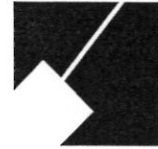


The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



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

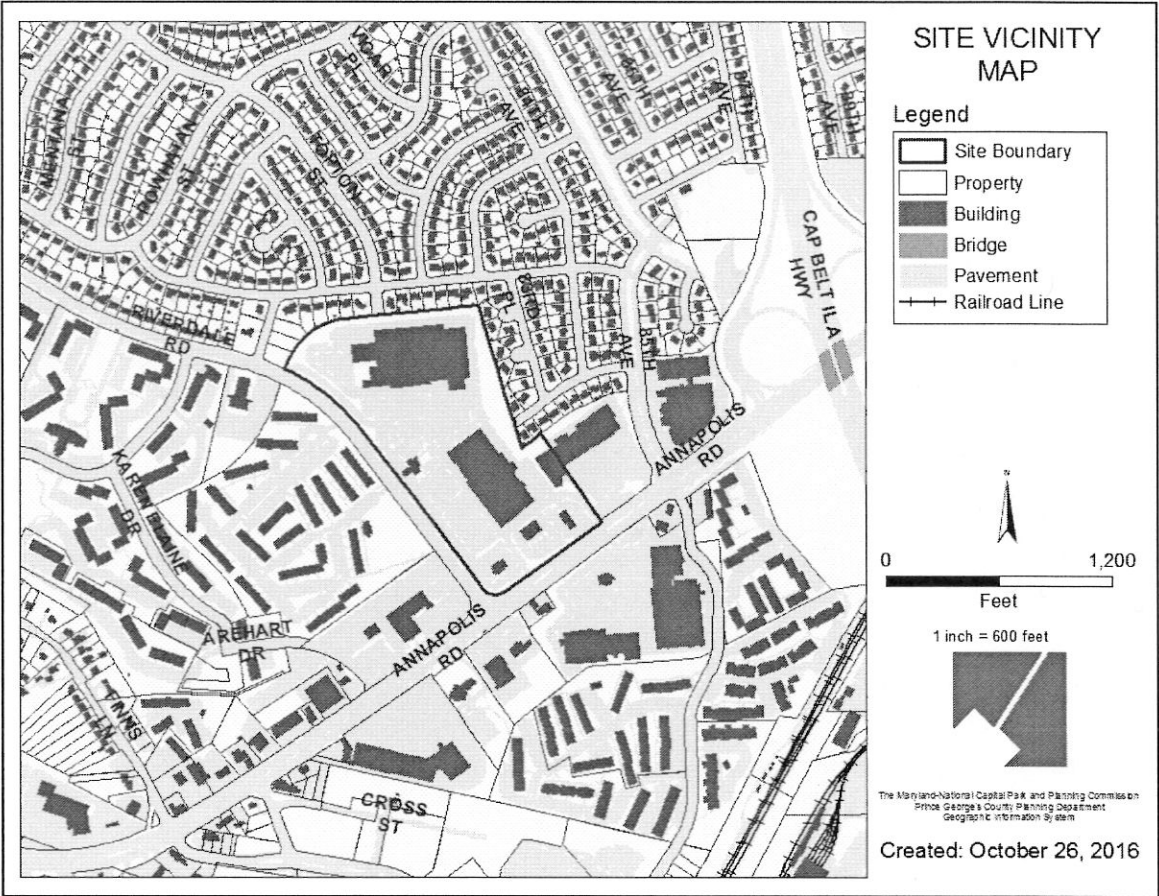
Detailed Site Plan

DSP-16051

Application	General Data	
Project Name: Carrollton Shopping Center Location: Northeast quadrant of the intersection of Annapolis Road (MD 450) and Riverdale Road Applicant/Address: Lowe's Home Centers, LLC 1605 Curtis Bridge Road Wilkesboro, NC 28697	Planning Board Hearing Date:	07/06/17
	Staff Report Date:	06/26/17
	Date Accepted:	04/26/17
	Planning Board Action Limit:	07/06/17
	Plan Acreage:	27.75
	Zone:	R-55/C-S-C/ T-D-O
	Dwelling Units:	N/A
	Gross Floor Area (existing):	274,408 sq. ft.
	Planning Area:	69
	Council District:	03
	Election District:	20
	Municipality:	New Carrollton
	200-Scale Base Map:	207NE07

Purpose of Application	Notice Dates	
A change of the underlying zoning for a portion of Parcel B from the existing One-Family Residential (R-55) Zone to the Commercial Shopping Center (C-S-C) Zone.	Informational Mailing:	11/23/16
	Acceptance Mailing:	04/06/17
	Sign Posting Deadline:	06/06/17

Staff Recommendation		Staff Reviewer: Jill Kosack, RLA, ASLA Phone Number: 301-952-4689 E-mail: Jill.Kosack@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-16051
Carrollton Shopping Center

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

EVALUATION

The detailed site plan (DSP) was reviewed and evaluated for conformance with the following criteria:

- 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 Prince George's County Zoning Ordinance in the Commercial Shopping Center (C-S-C) Zone, the Transit District Overlay (T-D-O) Zone and site design guidelines;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for a change of the underlying zoning for a portion of Parcel B from the existing One-Family Residential (R-55) Zone to the Commercial Shopping Center (C-S-C) Zone. No new development is proposed as part of this application.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	R-55/C-S-C/T-D-O	C-S-C/T-D-O
Use	Integrated Shopping Center	Integrated Shopping Center
Acreage	27.75	27.75
Parcel	1	1
Total Existing Gross Floor Area (sq. ft.)	274,408	274,408

3. **Location:** The subject property is located in the northeast quadrant of the intersection of Annapolis Road (MD 450) and Riverdale Road, in Planning Area 69, Council District 3.
4. **Surrounding Uses:** The site is bounded to the north and east by single-family detached dwellings in the R-55 Zone; to the west by the public right-of-way of Riverdale Road with multifamily dwellings in the R-18 Zone beyond; and to the south by the public right-of-way of Annapolis Road with commercial uses in the M-X-T Zone beyond.
5. **Previous Approvals:** The subject site, consisting of Parcel B, is developed with a portion of an existing integrated shopping center known as the Carrollton Shopping Center. Final Plats of Subdivision were recorded in Land Records on January 18, 1993, with Parcel B being recorded as VJ 164-89. The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* retained the R-55 and C-S-C Zones for the property and superimposed a Transit District Overlay (T-D-O) Zone on the property. A Departure from Sign Design Standards, DSDS-572, was approved on March 8, 2001 (PGCPB Resolution No. 01-52) with two conditions.

The site also has an approved Stormwater Management Concept Plan No. 65877-2016-00, which was approved on January 12, 2017 and is valid through January 12, 2020.

6. **Design Features:** The subject site is an L-shape, with its longest frontage on Riverdale Road. The site has two vehicular-access driveways off of Riverdale Road to the west and two off of Annapolis Road to the south. The site is developed with seven separate commercial buildings, with a total of 274,408 gross floor area (GFA), surrounded by various parking areas. Major tenants include a Lowe’s home improvement store located at the northern end of Parcel B and a Shoppers Food Warehouse in the middle of Parcel B, with various other retail uses and eating and drinking establishments located along the southern end of the property, as well a bank on the western edge of the property. No new development is proposed as part of this application. Only a request for change of the underlying zoning for the northeastern portion of Parcel B from the existing One-Family Residential (R-55) Zone to the Commercial Shopping Center (C-S-C) Zone is included in this DSP. All site specifics included on the DSP is of the existing conditions for information only.

The existing integrated shopping center development is on both the subject Parcel B and the adjacent Parcel A to the southeast. However, due to the limited scope of the rezoning request, only Parcel B has been included in this DSP, as Parcel A is located fully in the C-S-C Zone. In the future, if expansion or improvements are proposed to the existing shopping center, both Parcels A and B should be included in the DSP as a uniform development scheme.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The purpose of the New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment (New Carrollton TDDP and T-D-O Zone) is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The New Carrollton TDDP envisions the New Carrollton Metro Station and its vicinity developing into Prince George's County's premiere new urban center by the year 2030. The development concept for the New Carrollton TDDP envisions new development concentrated primarily in three focus areas: Metro Core, Annapolis Road and Garden City. These areas are designated neighborhoods within the planning framework for transit-oriented development at the New Carrollton Metro Station. The subject property is located in the Annapolis Road Corridor character area. The character area is intended to create a revitalized and enhanced moderate density, mixed-use commercial district along Annapolis Road (MD 450). The T-D-O Zone imposes urban design standards to implement the plan's vision and this character area.

Request to change the underlying zone from the R-55 Zone to the C-S-C Zone

The applicant has requested a change to the underlying zone of a portion of the subject property from the R-55 Zone to the C-S-C Zone and has provided the following justification:

“The proposed amendment to the underlying zone of a small portion of Parcel B will place the subject property entirely within a zoning category that is in harmony with the TDDP initiatives. Parcel B is a location that provides predominantly retail/commercial shopping facilities. The current use of the property as a hardware store is compatible with the purposes and goals of the T-D-O Zone by providing community-serving retail. rezoning to C-S-C will be consistent with the exiting uses of the subject property and the purposes of the T-D-O Zone for stabilizing and revitalizing neighborhood commercial areas. The C-SC Zone and its associated uses are better suited for transit-oriented development than the R-55 Zone. In addition to better reflecting the use of the site, incorporating Parcel B fully within the C-S-C Zone better reflects the boundary of the T-D-O Zone, which ends at the boundary of Parcel B. It should be noted that Council Bill 88-1999 was enacted to facilitate the development of the existing hardware store. During implementation of the current T-D-O Zone, the focus of the zoning map amendments was along the MD 450 corridor, as is the focus of the T-D-O Zone development standards.

Rezoning the R-55 portion of the property to the C-S-C Zone will clearly distinguish the commercial property from the adjacent residential neighborhood. This rezoning will eliminate the ambiguity that is inherent to split-zoned properties and will contribute to a more orderly development pattern throughout the T-D-O Zone. The inclusion of the entire site within the same zone will also facilitate redevelopment of the site and future revitalization of its vicinity.

This change in the underlying zoning is also in conformance with the recommendations of the Annapolis Road Corridor focus area. The TDDP envisions the focus area as a dense, urban boulevard and mixed-use node. Commercial uses will complement the mixed-use and mid-rise multifamily uses planned for the area. As such, the continued use of the subject property as a hardware store will be consistent with the goals of the T-D-O Zone.”

Comment: Staff supports the zoning change request, as it will conform to the commercial land use recommendations of the TDDP. If rezoned, the Transit District Overlay (T-D-O) Zone will still be superimposed on this site and the T-D-O Zone standards will apply to all future development to implement the plan’s vision for this character area.

8. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-S-C, T-D-O Zones and the site plan design guidelines of the Zoning Ordinance as follows:

- a. The subject application is in conformance with the requirements of Section 27-461 of the Zoning Ordinance, which governs permitted uses in all commercial zones, such as the existing integrated shopping center.
- b. The DSP is in conformance with the following provision of the T-D-O Zone, which addresses the property owner’s right to request changes to the underlying zones as contained in Section 27-548.09.01(b) of the Zoning Ordinance. It provides:

(b) Property Owner.

- (1) A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property’s underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan. The Planning Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

Comment: The Planning Board’s recommendation on the subject DSP will be forwarded to the District Council for final review and approval as required.

(2) The owner’s application shall include:

- (A) A statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan; and**

Comment: The applicant’s justification of the rezoning is discussed in Finding 7 above where a conclusion was made that the request is in conformance with the purposes and recommendations for the Transit District.

- (B) A Detailed Site Plan or Conceptual Site Plan, in accordance with Part 3, Division 9.**

Comment: The subject DSP was submitted in conformance with this requirement.

- (3) Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application. When an amendment application proposes to enlarge**

the boundaries of the Transit District Overlay Zone by five (5) or more acres, the Technical Staff shall also provide an Adequate Public Facilities report as defined in Subtitle 24 of the County Code as part of the development review process for proposed development of the subject property. The Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.

Comment: The subject DSP has been filed and reviewed in conformance with Part 3, Division 9. No enlargement to the T-D-O Zone boundary is proposed.

- (4) An application may be amended at any time. A request to amend an application shall be filed and reviewed in accordance with Section 27-145.**

Comment: The application has not been amended.

- (5) The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.**

Comment: Staff finds that the proposed rezoning conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements, as discussed in Finding 7 above.

- (6) If a Conceptual Site Plan is approved with an application, the owner may not obtain permits without an approved Detailed Site Plan.**

Comment: This application does not include a Conceptual Site Plan.

- c. **Site Design Guidelines:** Since there are no new improvements proposed on the site, those guidelines are not applicable.

9. **2010 Prince George's County Landscape Manual:** The 2010 *Prince George's County Landscape Manual* (Landscape Manual) is superseded by the standards in the TDDP per the following statement on page 128 of the plan:

“Unless stated otherwise, these design standards and guideline replace the standards and regulations contained in the landscape manual and the zoning Ordinance of Prince George's County.”

However, the subject application is exempt from the T-D-O Zone standards as it does not propose any development. These requirements would be enforced at the time of any future development on the subject property.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site has been issued a Letter of Conformance with Approved Type 2 Tree Conservation Plan dated March 2, 2017. It states that for applications solely for rezoning, a TCP2 nor letter of exemption is required because no ground disturbance is proposed. As such, the proposed request may move forward without a TCP2 or exemption until disturbance is proposed as part of a preliminary plan, site plan or grading permit.

For informational purposes, the approved Type 2 Tree Conservation Plan (TCP2-134-99) covers only the northern portion of Parcel B. As part of any future grading permit, the TCP2 will be required to be expanded to include the remainder of the property.

11. **Prince George's County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not propose any ground disturbance or new gross floor area to the existing building.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—In a memorandum dated May 5, 2017, the Community Planning Division offered the following determinations:

This application is generally consistent with the Plan Prince George's 2035 policies for Established Communities.

The application conforms to the 2010 *Approved New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* land use recommendations for commercial use; however, a portion of the Parcel B is zoned residential. Further discussion is incorporated into Finding 7 above.

- b. **Transportation Planning**—In a memorandum dated May 5, 2017, the Transportation Planning Section provided the following analysis:

Within a transit district overlay, a landowner is allowed to request a zoning change through a detailed site plan process. There are no particular traffic-related findings or requirements associated with this type of request.

Given that no development is proposed under this site plan, the Transportation Planning Section offers no comments on the plans as submitted.

The sole salient issue involves the proposed rezoning from the R-55 to the C-S-C Zone. Oddly, the submittal package does not appear to include the land area proposed for rezoning. This was approximately by staff to be 1.89 acres. Using the estimated development yields for each zone along with trip generation rates, the table below was developed. The information presented is based upon the entire site being usable. Density in the R-55 Zone is based upon 4.20 residences per acre; density in the C-S-C Zone is based upon retail trip rates and a floor-to-area ratio of 0.25:

Comparison of Estimated Trip Generation, DSP-16051, 1.89 acres						
Zoning or Use	Units or Square Feet	AM peak hour Trips		PM peak hour Trips		Weekday Trips (ADT)
		In	Out	In	Out	
Existing Zoning						
R-55 (residential)	7 detached residences	1	4	4	2	63
Proposed Zoning						
C-S-C (all retail)	20,580 square feet	19	11	50	54	1,215
Difference (between bold numbers)		+18	+7	+46	+52	+1,152

The comparison of estimated site trip generation indicates that the proposed rezoning could have an impact of 25 trips during the AM peak hour and nearly 100 trips during the PM peak hour. Weekday average daily travel would increase by 1,150 daily trips. Pass-by travel has been factored into these estimates.

These trip estimates probably overestimate the impact of the rezoning. Effectively, the R-55-zoned property is already in use as part of the retail development that exists in the C-S-C-zoned portion as a buffer between the retail development and the adjacent residential community. For the protection of that community, it is recommended that the property being rezoned not have access to Longfellow Street.

Transportation Conclusion

From the standpoint of transportation, it is determined that this plan is generally acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance. No opposition is raised to the rezoning from R-55 to C-S-C provided that the adjacent residential community is protected by the following condition:

1. No portion of Parcel B shall have vehicular access to Longfellow Street.

Comment: The applicant has stated that no vehicular access to Longfellow Street is proposed.

- c. **Subdivision Review**—In a memorandum dated May 18, 2017, the Subdivision Review Section stated the following:

No new development is proposed with the subject application, and, therefore, the approval of a preliminary plan of subdivision (PPS) is not required. Note 1 of each record plat reflects that Parcels A and B were platted pursuant to Section 24-111(c)(4) of the Subdivision Regulations, which provides the following exemption from resubdivision;

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved**

in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.

The applicant should be advised that any redevelopment of the site will need to continue to meet the exemption criteria of Section 24-111(c)(4) or a new PPS may be required. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plats for the property.

- d. **Permit Review**—In a memorandum dated May 4, 2017, the Permit Review Section provided comments that have been addressed through revisions to the plans. Per Section 27-579(d), the exterior loading spaces and vehicular entrances to loading spaces are shown as located at least 30 feet from the lot line of adjoining land in a residential zone.
- e. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 1, 2017 DPIE offered the following comments on the subject application:
 - (1) The subject property is located at the northeast quadrant of the intersection of Riverdale Road and Annapolis Road. Frontage improvements along 85th Avenue and Riverdale Road are required in accordance with the Department of Public Works and Transportation’s (DPW&T) collector road standards.
 - (2) All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, DPW&T’s Specifications and Standards, and the Americans with Disabilities Act (ADA).
 - (3) All storm drainage systems and facilities are to be constructed in accordance with DPW&T’s standards.
 - (4) Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.
 - (5) The site development concept plan number 65877-2016, dated January 12, 2017, is consistent with Detailed Site Plan No. DSP-16051.
 - (6) This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - (a) Final site layout, exact impervious area locations are shown on plans;
 - (b) Exact acreage of impervious areas has been provided on the concept plan;
 - (c) Proposed grading is shown on the plans;
 - (d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;

- (e) Stormwater volume computations have been provided with the concept plan;
- (f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in this submittal;
- (g) A narrative in accordance with the County Code has been provided.

Comment: The majority of DPIE’s comments are either factual or are required to be addressed prior to issuance of permits and at the time of technical plan approvals by DPIE. It should be noted that DPIE has stated that the plans are consistent with the approved stormwater management concept plan.

- f. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide comments on the subject application.
- g. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not provide comments on the subject application.
- h. **City of New Carrollton**—At the time of the writing of this technical staff report, the City of New Carrollton did not provide comments on the subject application.
- i. **Town of Landover Hills**—At the time of the writing of this technical staff report, the Town of Landover Hills did not provide comments on the subject application.
- j. **City of Glenarden**—At the time of the writing of this technical staff report, the City of Glenarden did not provide comments on the subject application.

14. Section 27-548.08(c)(2) of the Zoning Ordinance requires that the Planning Board must make the findings in order to approve a DSP in a T-D-O Zone, as follows:

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

Comment: The DSP is exempt from TDDP standards as it was lawful and operating at the time of the TDDP approval and no new development is proposed in this DSP.

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

Comment: As noted above, the DSP is exempt from the TDDP guidelines and criteria for development as no new improvement is proposed.

(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;

Comment: The DSP meets all of the applicable requirements of the T-D-O Zone and underlying zone relative to a rezoning only application.

- (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;**

Comment: This requirement is not applicable as no development is proposed with the subject application.

- (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**

Comment: This requirement is not applicable to the structure as no development is proposed with the subject application. However, the rezoning of the subject property in this DSP would potentially create incompatibility with the existing adjacent residential use. Given no development is included in the site plan, the existing woodland provides a good transition between the existing shopping center and the adjacent residential use.

- (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.**

Comment: This requirement is not applicable to the subject application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommend APPROVAL of Detailed Site Plan DSP-16051, for Carrollton Shopping Center, Parcel B, to the District Council for a change of the underlying zoning for a portion of the subject property from the One-Family Detached (R-55) Zone to the Commercial Shopping Center (C-S-C).

ITEM:

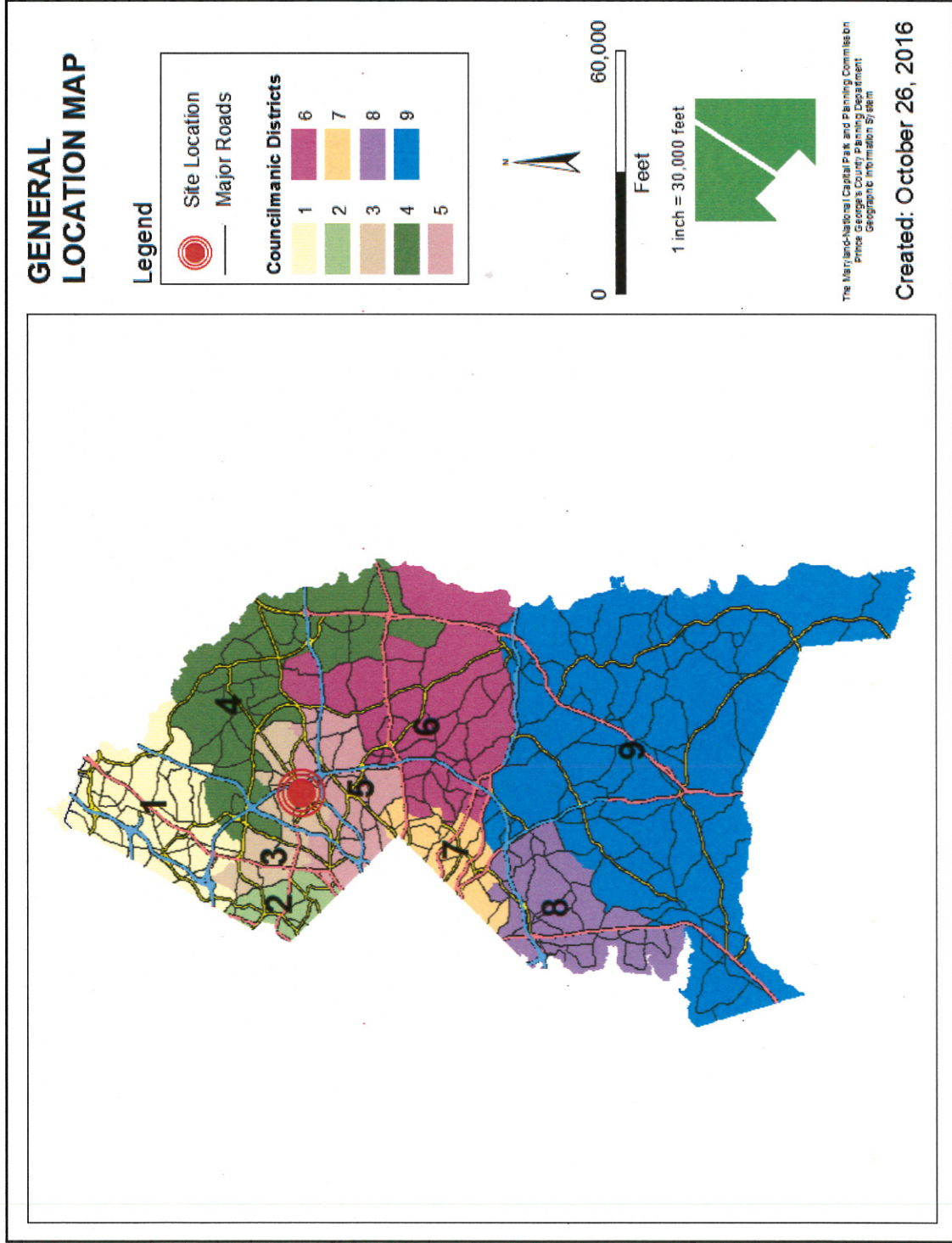
CASE: DSP-16051

CARROLLTON SHOPPING CENTER

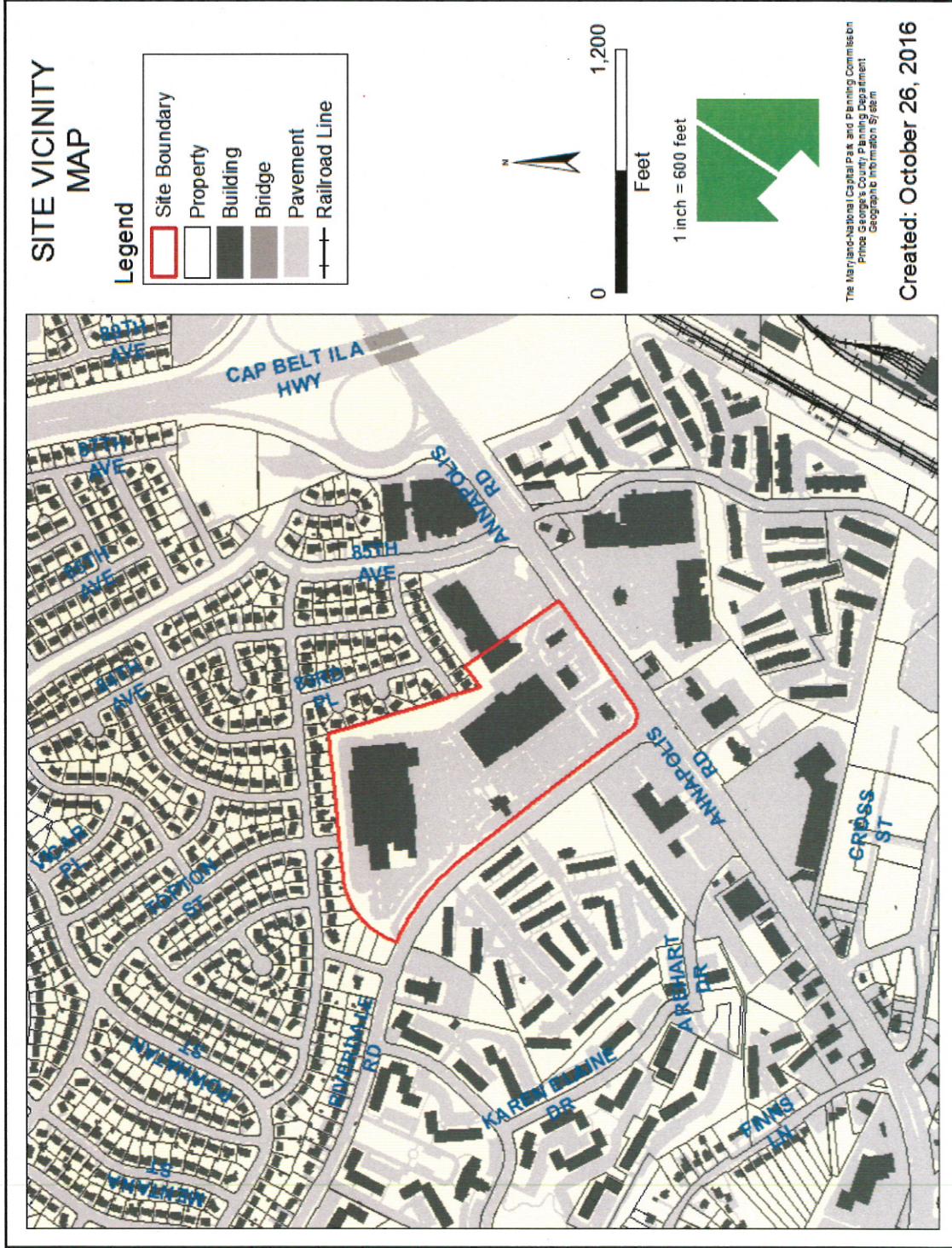
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



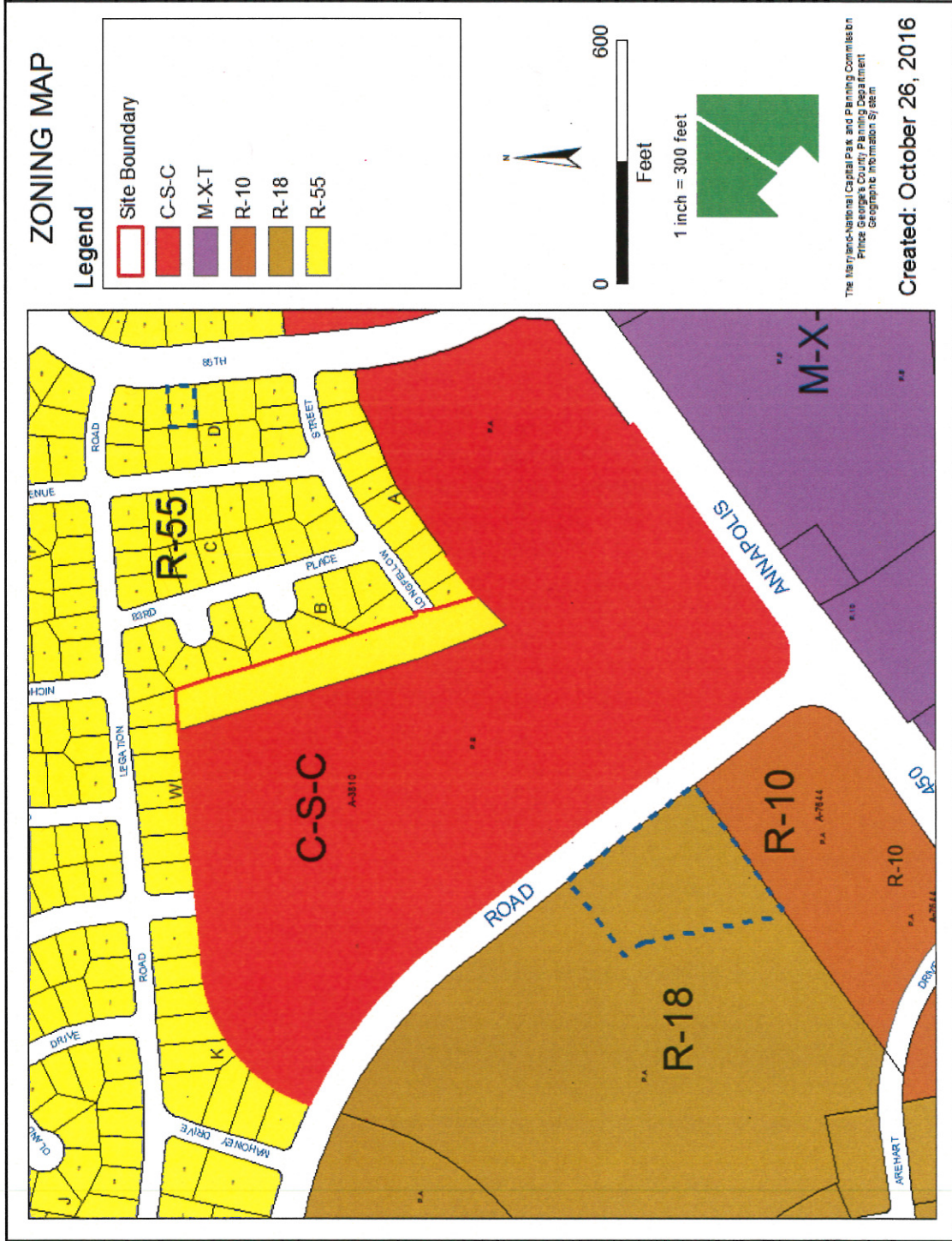
GENERAL LOCATION MAP



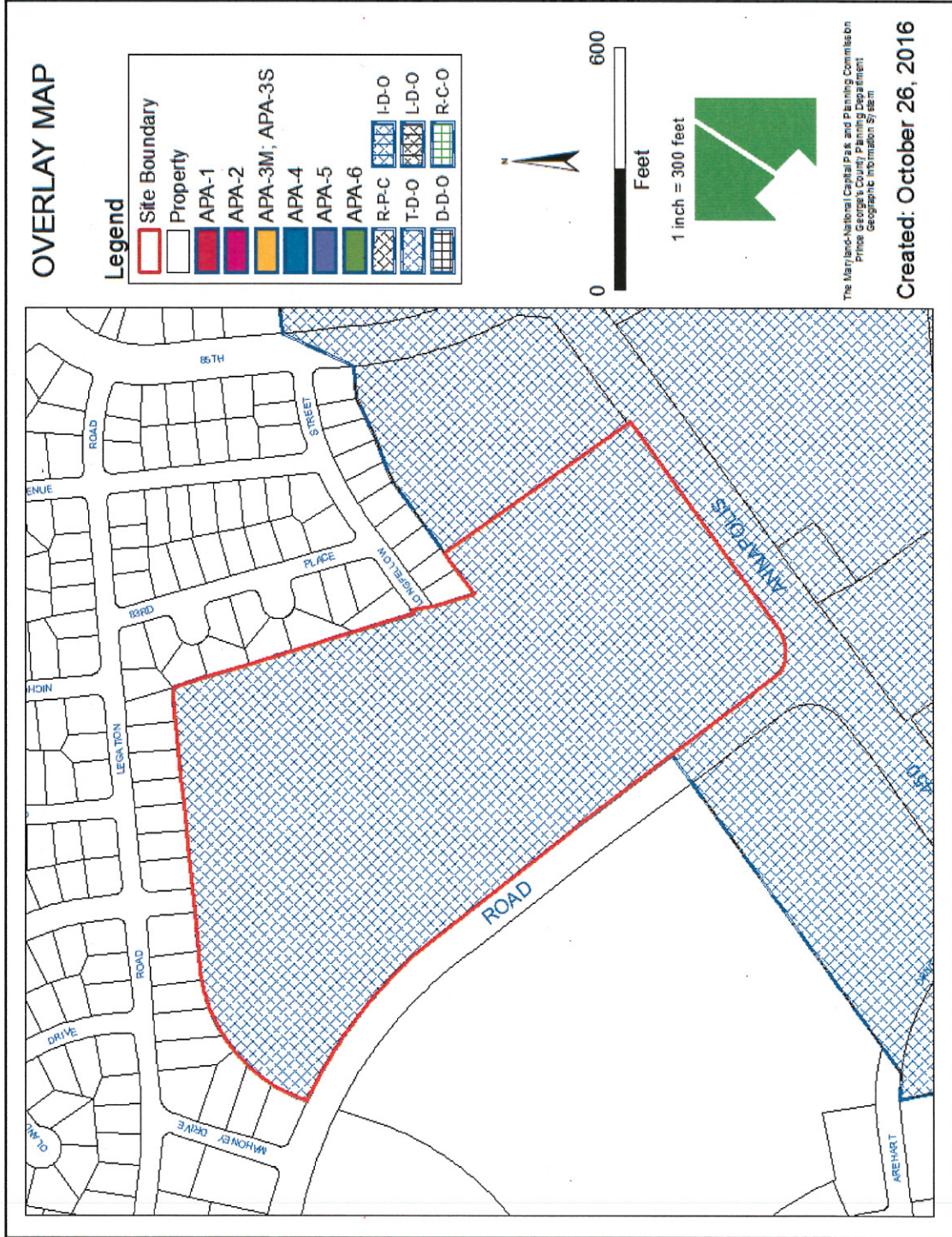
SITE VICINITY



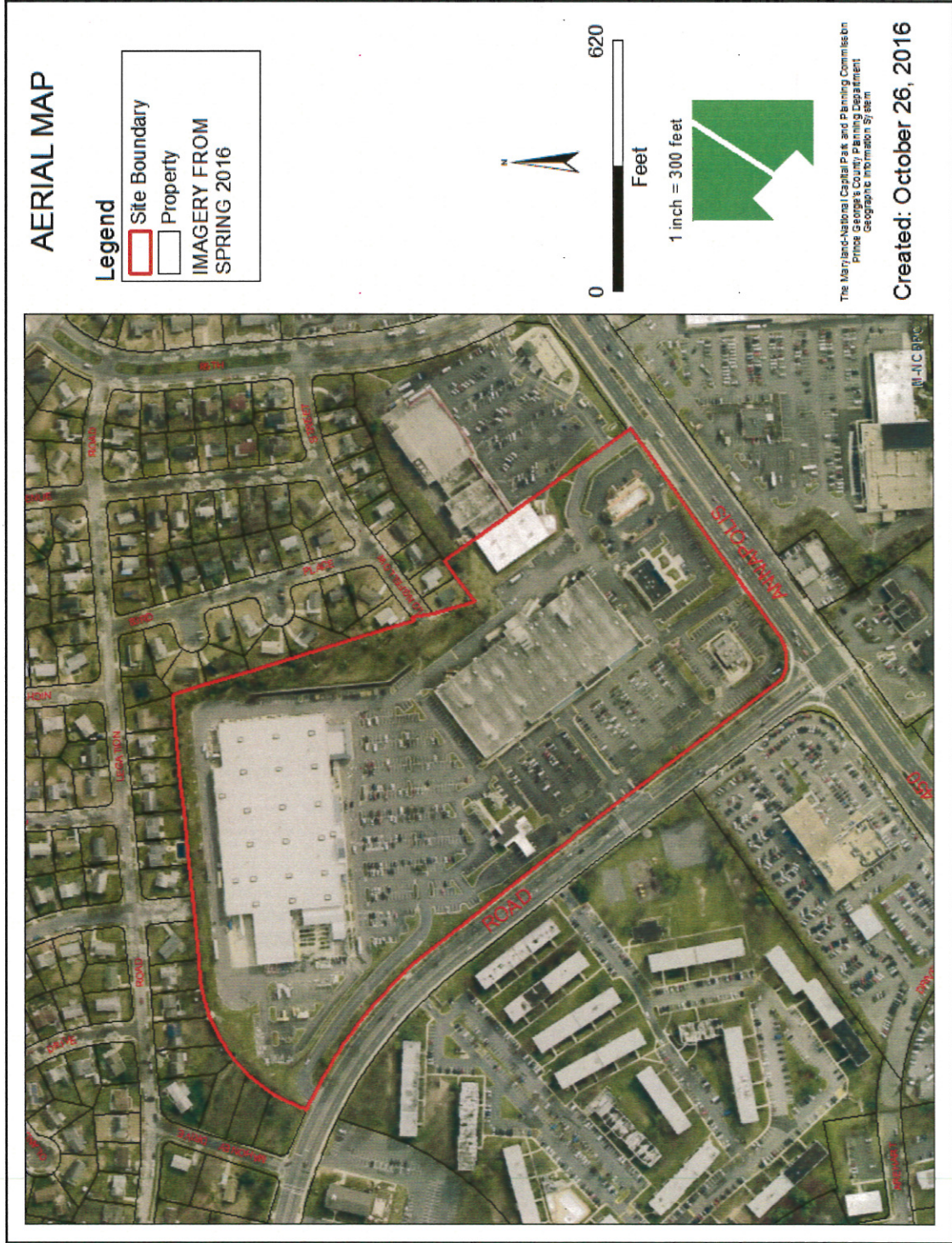
ZONING MAP



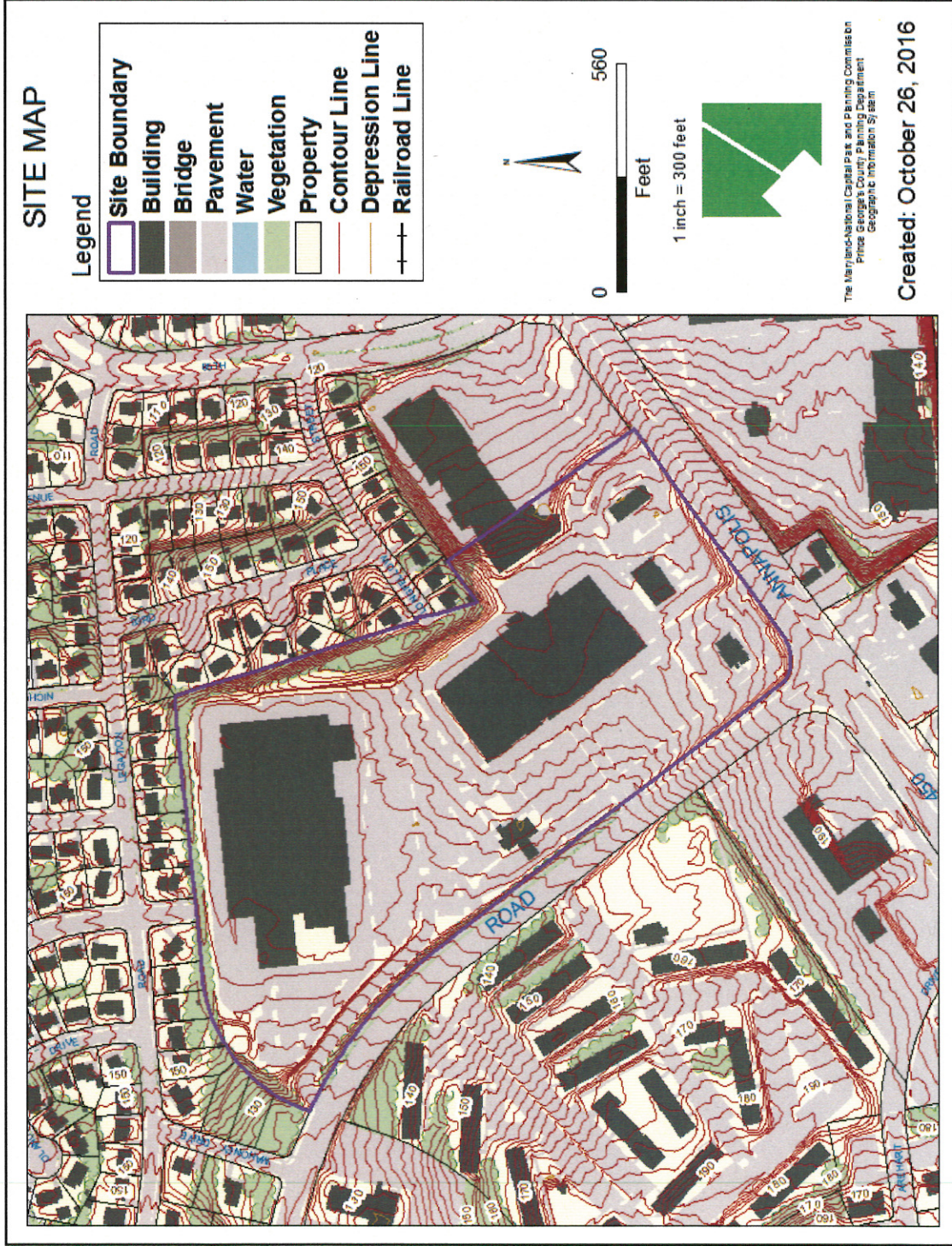
OVERLAY MAP



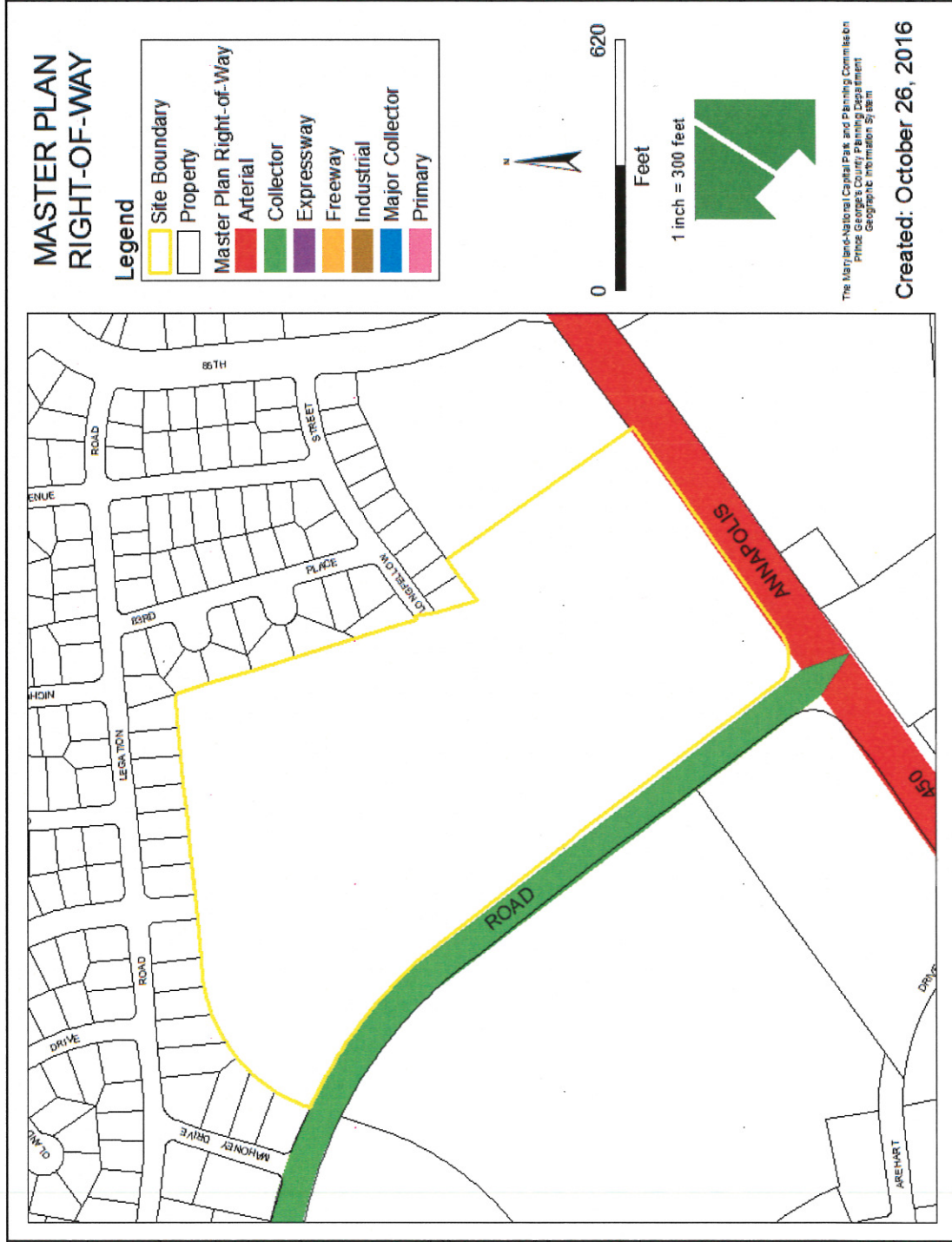
AERIAL MAP



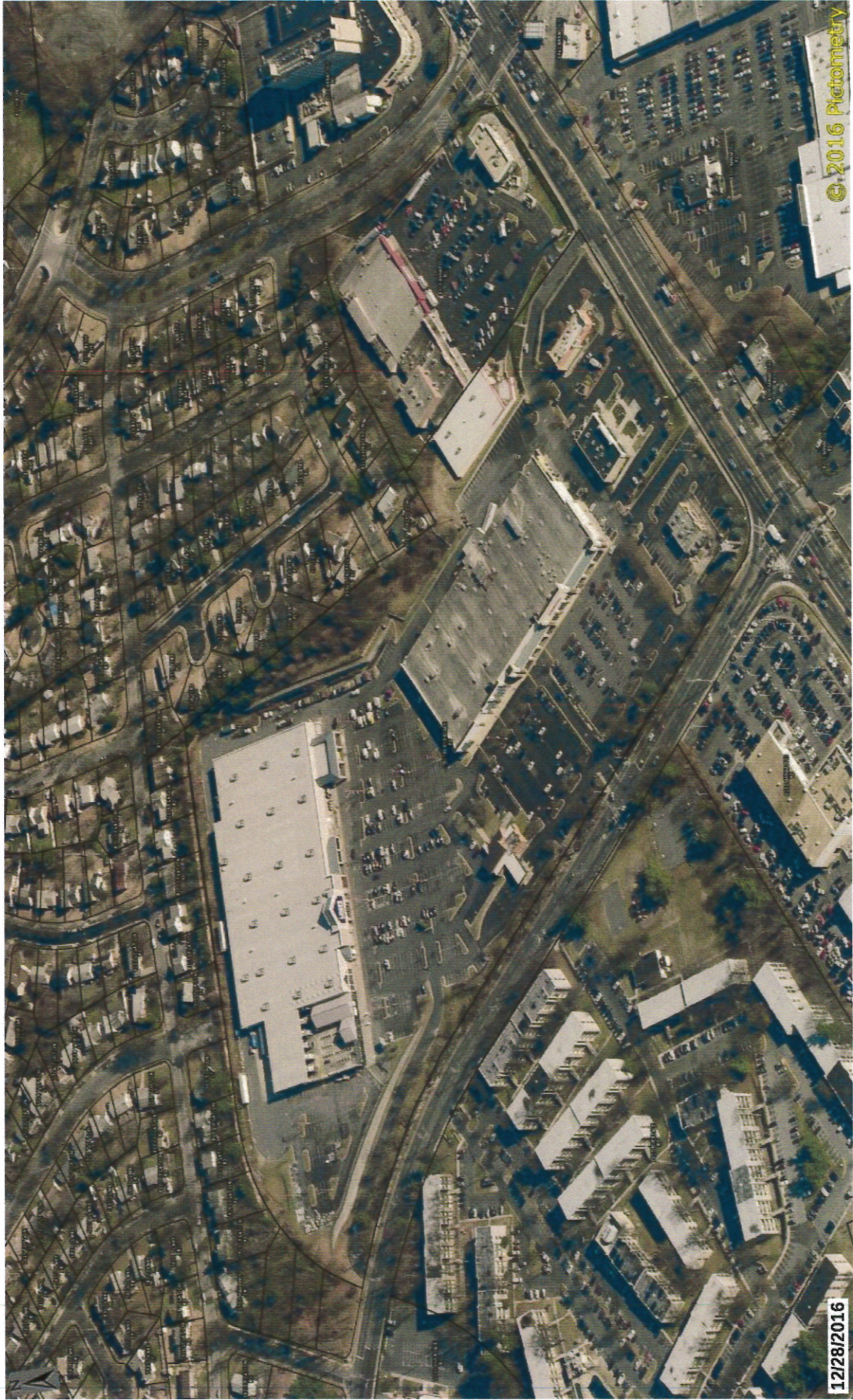
SITE MAP



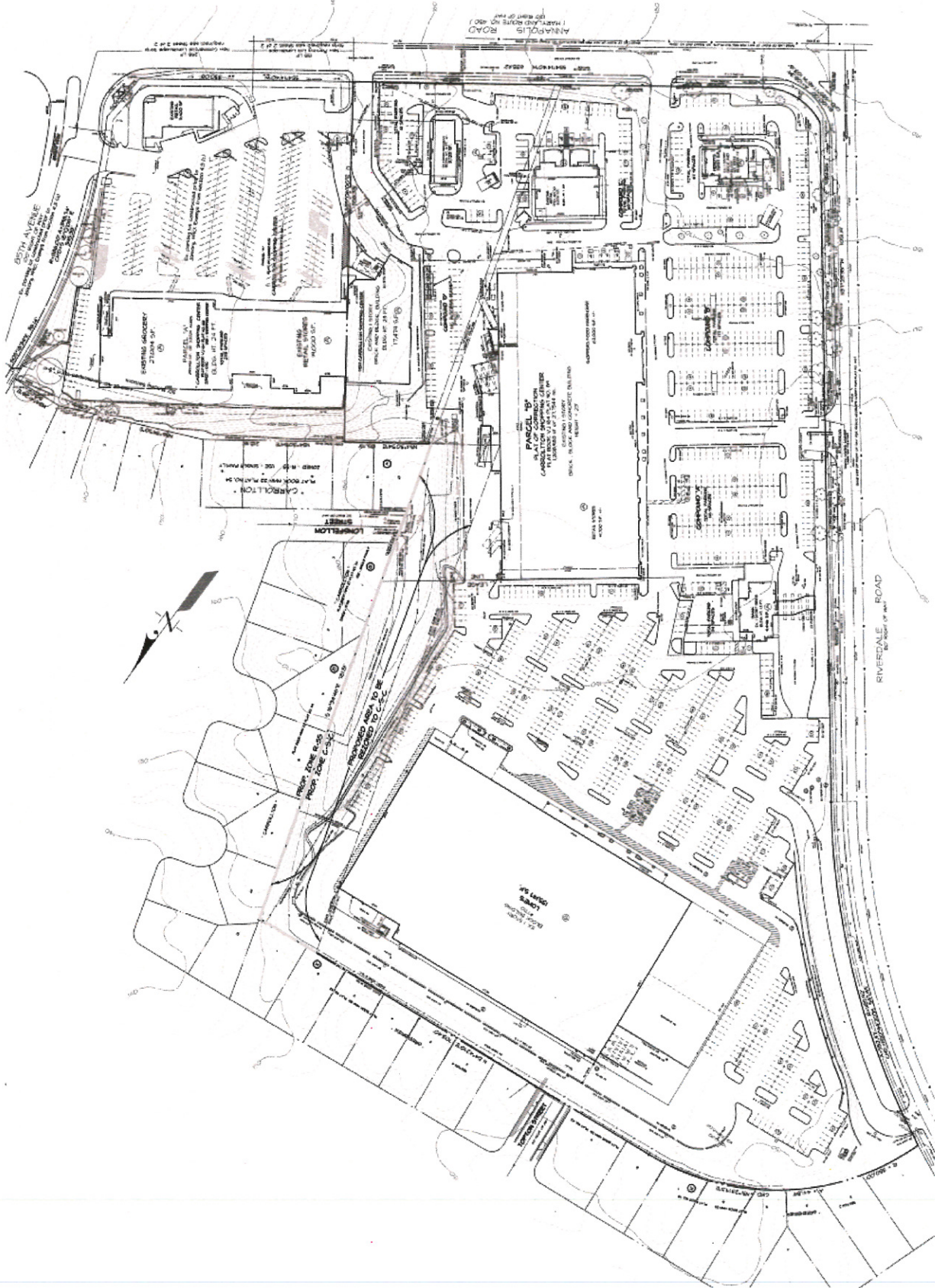
MASTER PLAN RIGHT-OF-WAY MAP

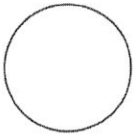


BIRD'S-EYE VIEW LOOKING NORTH



SITE PLAN





BEN DYER ASSOCIATES, INC.
Engineers / Surveyors / Planners

January 19, 2017
J-A89004-9227
WO-107519

**STATEMENT OF JUSTIFICATION
DETAILED SITE PLAN APPLICATION
NUMBER DSP-16051
CARROLLTON SHOPPING CENTER, PARCEL B**

APPLICANT: Tim Draughon
Lowe's Home Centers, LLC
1605 Curtis Bridge Road,
Wilkesboro, North Carolina 28697

CORRESPONDENT: Andre Gingles
Gingles, LLC
11785 Beltsville Drive, Suite 1350
Beltsville, Maryland 20705

REQUEST: Amendment of the New Carrollton Transit District Overlay Zone (TDOZ) to change the zoning classification of a portion of Parcel B from R-55 to C-S-C, and approval of DSP-16051.

A. Property Description and Location

The New Carrollton Lowe's home improvement store, is located at 7710 Riverdale Road, New Carrollton, MD 20784, being 27.7544 acres of land in the northeast quadrant of the intersection of Riverdale Road and Annapolis Road (MD Route 450). The property is described as Parcel B of Carrollton Shopping Center, on record plat VJ 164, pg. 89. The subject property is split-zoned with the majority of it located within the C-S-C zone and a portion of it located in the R-55 zone. The site is also within the boundaries of the 2010 New Carrollton Transit-District Development Plan as well as the 1994 Bladensburg, New Carrollton and Vicinity, Planning Area 69 Approved Master Plan and Sectional Map Amendment. Parcel B abuts single family residential dwellings in the R-55 zone along its northern and eastern boundaries. The site is adjacent to multifamily dwellings in the R-18 zone and commercial uses in the R-10 zone across Riverdale Road as well as an auto service station and various commercial uses in the M-X-T zone across Annapolis Road (MD 450).

B. Request

This request is for the rezoning of the portion of Parcel B along its eastern property line currently zoned R-55 to C-S-C. The majority of the parcel is classified in the C-S-C Zone and the entire parcel is within the New Carrollton Approved Transit District Development Zone. The parcel is a developed parcel and no additional development is proposed. The proposed Detailed Site Plan/Transit District Overlay Zoning Map Amendment application requests a change to the underlying zoning of a portion of the property as permitted in Section 27-548.09.01 of the Zoning Ordinance.

C. Conformance with the Prince George's County Zoning Ordinance

Section 27-548.09.01 Amendment of Approved Transit District Overlay Zone:

“(a) District Council.

(1) The District Council but not the Planning Board may approve any of the following amendments to Transit District development requirements, under procedures in Part 3, Division 2, Subdivision 5:

(A) Change of the boundary of the T-D-O Zone;

(B) Change of an underlying zone;

(C) Change to the list of allowed uses, as modified by the Transit District Development Plan;

(D) Change to building height requirements;

(E) Change to transportation demand requirements or other parking provisions in the Transit District Development Plan which do not concern the dimensions, layout, or design of parking spaces or parking lots.”

RESPONSE: This application requests a change in the underlying zone of the subject property from R-55 to C-S-C.

“(b) Property Owner.

(1) A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan. The Planning Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.”

RESPONSE: The owner of the subject property and Applicant hereby requests a change in the underlying zone of the subject property from R-55 to C-S-C.

“(2) The owner's application shall include:

(A) A statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan; and

(B) A Detailed Site Plan or Conceptual Site Plan, in accordance with Part 3, Division 9.”

RESPONSE: This Statement of Justification in Section D demonstrates that the requested change to the underlying zone is in conformance with the purposes and recommendations for the Transit District as stated in the Transit District Development Plan. As required, a Detailed Site Plan will be submitted in accordance with Part 3, Division 9 of the Zoning Ordinance.

“(3) Filing and review of the application shall follow the site plan review procedures in Part 3, Division 9, except as modified in this Section. The Technical Staff shall review and submit a report on the application. When an amendment application proposes to enlarge the boundaries of the Transit District Overlay Zone by five (5) or more acres, the Technical Staff shall also provide an Adequate Public Facilities report as defined in Subtitle 24 of the County Code as part of the development review process for proposed development of the subject property. The Planning Board shall hold a public hearing and submit a recommendation to the District Council. Before final action the Council may remand the application to the Planning Board for review of specific issues.”

RESPONSE: This application will be submitted in accordance with procedures outlined in Part 3, Division 9 of the Zoning Ordinance. An enlargement to the TDOZ boundary is not proposed.

“(4) An application may be amended at any time. A request to amend an application shall be filed and reviewed in accordance with Section 27-145.”

RESPONSE: This is understood.

“(5) The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.”

RESPONSE: This is understood. Section D of this Statement of Justification demonstrates that the proposed Amendment to the TDOZ is in conformance with the purposes and

recommendations for the Transit Development District as stated in the New Carrollton Transit District Development Plan. As required, a Detailed Site Plan will be submitted in accordance with Part 3, Division 9 of the Zoning Ordinance.

“(6) If a Conceptual Site Plan is approved with an application, the owner may not obtain permits without an approved Detailed Site Plan.”

RESPONSE: This application does not include a Conceptual Site Plan. Therefore, this standard does not apply.

Section 27-548.08(c)(2) TDOZ Site Plan Required Findings:

“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;

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

(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;

(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;

(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

(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.

RESPONSE: The proposed Detailed Site Plan/Transit District Overlay Zoning Map

Amendment is exempt from the design standards of the New Carrollton Approved Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment, as described on page 59 of the New Carrollton TDDP:

“The following uses are exempted from the TDDP standards and the requirements of site plan review.

1. Legally existing development.

“Until a site plan is submitted, all buildings, structures, and uses that were lawful or could be certified as a legal nonconforming use on the date of transit district overlay zoning map amendment (TDOZMA) approval are exempt from the TDDP standards and from site plan review and are not nonconforming. Until a site plan is submitted, active shopping centers with freestanding commercial uses on perimeter pad sites are also exempt from the TDDP standards and from site plan review and are not nonconforming. However, the issuance of a building permit or a use and occupancy permit for a change in ownership for any property with frontage along a public street shall require restoration or installation of landscape strips, buffering, and screening in accordance with Sections 4.2 and 4.4 of the Landscape Manual, as modified by the streetscape standards of this TDDP. The plan recommends the shopping center owners consider developing plans for the phased redevelopment of their properties to new mixed-use urban places.” (Page 59 of the New Carrollton TDDP)

Because the Lowe’s hardware store on Parcel B was a lawful and operating use at the time the Transit District Development Plan was established in 2010 and no new development is proposed in this DSP application, it is exempt from TDDP standards. A change in ownership is not proposed as a part of this DSP application.

“Section 27-454 C-S-C Zone (Commercial Shopping Center)

“(a) Purposes.

(1) The purposes of the C-S-C Zone are:

- (A) To provide locations for predominantly retail commercial shopping facilities;*
- (B) To provide locations for compatible institutional, recreational, and service uses;*
- (C) To exclude uses incompatible with general retail shopping centers and institutions;*
- and*
- (D) For the C-S-C Zone to take the place of the C-1, C-2, C-C, and C-G Zones.”*

RESPONSE: The proposed Detailed Site Plan is in accordance with the purposes of the C-S-C Zone. The subject site is a currently operating commercial shopping center. In accordance with the C-S-C zone, Parcel B is a location that provides predominantly retail commercial shopping facilities, and other compatible uses. Uses that are incompatible with general retail shopping centers and institutions are not located on-site.

D. Conformance with the New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment (2010)

The proposed Detailed Site Plan and Transit District Overlay Zoning Map Amendment is in conformance with the purposes and recommendations of the 2010 New Carrollton Approved Transit District Development Plan (outlined on pages 1 and 22):

“The purpose of the New Carrollton TDDP and TDOZ is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDOZ will foster (re)development conducive to New Carrollton’s Metropolitan Center designation.” (Page 1 of the New Carrollton TDDP)

“Annapolis Road will continue to serve as an important transportation route. However, the road will also acquire the look and function of an urban boulevard and become the setting for a lively, community-serving commercial activity center. The highway-oriented uses along the corridor are projected to gradually be replaced by a new medium-density, mixed-use commercial node between Riverdale Road and 85th Avenue. A portion of this new mixed-use node will extend along the south side of Annapolis Road to a point just east of Harkins Road.” (Page 22 of the New Carrollton TDDP)

RESPONSE: The proposed amendment to the underlying zone of a small portion of Parcel B will place the subject property entirely within a zoning category that is in harmony with the above initiatives. Parcel B is a location that provides predominantly retail/commercial shopping facilities. The current use of the property as a hardware store is compatible with the purposes and goals of the TDOZ by providing community-serving retail. Rezoning to C-S-C will be consistent with the existing uses of the subject property and with the purposes of the TDOZ for stabilizing and revitalizing neighborhood commercial areas. The C-S-C zone and its associated uses are better suited for transit-oriented development than the R-55 zone. In addition to better reflecting the use of the site, incorporating Parcel B fully within the C-S-C zone better reflects the boundary of the Transit District Overlay Zone which ends at the boundary of Parcel B (see attached Appendix A). It should be noted Council Bill 88-1999 was enacted to facilitate the development of existing hardware store. During the implementation of the current TDOZ, the focus of the zoning map amendments were along the Maryland Route 450 corridor—as is the focus of the TDOZ development standards.


Rezoning the R-55 portion of the property to the C-S-C zone will clearly distinguish the commercial property from the adjacent residential neighborhood. This rezoning will eliminate the ambiguity that is inherent to split-zoned properties and will contribute to a more orderly development pattern throughout the TDOZ. No new development is proposed as a part of this TDOZ Map Amendment. The inclusion of the entire site within the same zone will also facilitate future redevelopment of the site and future revitalization of its vicinity.

This change in the underlying zone is also in conformance with the recommendations of the Annapolis Road Corridor focus area. The New Carrollton Transit District Development Plan envisions the focus area as a dense urban boulevard and mixed-use node. Commercial uses will complement the mixed-use and mid-rise multifamily uses planned for the area. As such, the continued use of the subject property as a hardware store will be consistent with the goals of the TDOZ.

E. Conclusion

This Detailed Site Plan/Transit District Overlay Zoning Map Amendment application is entirely within the procedures and requirements of The New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment and the Prince George's County Zoning Ordinance. Rezoning the portion of the existing commercial property to the C-S-C zone from R-55 is consistent with the commercial use of the property, the purposes of the TDOZ, and the TDOZ boundary. The R-55 zone is intended for one-family detached residential development, a use that is not present on Parcel B. As such, incorporating the R-55 portion of Parcel B into the C-S-C zone will more accurately reflect the use of the subject property and will equip a portion of the Transit District Overlay area with zoning that is in greater harmony with the transit-oriented, pedestrian-friendly environment that the New Carrollton TDDP aims to foster.

Sincerely,
Ben Dyer Associates, Inc.

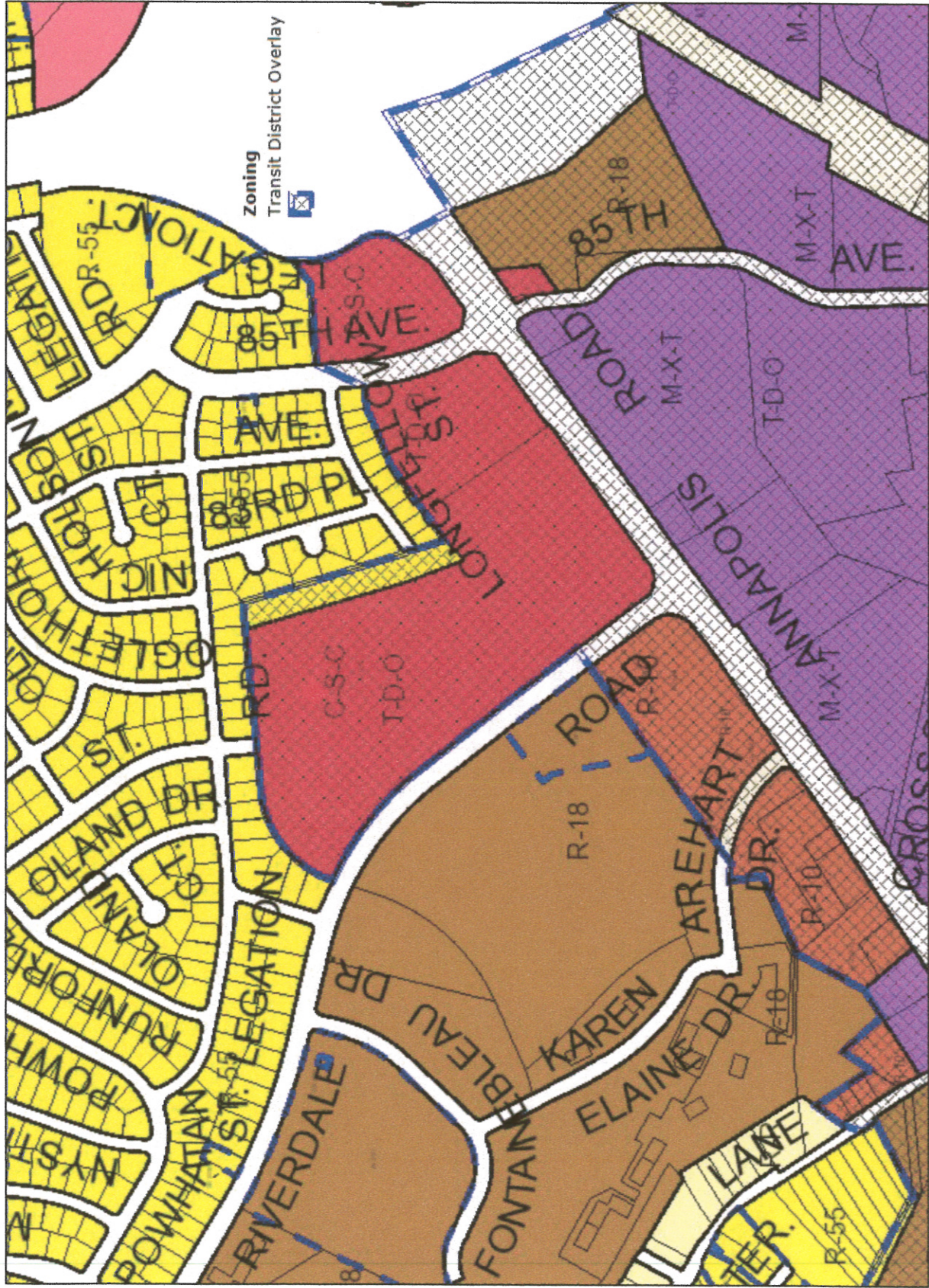


Jane L. Przygocki, AICP
Planner

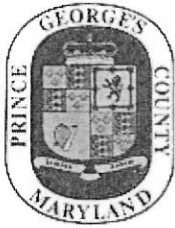
cc: Tim Draughon
Andre Gingles

PM:KPC
2.Statement of Justification.Carrollton.JP.0111/col

Zoning



THE PRINCE GEORGE'S COUNTY GOVERNMENT



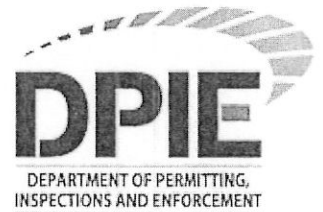
Department of Permitting, Inspections and Enforcement

Site/Road Plan Review Division

9400 Peppercorn Place, Suite 420

Largo, Maryland 20774

(301) 883-5710



STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: CARROLLTON SHOPPING CENTER_PART OF PARCEL B CASE #: 65877-2016-00
APPLICANT'S NAME: LOWE'S HOME CENTEF
ENGINEER : BEN DYER ASSOCIATES, INC

J-A89004 8.012-2

REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is not designated.

These additional approvals are required: None.

These fees apply: REVIEW.

These bonds apply: None.

Required water quality controls: None.

Required water quantity controls: None.

No maintenance agreement is required.

No special conditions apply.

Required easements: None.

Storm Water Management fee payment of none in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)

CONDITIONS OF APPROVAL:

NO PROPOSED IMPROVEMENTS OR DISTURBANCE ASSOCIATED TO THIS CONCEPT APPROVAL. THIS IS FOR THE PROPOSED REZONING OF 1.9 ACRE STRIP OF PROPERTY FROM R-55 TO CSC. REVIEWED BY SB.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: January 12, 2017

EXPIRATION DATE: January 12, 2020

FOR OFFICE USE ONLY

ADC MAP:	5411 A-8	200' SHEET:	207NE07
STREET NAME:	ANNAPOLIS RD		
WATERSHED:	10-Anacostia River		
NUMBER OF DU'S:	0	COST PER DWELLING:	0


CC: APPLICANT, SCD, PERMITS

P.G.C. FORM #3693 (REV 04/93)

**LETTER OF CONFORMANCE WITH
APPROVED TYPE 2 TREE CONSERVATION PLAN**

Property Identification: 207NE07 8454 Annapolis Road; and 8308 Annapolis Road Shoppes At New Carrollton Parcels A and B	Receipt #: N/A
	Date Issued: March 2, 2017
	TCP2-134-99

TO: Kevin McCarthy
Ben Dyer Associates
11721 Woodmore Road
Mitchellville, MD 20721

FROM: Katina Shoulars, Supervisor 
Environmental Planning Section
Prince George's County Planning Department

The Environmental Planning Section has reviewed the above property for conformance with the approved Type 2 Tree Conservation Plan (TCP2-134-99) for the Shoppes At New Carrollton.

Review of the approved Type 2 Tree Conservation Plan (TCP2-134-99) has determined that only a portion of the overall site is covered by an approved TCP2. The is in the northern area of Parcel B, where a Lowe's department store is currently located.

Because a portion of the site has an approved TCP2, the remainder of Parcel B, as well as Parcel A, which is part of the proposed development activity, cannot be issued an exemption from the Woodland Conservation Ordinance. As part of any future grading permit, the TCP2 will be required to be expanded to include the remainder of these properties.

For applications, solely for rezoning, a TCP2 nor letter of exemption is required because no ground disturbance is proposed. As such, the proposed request may move forward without a TCP2 or exemption until disturbance is proposed as part of a preliminary plan, site plan or grading permit.

If you have any further questions concerning this matter, please contact me at 301-952-3650 during the business day.

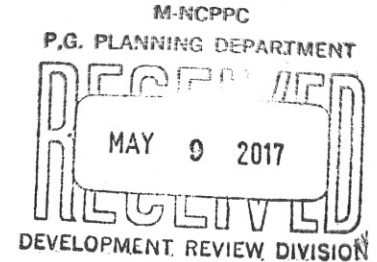


Prince George's County Planning Department
Community Planning Division

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3972

May 5, 2017



MEMORANDUM

TO: Jill Kosack, Planner Coordinator, Urban Design Section, Development
VIA: Frederick Stachura, Supervisor, Community Planning Division (PS)
FROM: Samuel L. White, Jr., Senior Planner, Community Planning Division (Signature)
SUBJECT: **DSP-16051 Carrollton Shopping Center, Parcel B**

DETERMINATIONS

This application is generally consistent with the Plan Prince George's 2035 policies for Established Communities.

The application conforms to the 2010 New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment land use recommendations for commercial; however a portion of the parcel B is zoned residential.

BACKGROUND

Location: The subject property is located within the northwest quadrant of the intersection between Annapolis Road (MD 450) and Riverdale Road

Size: 27.75 acres

Existing Uses: Shopping Center

Proposal: This applicant is requesting a rezoning for portion of parcel B from R-55 to C-S-C zone.

GENERAL PLAN, MASTER PLAN, AND SMA

This application requires conformance with the applicable General or Master Plan. YES

General Plan: *2014 Plan Prince George's 2035 Approved General Plan:* This site is located within the Established Communities policy area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

Master/Sector Plan: 2010 New Carrollton Approved Transit District Development Plan

Planning Area/ Planning Area 69

Community:

Land Use: Commercial

Environmental: See the Environmental Planning Section referral for comments on the 2005 *Countywide Green Infrastructure Plan* and Environmental Infrastructure Chapter of the sector plan for conformance.

Historic Resources: None identified for this site or on abutting property.

Transportation: Annapolis Road (MD 450) is an existing arterial road. Riverdale Road is an existing collector road.

Public Facilities: None identified for this site or on abutting property.

Parks & Trails: Provide continuous sidewalks and on-road bicycle facilities along Annapolis Road (MD 450) from Capital Beltway to Alt. US Route 1. Provide on-road bicycle facilities along Riverdale Road from Veterans Parkway (MD 410) to Annapolis Road (MD 450).

Aviation/MIOZ: The property is not located in the Military Installation Overlay Zone Area.

SMA/Zoning: 2010 Approved Central Annapolis Road Sectional Map Amendment retained the R-55 and C-S-C zones for the property and superimposed a Transit District Overlay Zone (TDOZ) on the property.

PLANNING ISSUES

The property is located in the Annapolis Road Corridor character area within the Transit District Overlay Zone (TDOZ). The character area is intended to create a revitalized and enhanced moderate density, mixed-use commercial district along Annapolis Road (MD 450). The TDOZ imposes urban design standards to implement the plan's vision and this character area.

The applicant is requesting a rezoning for portion of parcel B from R-55 to C-S-C zone. Currently, the parcel B is split zoned with the majority zoned C-S-C for commercial shopping center. If zoned, the Transit District Overlay Zone (TDOZ) will be superimposed and the urban design standards will apply to implement the plan's vision for this character area.

cc: Scott Rowe, AICP, CNU-A, Acting Chief, Community Planning Division
Long Range Notebook




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

May 5, 2017

MEMORANDUM

TO: Jill Kosack, Urban Design Section, Development Review Division
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-16051, Carrollton Shopping Center, Parcel B

The Transportation Planning Division has reviewed the detailed site plan application referenced above. The site consists of 27.75 acres in the C-S-C and the R-55 Zones, and is also within a transit district overlay. The site is located in the northeast quadrant of the intersection of Annapolis Road (MD 410) and Riverdale Road. The applicant is not proposing development at this time, but is proposing that the portion of Parcel B that is in the R-55 Zone be rezoned to the C-S-C Zone.

Background

Within a transit district overlay, a landowner is allowed to request a zoning change through a detailed site plan process. There are no particular traffic-related findings or requirements associated with this type of request.

Review Comments

Given that no development is proposed under this site plan, the Transportation Planning Section offers no comments on the plans as submitted.

The sole salient issue involves the proposed rezoning from R-55 to C-S-C. Oddly, the submittal package does not appear to include the land area proposed for rezoning. This was approximately by staff to be 1.89 acres. Using the estimated development yields for each zone along with trip generation rates, the table below was developed. The information presented is based upon the entire site being usable. Density in the R-55 zone is based upon 4.20 residences per acre; density in the C-S-C zone is based upon retail trip rates and a floor-to-area ratio of 0.25:

Comparison of Estimated Trip Generation, DSP-16051, 1.89 acres						
Zoning or Use	Units or Square Feet	AM Pk Hr Trips		PM Pk Hr Trips		Weekday Trips (ADT)
		In	Out	In	Out	
Existing Zoning						
R-55 (residential)	7 detached residences	1	4	4	2	63
Proposed Zoning						
C-S-C (all retail)	20,580 square feet	19	11	50	54	1,215
Difference (between bold numbers)		+18	+7	+46	+52	+1,152

The comparison of estimated site trip generation indicates that the proposed rezoning could have a impact of 25 trips during the AM peak hour and nearly 100 trips during the PM peak hour. Weekday average daily travel would increase by 1,150 daily trips. Pass-by travel has been factored into these estimates.

These trip estimates probably overestimate the impact of the rezoning. Effectively, the R-55 property is already in use as part of the retail development that exists in the C-S-C portion as a buffer between the retail development and the adjacent residential community. For the protection of that community, it is recommended that the property being rezoned not have access to Longfellow Street.

Conclusion

From the standpoint of transportation, it is determined that this plan is generally acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance. No opposition is raised to the rezoning from R-55 to C-S-C provided that the adjacent residential community is protected by the following condition:

1. No portion of Parcel B shall have vehicular access to Longfellow Street.

May 18, 2017

MEMORANDUM

TO: Jill Kosack, Urban Design Section

VIA: Sherri Conner, Subdivision and Zoning Section *SC*

FROM: John Ferrante, Subdivision and Zoning Section *JF*

SUBJECT: Carrollton Shopping Center, Parcel B, DSP-16051

The site boundaries include Parcels A and B, Carrollton Shopping Center, located on Tax Map 44 in Grid A-4. The property is split-zoned with a majority of the property being located in the C-S-C/T-D-O (Commercial Shopping Center/Transit District Overlay Zone) Zone, and a small portion of the property along the eastern boundary of Parcel B being within the R-55/T-D-O (One-Family Detached Residential/Transit District Overlay Zone) Zone. Final Plats of Subdivision were recorded in Land Records for both parcels on January 18, 1993, with Parcel A being recorded as VJ 164-88, and Parcel B being recorded as VJ 164-89. The applicant is proposing the rezoning of the eastern portion of Parcel B from the R-55/T-D-O Zone to the C-S-C/T-D-O. Zone. Both parcels are currently developed with an existing shopping center.

No new development is proposed with the subject application, and therefore the approval of a preliminary plan of subdivision (PPS) is not required. Note 1 of each record plat reflects that Parcels A and B were platted pursuant to Section 24-111(c)(4) of the Subdivision Regulations, which provides the following exemption from resubdivision;

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The applicant should be advised that any redevelopment of the site will need to continue to meet the exemption criteria of Section 24-111(c)(4) or a new PPS may be required. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plats for the property.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. Failure of the detailed site plan and record plats to match (including bearings, distances, and lot sizes) will result in permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

May 4, 2017

MEMORANDUM

TO: Jill Kosack, Urban Design

FROM: Mary Hampton, Permits

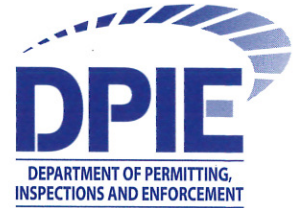
SUBJECT: DSP-16051, Carrollton Shopping Center, Parcel B

1. General Note 8 should be revised to include the number and types of accessible parking spaces provided as well as the number of compact parking spaces provided. This information was included in the parking schedule of all prior approved plans for the shopping center.
2. Parking Compound C and its calculations was modified by the construction of the 6, 206 s.f. retail building per permit 9486-2004-CGU. Therefore, I would assume that Ben Dyer Associates drawing 6.010-Z should also be included for landscape purposes.
3. No vehicular entrances to any loading space shall be located within 50 feet of any Residential Zone per Section 27-579(b) of the Zoning Ordinance. This 50-foot setback should be shown on the site plan to ensure that this requirement is met along the east side of the Lowe's building.



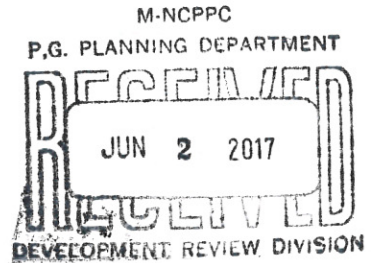
Rushern L. Baker, III
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

June 1, 2017



TO: Jill Kosack, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE

RE: Carrollton Shopping Center
Detailed Site Plan No. DSP-16051

CR: Riverdale Road

mg 5/31/16

In response to the Detailed Site Plan No. DSP-16051 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject property is located at the northeast quadrant of the intersection of Riverdale Road and Annapolis Road. Frontage improvements along 85th Avenue and Riverdale Road are required in accordance with the Department of Public Works and Transportation's (DPW&T) collector road standards.
- All improvements within the public right-of-way, as dedicated to the County, are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act (ADA).
- All storm drainage systems and facilities are to be in accordance with DPW&T's standards.
- Existing utilities may require relocation and/or adjustment. Coordination with the various utility companies is required.

Jill Kosack
June 1, 2017
Page 2

- The site development concept plan number 65877-2016, dated January 12, 2017, is consistent with Detailed Site Plan No. DSP-16051.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans;
 - b) Exact acreage of impervious areas has been provided on the concept plan;
 - c) Proposed grading is shown on plans;
 - d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;
 - e) Stormwater volume computations have been provided with the concept plan;
 - f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in this submittal;
 - g) A narrative in accordance with the Code has been provided.

If you have any questions or need additional information, please contact Mr. Steve Snyder, District Engineer for the area, at 301.636.2060.

MCG:SB:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, Engineer, S/RPRD, DPIE
Ben Dyer, 11721 Woodmore Road, Suite 200, Mitchellville,
Maryland 20721
Lowe's Home Centers, LLC, 1605 Curtis Bridge Road,
Wilkesboro, NC 28697