, the primary entrances to the four proposed multifamily buildings are designed to face the interior open space, instead of roadways. This results from the

surrounding roadway network of the subject site and the applicant's intent to create a sense of focus and place. Despite the entrances to the buildings being located internally to the site, the building elevations that face the street frontages are designed to be visually like the front façades of these buildings, with brick and masonry wrapped around the ground floor of the buildings. Staff find that this request will not impair implementation of the TDDP, and recommend approval of this modification.

n. **Functional Relationship of Multifamily and Other Residential Buildings to Surrounding Public Space, Standard 3:**

Multifamily Buildings and Balconies: All multifamily buildings should provide a balcony for each dwelling unit above the ground floor to articulate the building facade and to increase natural surveillance of the surrounding area (page 173).

The proposed multifamily buildings do not include balconies. Given the subject site's proximity to US 50, noise generated from the surrounding roadway is a concern and might decrease the use of balconies. The noise study submitted with this DSP, dated March 29, 2024, indicates that "Building elevations facing away from US 50 are mostly exposed to noise impact in the range of 66-68 dBA Leq (daytime)" and "Most of the residential units directly facing US 50 at the affordable parcel will be impacted by future transportation-generated noise levels of 70-75 dBA Leq (daytime)." As such, staff recommend approval of this modification.

o. **Signage, Standard 9:**

Prohibition of Back-Lit Signs: Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited (page 176)

The application proposes to use internally lit channel letter signs, which does not increase light pollution over the vernaly lit standard. Staff recommend approval of this request because it will not impair implementation of the TDDP.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T and Transit District Overlay (T-D-O) Zones, and the site design guidelines of the prior Zoning Ordinance:

- a. Section 27-548.08(c) of the prior Zoning Ordinance requires that the Planning Board make the following findings, in order to approve a DSP in a T-D-O Zone, as follows:

(1) In addition to the findings required by Section 27-276(b) for approval of a Conceptual Site Plan in the T-D-O Zone, the Planning Board shall find that the Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.

Page 59 of the TDDP notes that "Notwithstanding requirements in the Zoning Ordinance for approval of a conceptual site plan (CSP) in the M-X-T

and other zones, compliance with TDDP components #1 – #7 (see New Carrollton TDDP Components on page 56) at the conceptual level satisfies all requirements for CSP approval for property in the TDDP. Submission of a CSP is therefore not required by the TDDP; however, it is an optional application that may be useful in resolving conceptual design-related issues.” As a result, a CSP was not submitted for the subject development.

In addition, the Zoning Ordinance specifically refers to these plans as transit district site plans (TDSP), not DSPs. Therefore, there are additional application requirements for TDSPs that do not apply to other DSPs, in accordance with Section 27-548.08(b) of the prior Zoning Ordinance.

(2) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan in the T-D-O Zone:

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

The DSP is in strict conformance with the mandatory requirements of the TDDP, with the 15 requested modifications to the design standards, which have been addressed in Finding 7 above. These requested modifications do not substantially impair implementation of the TDDP.

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

As noted above, this DSP is consistent with and reflects the guidelines and criteria for development contained in the TDDP, with some requested modifications to the design standards, which have been addressed in Finding 7 above.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

This DSP, with the requested modifications, meets the requirements of the T-D-O Zone and the underlying zone, as discussed throughout this technical staff report, which are discussed below.

(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;

As discussed in Findings 2, 6, and 7 above, this DSP demonstrates that the proposed multifamily buildings integrate with New Carrollton Town Center and that the proposed development provides efficient access to the transit district. Improvements with this DSP maximize safety and efficiency for pedestrians and drivers and are adequate to meet the purposes of the T-D-O Zone. The resulting outcomes demonstrate an appropriate design relationship with adjacent buildings and adjoining areas, as a way to implement and enhance the land use version of the Metro Core Neighborhood.

(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; and

The New Carrollton Town Center contains a mixture of different development projects and uses, with the capability of sustaining as an independent environment of continuing quality and stability. The proposed multifamily buildings with this DSP are the next phase of redevelopment and are compatible with the office, multifamily, commercial, and garage buildings that were approved in prior phases. The proposed buildings 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 is not applicable to the subject DSP application because there are no total minimum required parking spaces.

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

As discussed in Finding 7 above, the subject DSP application is in conformance with the TDDP development standards of the Metro Core (pages 127–180), except for 15 standards. None of these requested modifications are related to building height restrictions or parking standards. DDS-24001 is filed by the applicant, separate from the subject DSP, to reduce parking space size. This is discussed below, in Finding 8.

- b. In accordance with Section 27-546 of the prior Zoning Ordinance, the Planning Board must make the following findings:

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

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

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

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

The DSP proposes to develop a site within 0.25 mile of the New Carrollton Metro Station, with four multifamily buildings and one 2-level parking structure. This DSP promotes the orderly development of land by contributing to a larger mixed-use town center and will provide a desirable living opportunity for its residents.

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

The 2014 *Plan Prince George's 2035 Approval General Plan* (Plan 2035) identifies the New Carrollton Metro Station area as one of three priority investment districts in the County. The subject DSP conforms with Plan 2035 and the applicable design standards of the TDDP, except for the 15 requested modifications, which are discussed in Finding 7 above.

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

The subject DSP takes full advantage of the development potential in the M-X-T Zone by placing a proposed residential use in close proximity to existing commercial and residential uses and major transit lines, including the New Carrollton Metro Station and US 50. For the overall site, as envisioned by the TDDP and the previously approved PPS 4-23032, more development is anticipated.

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

The proposed development is in proximity to existing/future office, commercial, and residential uses and the New Carrollton Metro Station, which will facilitate walking, biking, and transit use.

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

The proposed development will add a residential use to the existing/future office, commercial, and residential uses in proximity to the New Carrollton Metro Station. The mixed-use development in the area will support/foster a vibrant 24-hour environment, as the patrons will be those who live in, work in, or visit the area.

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

The residential use will be located within four buildings, with a two-level parking structure. However, approval of PPS 4-23032 offers a larger New Carrollton Town Center development for a horizontal mix of land uses, including office, commercial, and residential uses, which enables the subject development to be a diverse land use that will blend together harmoniously.

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

The subject DSP will provide a residential use to a large town center that will create dynamic, functional relationships with other existing and proposed uses in the area.

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

The site design of the subject DSP includes four multifamily buildings, with one parking structure and a variety of on-site recreational facilities to promote optimum land utilization.

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

The M-X-T Zone is one of the mixed-use zones created to allow flexibility to respond to the changing market. Since the subject site is located within the larger New Carrollton Town Center development, the residential development with this DSP will improve the economic vitality of the property.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Constrained by the site configuration and the surrounding roadway network, the freedom of architectural design enables the development to maximize land use, while creating an interior open space for on-site outdoor recreational facilities and improve the streetscape within the street frontages.

- (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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

This subject property was retained in the M-X-T and T-D-O Zones by the TDDP, approved after October 1, 2006. The proposed development is in conformance with the TDDP development standards, except for the requested modifications to the standards 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 subject site is surrounded by existing public roadways. Although the primary entrances to the buildings are located to face the interior open space, the building elevations that face the street frontages are designed with a mixture of architectural materials and features to appear as an outward orientation. The intent of this design approach is to allow the proposed development to be integrated with existing development. The proposed residential use will catalyze the New Carrollton Town Center development and rejuvenate the economic vitality of the property.

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

The proposed structures and uses are compatible with the existing and proposed development within the New Carrollton Town Center.

- (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 New Carrollton Town Center reflects a cohesive development, capable of sustaining an independent environment of continuing quality and stability. The proposed multifamily buildings will enhance the existing development and contribute to the transit district.

- (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 four buildings with this DSP will most likely be constructed in a sequence of two or more phases for construction management purposes. It is anticipated that the buildings will be completed and delivered in a continuous phase of construction.

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

The DSP significantly improves the sidewalks within the subject site, which have been addressed in Finding 6 above. The improved sidewalks will enhance the pedestrian system established within the area and create convenient access to the New Carrollton Metro Station.

- (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**

The subject DSP includes both indoor and outdoor on-site recreational facilities, which are discussed in Finding 6 above. The design of the outdoor recreational site pays attention to human scale and other urban design perspectives for fostering pedestrian activities within the subject site.

- (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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), 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 requirement is not applicable because the subject application is a DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The property is the subject of PPS 4-23032 (PGCPB Resolution No. 2024-040), approved on May 23, 2024, and Certificate of Adequacy ADQ-2023-056, approved on May 15, 2024. The subject

DSP application is consistent with the development evaluated with PPS 4-23032.

- (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.**

This requirement is not applicable because the subject site contains a total of 15.79 acres.

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

Section 27-544. Regulations.

- (a) Except as provided in Subsections (b) and (c) of this Section, 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 DSP has been reviewed, in accordance with the applicable requirements from the above sections of the prior Zoning Ordinance, in Findings 2, 6, 8, and 11 within this technical staff report.

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.**

Section 27-545(b)(4) of the prior Zoning Ordinance states that “additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.” The subject DSP application proposes 364 residential units. Utilizing the residential optional method, the total FAR permitted is 1.40. This DSP proposes approximately 0.42 FAR, which is in conformance with this requirement.

- (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 DSP satisfies this requirement because the proposed residential use is located in four buildings.

- (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 the dimensions for the location, coverage, and height of the proposed development.

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

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion on the plan's conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

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

The FAR for the proposed development is approximately 0.42, which is under the permitted 1.4 FAR. In addition, this DSP is not subject to approval of any CSPs for the site, in accordance with the TDDP (page 59).

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

The proposed development does not have any private structures in the air space above, or in the ground below the surrounding public rights-of-way.

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

The subject site, for four multifamily buildings and one parking structure, has direct frontage on and vehicular access to Pennsy Drive, in conformance with this requirement.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots...**

This requirement is not applicable to this DSP because no townhouse units are being proposed.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

This requirement is not applicable to this DSP because the subject site is located within the T-D-O Zone.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by technical staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by technical staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

This subject property was retained in the M-X-T and T-D-O Zones by the TDDP, approved after October 1, 2006. The proposed development is in conformance with the TDDP development standards, except for the requested modifications to the standards discussed in Finding 7 above.

- d. The DSP application is also in conformance with the additional regulations of the T-D-O Zone, as follows:

Section 27-548.06. - Regulations.

(a) Density.

- (1) Development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones, as those requirements would normally be applied if the property were not zoned T-D-O. If an underlying zone has provisions for awarding increased density or FAR above base requirements through furnishing amenities or benefit features, those provisions shall still apply within the T-D-O Zone and shall be applied when the Transit District Development Plan is approved.**

As discussed above, the subject DSP proposes approximately 0.42 FAR, which is lower than the permitted 1.4 FAR.

(b) Transit District Standards.

- (3) Where a property lies in both the M-I-O Zone and a T-D-O Zone, the maximum permitted height of structures shall be the more restrictive of the Transit District Standards and Section 27-548.54, whichever maximum permitted height is lower.**

The subject property is only located within a T-D-O Zone and is within 0.25 mile of the New Carrollton Metro Station. Page 131 of the TDDP states "Buildings more than 500 feet but within 0.25 mile of the Metro station entrances shall be between four and 16 stories in height." The height of the proposed multifamily buildings with this DSP ranges between four to five stories, which complies with this requirement. Page 167 of the TDDP also notes that "Structured parking shall be between two and five stories in height, depending on the neighborhood in which the facility is located (see 'General Building Envelope and Sites'). Parking garages shall not exceed the height of the surrounding buildings." The two-level parking structure, included in this DSP, meets this requirement.

(c) Relationship to Landscape Manual.

- (1) Landscaping, screening, and buffering of development shall conform to Landscape Manual requirements...**

As discussed in Finding 11 below, this DSP complies with this requirement.

(d) Parking and loading.

- (1) The requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards. Instead, a methodology for determining the number of off-street parking and loading spaces to be required for specific uses may be established on the Transit District Development Plan in the form of Transit District Standards. The Prince George's County Parking Authority shall be provided an opportunity to review any proposed parking methodology prior to transmittal of a Development Plan by the Planning Board to the District Council. The methodology should include, but not be limited to...**

This requirement was met when establishing the parking and loading requirements in the TDDP. The subject DSP application complies with the TDDP, as required, and as discussed in Finding 2 above.

- (2) If a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11. Additionally, the Planning Board may apply reductions from the minimum parking requirements of Part 11 if it finds alternate approaches to parking, such as but not limited to car and bike share programs, car and van pools, executed shuttle and transit bus use agreements, and trip reduction measures, will effectively provide alternatives to single-occupant automobile use.**

This requirement is not applicable to this DSP because the TDDP has specific requirements for parking (page 163). Discussion on parking for this DSP has been addressed in Finding 2 above.

(h) Air rights and below-ground development.

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

This requirement is not applicable to this DSP because the proposed building is not located within the air space above, or in the ground below public rights-of-way.

- e. Departure from Design Standards DDS-24001:** The applicant has submitted a DDS to allow a reduction of the standard, nonparallel parking space size from 9.5 feet by 19 feet to 8.5 feet by 19 feet, pursuant to Section 27-239.01 of the prior Zoning Ordinance.

In addition, the applicant submitted a statement of justification (SOJ) to address the required findings for a DDS indicated in Section 27-239.01(b)(7)(A) of the prior Zoning Ordinance.

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

To accommodate an accepted space size within the proposed development and to eliminate the use of compact spaces, this DSP proposes a parking space dimension of 8.5 feet by 19 feet. Specifically, the reduced parking space size allows for a more compact and efficiently structured parking design, while providing off-street parking sufficient to serve the needs of the development. As such, the purposes of this Subtitle will be better served by fulfilling the purposes of the TDDP.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Due to the irregular shape of the site, the departure is necessary to provide sufficient parking spaces to the proposed 364 dwelling units, while fulfilling the vision of the TDDP, by developing a compact and vibrant community close to the Metro station.

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

Staff agree that the departure is necessary to alleviate circumstances specific to the site, resulting from the configuration of the site. It allows for elimination of less effective and confusing compact spaces and allows for a blended space that safely accommodates all size vehicles.

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

The parking spaces proposed for this development are located internally to the site and most of them are located within the two-level parking structure. Staff find that the departure will enhance the visual and functional quality of this development. The departure will allow for a more efficient and fully functional parking and circulation design that will serve the needs of the community.

Based on the analysis above, staff support Departure from Design Standards DDS-24001, for a departure to allow standard, nonparallel parking space sizes of 8.5 feet in width by 19 feet in length.

9. **Preliminary Plan of Subdivision 4-23032:** PPS 4-23032 was approved by the Planning Board on May 23, 2024 (PGCPB Resolution No. 2024-040), subject to 21 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

2. **Development of this site shall be in conformance with Stormwater Management Concept Plan 38437-2016-2, once approved, and any subsequent revisions.**

General Note 14 on the DSP indicates that the applicable Stormwater Management (SWM) Concept Plan approval is 38437-2016-00, approved on December 12, 2016. This approval is outdated, as the site currently has a more recently approved SWM Concept Plan (38437-2016-01) and a new SWM Concept Plan (38437-2016-02) pending approval. A condition is included herein, requiring the applicant to revise General Note 14 to reflect the most recent revision and its approval date.

With this DSP application, the applicant submitted copies of the approved SWM Concept Plan, 38437-2016-01, and its associated approval letter, and an unapproved copy of the -02 revision. The approval for the -01 revision was issued by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on May 18, 2023, and expires on May 18, 2026. An unapproved SWM Concept Plan, 38437-2016-02, is currently in review with DPIE. The draft revision of the concept plan is reflective of the proposed layout and shows the use of numerous micro-bioretenment facilities and underground storage facilities throughout the site. A condition is included herein, requiring the applicant to submit an approved revised SWM concept letter and plan, prior to certification of the Type 2 tree conservation plan (TCP2).

3. **At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:**
- b. **Submit to the Maryland-National Capital Park and Planning Commission, for review and approval, a draft Declaration of Restrictive Covenants and/or easement, per Section 24 128(b)(8) of the prior Prince George's County Subdivision Regulations, over the shared access for Parcels 9-10 and Parcels 11-15. The limits of the shared access easements shall be reflected on the final plat(s), consistent with the approved preliminary plan of subdivision, and as modified by the detailed site plan. Prior to recordation of the final plat, the Declaration of Restrictive Covenants and/or easement shall be recorded in the Prince George's County Land Records and the book/page of the document shall be indicated on the final plat(s) with the limits of the shared access.**

The DSP shows a shared access easement to serve Parcels 11–15, which is sufficient to provide access to all parcels and parking spaces. A shared access easement is not needed at this time for Parcels 9 and 10, as no development is yet proposed for these parcels.

4. **In accordance with Section 24-135 of the prior Prince George’s County Subdivision Regulations, the applicant and the applicant’s heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.**
6. **The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George’s County Planning Department, for adequacy and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

The applicant proposes an indoor game room, an indoor library/gathering area, an indoor fitness room, an outdoor pool, and an outdoor gathering area with a grill station and seating as private recreational facilities. This has been discussed in Finding 6 above. The submittal also shows that the proposed indoor facilities exceed the recommended value of \$381,494, which is calculated based on the development’s projected population. A condition is included herein, requiring the applicant to revise the line in the recreational facilities schedule that states “total value of recreational facilities required: \$381,524 per PPS” to instead state “total value of recreational facilities required: \$381,524 per projected population.” Regardless of the value of the proposed facilities, a mix of indoor and outdoor active and passive recreational facilities should be provided for all age groups of future residents.

The coversheet also specifies that no use and occupancy permit for buildings on Parcels 11–13 shall be issued, prior to completion of the recreational facilities, and that all the required recreational facilities will be completed, prior to occupancy of the building to be constructed on Parcel 14. Staff find that this timing for construction appears to be appropriate, given that the recreational facilities will be complete before any residential units may be occupied.

8. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-009-2016-01. The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan TCP1-009-2016-01, or most recent revision, or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance (WCO). This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the

subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

TCP2-009-2024-01 was submitted with this DSP, which conforms with the approved Type 1 Tree Conservation Plan, TCP1-009-2016-01. The note required by this condition will be met, at the time of final plat review.

- 9. Prior to the issuance of permits for this project, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:**

"This plat is subject to the recordation of a woodland and wildlife habitat conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

TCP2-009-2024-01 was submitted with this DSP which conforms with the approved Type 1 Tree Conservation Plan, TCP1-009-2016-01. This condition will be met, prior to permit approval, and the note shall be added to the final plat.

- 14. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP), the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:**

- a. Right-of-way dedication along Garden City Drive shall range from 97 to 102 feet in width and shall include sidewalks meeting TDDP standards and designated bike lanes, with the details and any modifications being determined at the time of detailed site plan.**
- b. Per Table 8 of the TDDP, the width of the bike lanes along Garden City Drive shall be revised to 6 feet wide (including the gutter pan), unless modified with the approval of the detailed site plan.**

The applicant's site plan submission contains a street section that indicates that MD 950 (Garden City Drive) will have a right-of-way ranging from 97 to 102 feet, as required in Condition 14a above. The site plan also displays a 6-foot-wide side path and a 6-foot-wide bicycle lane along the site's frontage of Garden City Drive, as required by Condition 14b.

- 15. At the time of detailed site plan review, with development frontage along any of these roadways, the specific 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment (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) of the prior Prince George's County**

Subdivision Regulations and the design criteria of the area master plan (TDDP) 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 70–75 feet.**
- c. Corporate Drive at a minimum of 48.5 feet to a maximum of 51 feet from center line.**

The DSP reflects right-of-way dedication along Garden City Drive, Pennsy Drive, and Corporate Drive, consistent with this condition. The proposed development also complies with the TDDP development standards, except for the requested modifications to the standards, which are discussed in Finding 7 and throughout this technical staff report.

- 17. In accordance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown on the plans provided with and prior to acceptance of each applicable detailed site plan (DSP), for parcels with frontage on the following streets:**

- a. An 8-foot-wide side path along the site's frontage of Pennsy Drive, unless modified by the operating agency with written correspondence.**
- b. A minimum 6-foot-wide sidewalk along the property frontages of Garden City Drive, Pennsy Drive, and Corporate Drive, unless modified by the operating agency with written correspondence.**
- c. Sidewalk connections to the building entrances from the roadway frontages and at all primary access points, to include marked crosswalks and Americans with Disabilities Act curb ramps at all access points and throughout the site, with the specific locations and design to be determined at the time of DSP.**
- d. Short-term and long-term bicycle parking throughout the site shall be reviewed at the time of DSP, in accordance with the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* bicycle parking standards, as may be modified.**

All the above facilities are shown on the bicycle and pedestrian facilities plan submitted with this DSP, with the exception of the 8-foot-wide side path along Pennsy Drive. Specifically, the applicant's submission displays a 6-foot-wide bicycle lane along the site's frontage of Pennsy Drive. This facility is discussed in detail below, in Finding 14c, specifically the master plan Pedestrian and Bicycle Facilities

section. The bicycle and pedestrian facilities plan also shows a 6-foot-wide sidewalk along the site's frontage of Garden City Drive and Corporate Drive. However, these facilities are not shown on the DSP. A condition is included herein, requiring the applicant to display a 6-foot-wide sidewalk along the site's frontage of Garden City Drive and Corporate Drive. Staff would also note that the site is fronted by Cobb Road, directly to the east. Cobb Road is an extension of the I-95/495 (Capital Beltway) southbound exit ramp. While Cobb Road does provide frontage on the subject site, staff does not recommend bicycle or pedestrian improvements along this frontage, in the interests of safety.

- 18. In accordance with the 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall construct the Metro Core Wetland Park on Parcel B, or provide evidence that it will be constructed pursuant to a County-approved project with the Clean Water Partnership, in phase with development.**

- a. At the time of the first detailed site plan (DSP) review for Parcels 9–15, the DSP shall include Parcel B (wetland park parcel) and the applicant shall provide the status of development and design plans for Parcel B, to include engaging the various stakeholders, along with the Maryland-National Capital Park and Planning Commission's Development Review staff, for coordination of an amenity plan for Parcel B.**

The DSP includes Parcel B, and the applicant provided a status of the development and design plans for Parcel B with this application. According to the applicant, the Clean Water Partnership is in the process of obtaining necessary regulatory approvals for the stream restoration that is foundational to the wetland park. Approved permits, so far, include a wetland permit from the Maryland Department of the Environment, a Washington Suburban Sanitary Commission permit for working over the existing sewer line on the property, and a permit from the Army Corps of Engineers. Permits in review include a DPIE floodplain permit; an access permit from WMATA, which owns the property; a TCP2 (separate from the TCP2 submitted with this DSP application); an erosion and sediment control plan from the Prince George's County Soil Conservation District; a fine grading permit from the Prince George's County Department of the Environment; and approval from the Federal Emergency Management Agency. Based on the current construction schedule, site work is expected to start in the last quarter of 2024.

This condition also requires engaging stakeholders (including the Prince George's County Planning Department, Development Review Division staff) on an amenity plan for Parcel B. According to the applicant, design on an amenity package cannot begin, until the necessary regulatory approvals and permits are issued for the stream restoration. However, the applicant provided information indicating that the current concept for the amenities includes a continuous perimeter pedestrian connection along the Garden City Drive, Corporate Drive, and Pennsy Drive frontages, which would be

connected to the overall pedestrian network of the New Carrollton Town Center at safe and appropriate locations. The amenities may also include more natural woodchip trails within the wetland park. Vantage points into the wetland will be included and positioned at appropriate locations, if feasible.

- b. A final determination of disposition and development of Parcel B shall be made with the detailed site plan (DSP) for Parcels 9 and 10. The DSP, including the wetland park, shall include delineation of a public use easement to be provided to the benefit of the Maryland-National Capital Park and Planning Commission, for public use of the wetland park, if appropriate.**

Although the subject DSP includes Parcels 9 and 10, they are not yet proposed to be developed, and the disposition and development of Parcel B is contingent on the development proposed for Parcels 9 and 10. A future DSP amendment will be required for development of these parcels, and a final determination for the disposition and development of Parcel B will be required with that DSP.

- c. Prior to approval of the first final plat of subdivision for Parcels 9 and 10, the final plat submission shall include Parcel B.**

This condition will be addressed, at the time of final plat for Parcels 9 and 10.

- d. A draft public use easement for the wetland park shall be submitted to the Maryland National Capital Park and Planning Commission for approval, if appropriate, and at the stage of development, as determined with the detailed site plan.**

Due to the lack of design details available at the current stage of the wetland park's development, delineation of a public use easement is not yet appropriate. A public use easement should be delineated, if appropriate, with the future DSP required for development of Parcels 9 and 10. It should be noted that this draft public use easement does not necessarily have to be shown on the final plat for Parcel B.

- 19. 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, unless modified with the DSP. These features shall also be approved as part of the stormwater management concept approval.**

The DSP includes details for the public streetscapes of Pennsy Drive, Garden City Drive, and Corporate Drive. However, there is no detail provided for the proposed private access driveway used to serve Parcels 11–15. A condition is included herein, requiring the applicant to provide a section of the proposed private driveway, which

demonstrates conformance to the standards of the TDDP for parking lot driveways (page 155 of the TDDP).

21. **Prior to acceptance of a detailed site plan (DSP) for residential development, the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall demonstrate that outdoor activity areas (including any upper-level roof decks or balconies) will be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m., and that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall show the locations and details of features provided for outdoor noise mitigation. The ground level mitigated 65 dBA/Leq noise contour, ground level mitigated 55 dBA/Leq noise contour, upper level mitigated 65 dBA/Leq noise contour, and upper level 55 dBA/Leq noise contour shall be delineated on the DSP, accounting for the locations of buildings and all noise barriers.**

A Phase II noise study, based on the final site layout and building architecture, was submitted with this DSP. The only outdoor activity areas located within the proposed development are the pool and amenity area located on Parcel 14. There are no upper-level roof decks or balconies proposed for any of the proposed multifamily buildings. The noise study demonstrates that the outdoor activity areas will not be affected by noise levels exceeding 65 A-weighted decibels (dBA) continuous equivalent sound level (Leq) during the hours of 7:00 a.m. to 10:00 p.m. (daytime). The noise study also shows that the outdoor activity areas will be affected by noise levels exceeding 55 dBA/Leq during the hours of 10:00 p.m. to 7:00 a.m. (nighttime), and it shows the design of an 11- to 12-foot-high noise wall around the activity area that could be used to mitigate noise. Due to the size of the wall that would be necessary, the applicant is not proposing to utilize a noise wall for mitigation, and instead proposes that the outdoor activity area be closed between 10:00 p.m. and 7:00 a.m. This would make the outdoor activity area unavailable to the residents during nighttime hours and, thus, not require nighttime noise mitigation. Given less frequency that future residents will use these outdoor facilities between 10:00 p.m. and 7:00 a.m., staff support the applicant's proposal by limiting the hours of operation of the outdoor recreational facilities between 7:00 a.m. and 10:00 p.m.

The noise study is also required to demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. The noise study recommends windows with elevated sound transmission class (STC) ratings to ensure interior noise mitigation. The needed STC rating varies from window to window, depending on the window's location on the building façades, due to differing levels of noise exposure in different areas of the site. STC-rated windows have been incorporated into the architectural elevations for the buildings. Conditions are included herein, requiring that the relevant noise contours be shown on the DSP, and correct noise contours to ensure their accuracy.

10. **Certificate of Adequacy ADQ-2023-056:** ADQ-2023-056 was approved by the Planning Director on May 15, 2024, subject to five conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one, in plain text:

2. **Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 1,041 AM peak-hour trips and 1,119 PM peak-hour trips.**

The established trip cap was approved with PPS 4-23032 for 610,000 square feet of office space; 50,000 square feet of retail space; 1,000 multifamily dwelling units; and a 150,000-square-foot hotel with 250 rooms. The subject application only proposes construction of 364 multifamily dwelling units. Staff find that the subject DSP is within the trip cap established with ADQ-2023-056.

3. **The applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(l)(G) of the Prince George's County Subdivision Regulations prior to acceptance of the detailed site plan.**

The submittal for this DSP includes a bicycle and pedestrian facilities plan indicating improvements associated with ADQ-2023-056 and PPS 4-23032. Specifically, the plan indicates a bicycle lane along the site's frontage of Pennsy Road, sidewalks along all frontages, long- and short-term bicycle parking, crosswalks crossing the drive aisles at all points of vehicle entry, and additional crosswalks originating along the site's frontage crossing Corporate Drive.

4. **Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-4506 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**

- a. **Along the east side of Corporate Drive, construct new bike lanes and reconstruct sidewalks from Garden City Drive to the Pennsy Drive/Corporate Drive intersection.**
- b. **The following pedestrian and ADA improvements at the Corporate Drive and Pennsy Drive intersection:**
 - i. **Two pedestrian signal poles at each crossing (8 total) with pedestrian push buttons, a minimum of 10 feet apart**
 - ii. **Two ADA-compliant ramps at each crossing (8 total) with truncated domes**
 - iii. **Pedestrian crossing signs**

iv. Re-striped crosswalks at each crossing location

v. LED intersection lighting on the existing signal poles

The above condition remains and will be addressed, at the time of the first building permit. The applicant's bicycle and pedestrian facilities plan accurately displays the details and locations of these improvements.

- 11. 2010 Prince George's County Landscape Manual:** Page 128 of the TDDP states, "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." Therefore, the TDDP development standards supersede the Landscape Manual. The submitted landscape plan is in conformance with the requirements of the TDDP. As the TDDP requires the use of native species, to the greatest extent possible, a condition is included herein, requiring the applicant to revise the plant schedule to increase the percentage of native species for this DSP.

- 12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A phased Type 2 Tree Conservation Plan (TCP2-009-2024-01), identifying two phases, was submitted with the current DSP application. Phase 1 is for a stream restoration/SWM project headed by the Clean Water Partnership for the Maryland Department of Environment. The application for this DSP is for Phase 2, which is located on Parcels 11 through 15.

Based on the TCP2, the overall site is 15.79 acres containing 1.05 acres of woodland in the net tract with a woodland conservation threshold of 0.99 acre (15 percent). Phase 2 has a net tract area of 5.73 acres, with 0.75 acre of woodlands and no wooded floodplain. A total of 0.75 acre is shown for clearing in this phase. According to the TCP2 worksheet, the overall woodland conservation requirement of 2.48 acres is proposed to be met with 0.17 acre of on-site woodland preservation and 1.79 acres of reforestation for Phase 1, and 0.52 acre of off-site woodland conservation credits for Phase 2. This off-site woodland conservation credit will be met, prior to the first grading permit for Phase 2.

Section 25-122(c)(1) of the Prince George's County Code prioritizes methods to meet woodland conservation requirements. The applicant submitted an SOJ dated November 17, 2023, demonstrating why all of the woodland conservation requirements could not be met on-site. The site contains a total of 2.14 acres of existing woodland, however, 1.09 of this woodland is located in the floodplain and is not counted towards the woodland conservation requirement. The woodland conservation worksheet on the submitted TCP2 shows 1.96 acres of woodland conservation being met on-site, with 0.52 acre of the requirement proposed to be met using off-site woodland conservation credits. Staff support the on-site woodland clearing and the request to use off-site woodland mitigation credits.

Any forest mitigation banks used to satisfy off-site woodland conservation requirements for this project must conform to Subtitle 25 of the County Code and Sections 5-1601 through 5-1613 of the Natural Resources Article of the Maryland Code (the Maryland Forest Conservation Act), as amended.

In accordance with Subtitle 25, Division 2, Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements, if off-site woodland conservation is approved to meet the requirements, then the following locations shall be considered in the order listed: within the same eight-digit subwatershed, within the same watershed, within the same river basin, within the same growth policy tier, or within Prince George's County. Applicants shall demonstrate to the Planning Director or designee due diligence in seeking out opportunities for off-site woodland conservation locations following these priorities. All woodland conservation is required to be met within Prince George's County.

During the review of the worksheet on the TCP2, it was noticed that the wrong amount of floodplain for this area was shown in the NRI statistic table, but is shown correctly in the woodland conservation worksheet. Technical revisions to the TCP2 are required and included in the Recommended section of this report.

13. **Prince George's County Tree Canopy Coverage Ordinance:** Prince George's County Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Subsequently, Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. The subject site is located within the Regional Transit-Oriented, High Intensity Zone, which requires a minimum of 15 percent of the net tract area to be covered by tree canopy. The net tract area of approximately 10.20 acres shown in the TCC schedule is inconsistent with the information in the general notes. A condition is included herein, requiring the applicant to revise this schedule to ensure consistent information throughout the submittal.
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 August 20, 2024 (Smith, Chisholm, and Stabler to Huang), 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 that the probability of archeological sites within the subject property is low. A Phase I archeology survey will not be recommended. The subject property does not contain, and is not adjacent to, any Prince George's County historic sites or resources.
 - b. **Community Planning**—In a memorandum dated August 16, 2024 (Mierow to Huang), the Community Planning Division finds that, pursuant to Section 27-548.08(c), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that will benefit the proposed development and the transit district, and will not substantially impair the TDDP because the proposed multifamily use is consistent with the desired density and high-quality urban design needed to complement the New Carrollton Town Center.
 - c. **Transportation Planning**—In a memorandum dated August 20, 2024 (Ryan to Huang), the Transportation Planning Section offered an analysis of the prior approvals, which is incorporated into Findings 2, 8, 9, and 10 above.

Master Plan Roads

The TDDP design criteria established right-of-way recommendations and configurations for Garden City Drive, Pennsy Drive, and Corporate Drive. Garden City Drive is recommended as a minimum of 48.5 feet to a maximum of 51 feet from center line, or a total right-of-way in the range of 97 to 102 feet. Pennsy Drive is recommended as a minimum of 35 feet to a maximum of 37 feet from center line, or a total right-of-way range of 70 to 74 feet. Corporate Drive is recommended to be a minimum of 48.5 feet to a maximum of 51 feet from center line, or a total right-of-way range of 97 to 102 feet. As discussed above, the right-of-way designations along these roadways are accurately displayed on the submitted site plan.

Transportation staff would note that the portion of Cobb Road, which fronts the subject site to the east, south of Pennsy Drive, is an extension of the Capital Beltway southbound exit ramp, which leads motorists to westbound US 50, as well as the subject site.

Master Plan Pedestrian and Bike Facilities

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends the following master planned facilities:

Planned Bicycle Lane: Garden City Drive, Corporate Drive

Planned Side Path: Pennsy Drive

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

In addition, the TDDP provides recommended streetscapes, which detail specific bicycle and pedestrian improvements. Table 8 (page 151) is provided below:

Table 8. Recommended Street Characteristics and Design Criteria	
Vehicle Lane Widths (minimum widths)	Truck Route = 12 feet Bus Route = 11 feet Arterial/Collector = 11–12 feet Commercial Street = 10–11 feet Residential and Local Street = 9–10 feet Turn Lane = 10-12 feet (12 feet for truck routes)
On-Street Parking	Residential = 7 feet Commercial/Neighborhood = 8 feet
Bicycle Lanes (minimum widths)	Arterial/Collector = 6 feet Commercial Street = 5 feet Neighborhood Street = 5 feet
Sidewalks	All Streets = minimum 6 feet; maximum 12 feet
Curb Extensions for Pedestrians	Consider on any street within TDDP/TDOZ; recommended for streets fronted by mixed-use residential or nonresidential development
Landscape Strips (designed as ESD stormwater management amenities)	Arterials and Collector Streets = Preferred; minimum 6 feet wide Parkway = Required; Minimum 8 feet wide Residential and Local Streets = Desirable; minimum 6 feet wide
Medians	5 Lanes = Required 3 Lanes = Optional

The portions of Garden City Drive, Pennsy Drive, and Corporate Drive that front the subject property are required to include a minimum 6-foot-wide sidewalk along the entirety of their frontage. As discussed above, the applicant's DSP does not display a 6-foot-wide sidewalk along the site's frontage of Garden City Drive, as conditioned in the Recommendation section of this report.

The portion of Corporate Drive, which falls north of Pennsy Drive, is required to display a 5-foot-wide bicycle lane and a 6-foot-wide sidewalk along its frontage. As a condition of approval, staff request that the applicant update the DSP to display a 5-foot-wide bicycle lane and a 6-foot-wide sidewalk along the site's frontage of Corporate Drive, as conditioned in the Recommendation section of this report.

Pennsy Drive calls for a minimum 8-foot-wide side path, per the MPOT allowing bicyclists and pedestrians to comfortably pass each other. The applicant states only six feet can be accommodated and will provide correspondence, at the time of certification. As such, a condition is included herein, requiring the applicant to display an 8-foot-wide side path along the site's frontage of Pennsy Drive, unless modified with written correspondence from the operating agency.

Page 168 of the TDDP, Standard 2, states that *"the minimum number of bicycle parking spaces shall be one bicycle space for every 20 off-street vehicular parking spaces."* Per the parking schedule on the DSP, 412 off-street vehicular parking spaces are provided, which requires a total of 21 bicycle parking spaces. The applicant's bicycle and pedestrian facilities plan shows a total of 42 bicycle parking spaces. Twenty, long-term, bicycle parking spaces are provided in the proposed garage on the first floor, near the entrance. The remaining 22 bicycle parking spaces are located in three bicycle parking bays throughout the site, at locations convenient to the entrances of the buildings. Staff find the on-site locations for bicycle parking to be sufficient.

- d. **Subdivision**—In a memorandum dated August 19, 2024 (Diaz-Campbell to Huang), the Subdivision Section provided an analysis of the conditions of PPS 4-23032 and ADQ-2023-056, as included in Findings 9 and 10 above. Subdivision staff also offered the following comments:

- (1) Final plats for the property will be required following approval of this DSP, before any building permits may be approved for development included in the DSP for this property.
- (2) The DSP does not clearly show the proposed bearings and distances for Parcels 11–15. To address this, an inset plan should be added to the DSP, prior to certification, which shows only the proposed property boundaries and their associated bearings and distances.

- e. **Environmental Planning**—In a memorandum dated August 19, 2024 (Rea to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory

An approved Natural Resources Inventory (NRI-008-13-03) was submitted with the application. The area northwest of Garden City Drive is developed or under development, in association with the New Carrollton Metro Station. The area southeast of Garden City Drive consists of an existing parking lot, Beaverdam Creek, and an associated wetland area. Woodland on-site consists of 2.68 acres, of which 1.63 acres is located in the floodplain. There are no specimen trees on-site. No additional information is required for conformance to the NRI.

Specimen Trees

There are no specimen trees on-site.

Regulated Environmental Features

Section 27-285(b)(4) of the prior Zoning Ordinance requires the following finding: “The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).”

Impacts to regulated environmental features (REF) on this DSP are consistent with those previously approved by the Planning Board with PPS 4-23032. Environmental Planning staff find that the REF have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(5) of the prior Zoning Ordinance.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, includes Christiana-Downer complex, Issue-Urban land complex, Russett-Christian-Urban land complex, Sassafras-Urban land complex, Udorthents highway, Urban land-Issue complex, Urban land-Russett-Christiana complex, Urban land – Sassafras complex, Urban land – Woodstown complex, Zekiah-Urban land complex, and Zekiah and Issue soils. According to available information, no Marlboro clay exists

on-site; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. A letter dated December 12, 2023, prepared by Geotech Engineers, Inc, was submitted with this DSP indicating the site is predominantly underlain by Potomac Sand; over-consolidated clay was not encountered on the site. No additional information, regarding soils, is required at this time.

Stormwater Management

An approved Site Development Concept Plan, 38437-2016-1, and letter was submitted with this application. This version of the concept plan, however, is not consistent to the layout of this case. An unapproved concept plan (38437-2016-2), which is currently in review with DPIE, was also submitted with the application. The draft revision of the concept plan shows the use of numerous micro-bioretenention facilities and underground storage facilities throughout the site.

Erosion and Sediment Control

The County requires approval of an erosion and sediment control plan. The tree conservation plan must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for installation of all temporary infrastructure including erosion and sediment control measures.

- f. **Permit Review Section**—In a memorandum dated July 29, 2024 (Chaney to Huang), the Permit Review Section offered comments on the subject DSP, which were addressed by the applicant in the revised plans.
- g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated July 31, 2024 (Holley to Huang), DPR offered no comments on the subject DSP.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 23, 2024 (De Guzman to Huang), DPIE noted that the subject DSP is consistent with Stormwater Management Concept Plan, 38437-2016-01, approved on May 18, 2023. DPIE also noted that the applicant shall coordinate with the Maryland State Highway Administration (SHA) regarding the improvements of non-county roads.
- i. **Prince George's County Fire/EMS Department**—In a memorandum dated August 1, 2024 (Reilly to Hung), the Fire/EMS Department offered fire-related comments, which will be addressed, at the time of permit.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
- k. **Prince George's County Health Department**—In a memorandum dated August 13, 2024 (Adepoju to Huang), the Health Department offered a health impact assessment of the proposed development and comments addressing potential impact activities, such as noise and dust, extending into adjacent properties during construction. The department also requests the applicant to indicate that all

proposed exterior light fixtures will be shielded and positioned to minimize light trespass caused by spill light.

- l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated July 30, 2024 (Snyder to Huang), WSSC offered comments regarding the subject project, which indicated that public water and sewer facilities are available to serve the development.
 - m. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not offer comments on this application.
 - n. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA did not offer comments on this application.
 - o. **Public Utilities**—The subject DSP was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company, and Washington Gas on August 13, 2024, for review and comments. In an email date August 14, 2024 (Shea to Grigsby), AT&T noted no existing utilities in the area and that AT&T leases fibers from Level 3 (LV3) in a cable along US 50.
 - p. **City of New Carrollton**—The subject property is located within 0.5 mile of the geographical boundary of the City of New Carrollton. The DSP application was referred to the municipality for review on August 13, 2024. At the time of the writing of this technical staff report, the City of New Carrollton did not offer comments on this application.
 - q. **City of Glenarden**—The subject property is located within 0.5 mile of the geographical boundary of the City of New Carrollton. The DSP application was referred to the municipality for review on August 13, 2024. At the time of the writing of this technical staff report, the City of Glenarden did not offer comments on this application.
 - r. **Town of Landover Hills**—The subject property is located within one mile of the geographical boundary of the City of New Carrollton. The DSP application was referred to the municipality for review on August 13, 2024. At the time of the writing of this technical staff report, the Town of Landover Hills did not offer comments on this application.
- 15. Community Feedback**—At the time of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and recommend the following:

1. APPROVAL of modification of the following standards:
 - a. **Standards, Building Entries** (page 129): To allow the primary entrances of the four multifamily buildings to face the interior open space, rather than front the streets.
 - b. **Neighborhoods, Metro Core Neighborhood, Standard 4** (page 132): To allow for the multifamily buildings and the parking structure to deviate from the required build-to line along Pennsy Drive, Cobb Road, and US 50 (John Hanson Highway), as shown on the plan.
 - c. **Neighborhoods, Metro Core Neighborhood, Standard 5** (page 132): To allow approximately 52 percent of the lot coverage and the coverage of the street frontage for Pennsy Drive to approximately 78 percent, for US 50 (John Hanson Highway) to approximately 90 percent, and for Cobb Road to approximately 76 percent.
 - d. **Neighborhoods, Metro Core Neighborhood, Standard 6** (page 132): To allow surface parking spaces to be included in this detailed site plan.
 - e. **Neighborhoods, Metro Core Neighborhood, Standard 7** (page 132): To allow two curb cuts for parking or service access on Pennsy Drive.
 - f. **Streetscape, Standard 8** (page 151): To allow no environmental site design in the rights-of-way.
 - g. **Streetscape, Lighting of Public Streets and Spaces, Standard 3** (page 162): To allow light-emitting diode streetlights.
 - h. **Standards, Standard 5.b.(3)** (page 164)—To allow the dimension of the landscaped parking islands to be 10 feet in width and 19 feet in length.
 - i. **Standards, Standard 5.c.(2)**: To allow no landscaping along the southern elevation of the parking structure that faces US 50 (John Hanson Highway).
 - j. **Off-Street Parking, Standard 1** (page 166): To allow material variation for the parking garage from permitted and prohibited lists.
 - k. **Off-Street Parking, Standard 5** (page 167): To allow the façade treatment of the parking garage to deviate from the standard.
 - l. **Off-Street Parking, Standard 10** (page 168): To allow material variation for the façade treatment of the parking garage stairwells and the design of risers to deviate from the standard.
 - m. **Building Organization and Orientation, Standard 2** (page 170): To allow buildings not to face the street.
 - n. **Functional Relationship of Multifamily and Other Residential Buildings to Surrounding Public Space, Standard 3** (page 173): To allow no balconies for the proposed multifamily dwelling units.

- o. **Signage, Standard 9** (page 176): To allow internally lit channel letters for the proposed development.
- 2. APPROVAL of Departure from Design Standards DDS-24001, for New Carrollton Multifamily IV, to allow standard, nonparallel parking space sizes of 8.5 feet in width by 19 feet in length.
- 3. APPROVAL of Detailed Site Plan DSP-22030, for New Carrollton Multifamily IV, subject to the following conditions:
 - a. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP), as follows, or provide the specified documentation.
 - (1) Revise the coversheet, as follows:
 - (a) Correct the gross floor area shown on the coversheet.
 - (b) Correct the dimensions of parking spaces in the Parking Space Size and Type schedule.
 - (c) Revise General Note 14 to reflect the most recent revision of the stormwater management concept plan and its approval date.
 - (d) Revise General Note 26 to state that "the outdoor recreation facilities will not be open between the hours of 10:00 p.m. to 7:00 a.m."
 - (e) Add a note to the general notes of the DSP and building permit, referencing compliance with Streetscape, Lighting of Public Streets and Spaces, Standard 3: Permitted and Prohibited Streetlight Types, in accordance with page 162 of the *2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*.
 - (f) Note on the plan the build-to line along the three roadways that are established with this DSP.
 - (g) Add a schedule of the development standards, noting conformance to each required standard and specifying those requested amendments, if standards cannot be met.
 - (2) Revise the proposed on-site recreational amenity list, as follows:
 - (a) Revise the list of recreational facilities on the coversheet to include both the indoor and outdoor recreation facilities proposed. Indoor facilities shall be listed for and satisfy the recreational requirements for each building, together with shared outdoor facilities and be completed prior to use and occupancy of the associated building.

- (b) Revise the line in the Recreational Facilities schedule that states, “total value of recreational facilities required: \$381,524 per PPS” to instead state “total value of recreational facilities required: \$381,524 per projected population.”
 - (c) Add a list of the proposed outdoor recreational facilities and amenities and itemize their quantity and value.
 - (d) Remove the surface parking spaces located to the north of Building 1, to enlarge the outdoor recreational site area.
 - (e) Add large-scale detailed floor plans showing the location and labeling of the proposed indoor recreational facilities and itemize their quantity and value in the Recreational Facilities schedule on the coversheet.
 - (f) Add indoor recreational facilities to Building 4 and, if impossible, explain how future residents in Building 4 access indoor recreational facilities in other buildings.
 - (g) Provide noise mitigation measurements to mitigate noise impact on the proposed library from the outdoor recreational areas.
- (3) Add an inset plan that shows only the proposed parcel boundaries and their associated bearings and distances.
 - (4) Add the upper level 55 dBA/Leq 10:00 p.m. to 7:00 a.m. (nighttime) noise contour to the DSP or, if applicable, a note which states that the entire site is subject to noise levels exceeding 55 dBA/Leq at the upper level during the nighttime.
 - (5) Revise the position of the ground level 55 dBA/Leq nighttime noise contour, so that it does not account for the position of the noise wall which is not proposed.
 - (6) Add a street section for the proposed private access driveway serving Parcels 11–15 to Sheet 6, in accordance with the Parking Lot Driveway Standards on page 155 of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*.
 - (7) Add the details of the security cameras to the plan.
 - (8) Add large-scale drawings of the building entrances, with details.
 - (9) Label the location of streetlights within the street frontage on the plan and show that streetlights are not more than 60 feet apart, with dimensions.
 - (10) Update the DSP to show a 6-foot-wide sidewalk along the site’s frontage of MD 950 (Garden City Drive), unless modified by the operating agency with written correspondence.

- (11) Update the DSP and the bicycle and pedestrian facilities plan to show an 8-foot-wide side path along the site's frontage of Pennsy Drive, unless modified by the operating agency with written correspondence.
 - (12) Update the DSP to show a 5-foot-wide bicycle lane and a 6-foot-wide sidewalk along the site's frontage of Corporate Drive, unless modified by the operating agency with written correspondence.
 - (13) Add a note to the photometric plan, indicating that the stairwells will provide uplighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles.
 - (14) Provide an approved revised stormwater concept, showing a limit of disturbance consistent with the Type 2 tree conservation plan.
 - (15) Submit an approved revised stormwater management concept letter and plan prior to certification of the Type 2 tree conservation plan.
 - (16) Revise the plant schedule to increase the percentage of native species included in this DSP.
 - (17) Revise the Tree Canopy Coverage schedule to ensure consistency of the net tract area throughout this DSP.
 - (18) Revise Pennsy Drive, Section A, to show the 6-foot-wide bike lane.
 - (19) Add a cross section/building perspective from the abutting roadways, to show the view of the proposed two-level parking structure with the existing and proposed landscaping.
 - (20) Provide elevations showing the architectural finish of any visible façades of the parking garage, to be designed for compatibility with the development, or the addition of plant materials to provide additional buffering, subject to be reviewed and approved by the Urban Design staff, as designee of the Prince George's County Planning Board.
- b. Prior to certification of the Type 2 tree conservation plan (TCP2) for this site, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law and submitted to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes, as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber ____ folio _____. Revisions to this TCP2 may require a revision to the recorded easement."

- c. Prior to certification, Type 2 Tree Conservation Plan TCP2-009-2024-01 shall be revised, as follows:
 - (1) Correct the Site Statistic table for the area of this TCP2 to reflect the correct amount of existing floodplain on-site, as shown on Natural Resources Inventory NRI-008-13-03.
 - (2) Add a composite sheet depicting the whole New Carrollton Town Center, as shown on Type 1 Tree Conservation Plan TCP1-009-16-01. This sheet shall include labels for areas with previously approved TCPs (TCP2-036-2016 revisions 1–3).
 - (3) Have the plans signed and dated by the qualified professional who prepared them.
- d. Prior to issuance of any permits, which impact wetlands, wetland buffers, streams, Waters of the United States, or 100-year floodplain, the applicant shall submit copies of all federal and state wetland permits, evidence that approved conditions have been complied with, and associated mitigation plans.