

October 11, 2022

Wood Partners
91 Hartwell Avenue
Lexington, MA 02421



Re: Notification of Planning Board Action on
Detailed Site Plan DSP-90001-02
Alta New Carrollton-Wood Partners (ETOD)
Expedited Transit-Oriented Development Project

Dear Applicant:

This is to advise you that, on **October 6, 2022**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-3416 of the Prince George's County Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of this final notice **October 11, 2022** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-3301(c) of the Zoning Ordinance), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Anne Fothergill
Reviewer

Attachment: PGCPB Resolution No. **2022-103**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Regional Transit-Oriented, High-Intensity - Core Zone (RTO-H-C); and

WHEREAS, pursuant to Sections 27-1704(b) of the Zoning Ordinance, development applications which received development or permit approval in accordance with the prior Zoning Ordinance, may be continuously reviewed and decided in accordance with the prior Zoning Ordinance at the time of submission and acceptance of the application; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on September 29, 2022, regarding Detailed Site Plan DSP-90001-02 for Alta New Carrollton-Wood Partners (ETOD), the Planning Board finds:

1. **Request:** This detailed site plan (DSP) application proposes development of 320 multifamily dwelling units in one building complex.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	RTO-H-C	RTO-H-C
Prior Zones	C-O/M-X-T/T-D-O	C-O/M-X-T/T-D-O
Use(s)	Vacant	Multifamily Residential
Acreage	3.72	3.72
C-O Zone	3.56	3.56
M-X-T Zone	0.16	0.16
Total Multifamily Dwelling Units	-	320
Studio	-	84
1-Bedroom Unit	-	168
2-Bedroom Unit	-	64
3-Bedroom Unit	-	4

Parking

With 0.25 mile of New Carrollton Metro Station	MAX. PERMITTED*	APPROVED
Residential at 1.5 spaces per dwelling unit	480	470
Total	480	470**
Surface Parking Spaces		8
Standard ADA-accessible spaces	Minimum required 9 spaces	7
ADA-accessible van spaces		4
Subtotal ADA-accessible parking spaces		11***

Notes: *There is no minimum number of off-street parking or loading spaces within the 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment*, only a maximum number of surface parking spaces, as specified on Table 9, page 163 of the TDDP.

**462 off-street parking spaces are in the parking garage, which is surrounded by residential uses on the north and west sides in the building complex.

***Of these 11 ADA-accessible parking spaces, 9 spaces are in the garage, and 2 are surface spaces at the western main entrance to the building.

Loading

	REQUIRED	APPROVED
Loading Space*	1	1

Note: *The Transit District Overlay Zone does not prescribe a minimum number of loading spaces. The requirement is in accordance with the Prince George’s County Zoning Ordinance.

Bicycle Parking Spaces

	REQUIRED BY TDOZ	PROVIDED
One space for every 20 off-street vehicular parking spaces	24	105
Total	24	105

3. **Location:** The property is located on the south side of Ellin Road, just southeast of its intersection with Hanson Oaks Drive. The subject property is also located in the Metro Core Focus Area of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZMA). The property is sandwiched between the right-of-way of Ellin Road and the train tracks of the New Carrollton Metro Station, owned by both the Washington Metropolitan Area Transit Authority (WMATA) and the National Railroad Passenger Corporation (AMTRAK), in Planning Area 69 and Council District 3.

4. **Surrounding Uses:** The subject site, consisting of acreage Parcel 185, Parcel 129, and part of Parcel A, is generally rectangular in shape and surrounded by the public right-of-way of Ellin Road to the north, which is property used by The Potomac Electric Power Company, (PEPCO), Parcel A to the east in the Reginal Transit-Oriented, High-Intensity-Core (RTO-H-C) Zone, vacant property to the west in the Agriculture and Preservation Zone, and Metro railroad tracks to the south. The property was previously zoned Commercial Office (C-O) with a sliver (6,982 square feet) of the northwestern corner of the site in the Mixed Use-Transportation Oriented (M-X-T) Zone. Development surrounding this site is also within the Transit District Overlay (T-D-O) Zone, which is superimposed by the New Carrollton TDDP/TDOZMA.

5. **Previous approvals:** The subject site is part of a larger 71-acre site, which has a long approval history dated back to the 1990s. The larger site was under several prior approvals, including Conceptual Site Plan CSP-90091 (PGCPB Resolution No. 90-398), and DSP-90001 (PGCPB Resolution No. 90-56), and the amendments for general grading, office buildings along Harkins Road, and associated site improvements. The office buildings along Harkins Road have been constructed. No conditions of these previous approvals are relevant to the review of this DSP. Since the site is qualified as an expedited transit-oriented development (ETOD) project, no revision to the previously approved CSP is required.

The New Carrollton TDDP/TDOZMA retained the property in the C-O, M-X-T, and T-D-O Zones. On November 29, 2021, the Prince George's County District Council approved County Resolution CR-136-2021, the Countywide Sectional Map Amendment, which reclassified the subject property from the C-O, M-X-T, and T-O-O Zones to the RTO-H-C Zone, effective on April 1, 2022.

A Preliminary Plan of Subdivision, 4-21057, for one parcel for development of 320 multifamily dwelling units is currently scheduled on the Prince George's County Planning Board agenda on September 22, 2022.

The site has also a Stormwater Management (SWM) Concept Approval 40533-2021-000, which is valid through April 11, 2025.

6. **Design Features:** The subject application proposes a development of 320 multifamily dwelling units in one five-story building with two courtyards and a parking garage in the middle of the building complex. The site fronts on Ellin Road and backs up to the train tracks. Two access driveways are proposed from Ellin Road on both the northeast and southwest sides of the building complex. The access road located at the northeast side of the building will be 22 feet wide and will accommodate two-way traffic leading to and departing from the proposed parking garage at the end of the driveway. The other access driveway located at the southwest side of the building will be 24 feet wide and will also accommodate two-way traffic. Cars, delivery trucks, and emergency vehicles (including fire trucks), may proceed in an easterly direction down the private access drive into a loading area, located at the southwest corner of the building. Eight perpendicular regular parking spaces (9.5 feet by 19 feet), including two ADA-accessible parking spaces, will be located abutting the southwest side of the building where the leasing office and club area are located. The spaces will be used for potential residents to enter the leasing office located along the southwest building side on the first level. Immediately southeast of the eight parking spaces abutting the southern private driveway are four electrical transmission facility boxes. A fire hydrant is proposed to be located adjacent to the electrical transformers. The two access driveways to this site are needed in order to provide fire truck and emergency vehicle access and turnaround areas.

The applicant is also requesting an amendment to parking space dimensions within the parking garage, to allow a reduced nonparallel parking space size, 9 feet by 18 feet, instead of the normally required 9.5 feet by 19 feet, to be used for all the provided parking spaces in the parking garage, except for the ADA-accessible parking spaces.

Architecture

The proposed building design is in a contemporary style, to be constructed of a combination of building materials, including red brick and cementitious panels in light grey, dark blue, and charcoal color schemes. The roof is flat with a metal panel wall system at the top of the building. The proposed building complex is compatible in terms of design, articulation, and quality of the proposed building materials, with the existing similar buildings in close vicinity of the New Carrollton Metro Station. The west and north elevations of the building that are fronting the 24-foot driveway and Ellin Road respectively, are finished with red brick panels for substantial

areas along the entire first floor. Panels of red brick also run up through the fourth floor of major portions of both elevations. Substantial glazing provides natural lighting and architectural interest where residential units are located. In addition, there is an aluminum storefront system along the end of the western façade where the club area and leasing space are located. The upper floors of the two elevations are finished with two-color-tone cementitious panels and approximately 4-inch metal coping booking the roof sections.

The east elevation of the building that is fronting the 22-foot driveway is dominated by the structured garage. This elevation has a small portion of residential uses that is finished mainly with brick, along the Ellin Road frontage. The rest of the elevation features the precast concrete garage painted in a charcoal grey color. Each floor of the garage is open. The stairwell within the garage contains glass windows on each level. The south elevation that is fronting the train tracks consists of the garage and a significant part of the residential units. The south elevation is finished with cementitious panels in three color schemes and a large expanse of punched windows that provide visual interest due to the contrast of shape, color of the building elements, and texture of various building materials.

Lighting

A photometric plan has been provided with this DSP that indicates sufficient lighting along the two access driveways, outside parking spaces, and around the entrances to the building is being provided. Three LED lighting fixtures have been provided that are acceptable for the project.

Signage

The building has four building-mounted signs, including the primary identification signs with text of “Alta New Carrollton” on top of the main entrance canopy and as a blade sign, as well as a sign for the leasing office with text of “Leasing.” The applicant advised that the sign text of “Leasing,” will be changed to the street address of the building. The blade sign is proposed to be vertically installed on the west façade of the building. The letters appearing on the face of the sign will be backlit. Another primary identification sign is located on the top level of the parking garage on the east elevation. A third primary identification sign is located on a short brick wall adjacent to the west elevation of the building. The four signs measure 150.8, 99.2, 67.7, and 23.4 square feet, respectively. However, the location of the proposed signs is not very clear on the site plan, and a sign location key map should be provided that corresponds to each sign of specific sign face area. A condition has been included in this resolution requiring the applicant to provide the sign location key map on the site detail sheet, prior to certification of this DSP.

Recreational Facilities and Amenities

This application for development of subject site is required to provide on-site private recreational facilities.

On-site private recreational facilities and amenities have been provided in this DSP to serve future residents, and to be located in two courtyards and within the building complex, including fitness spaces, a pet spa, an outdoor kitchen and outdoor pool area with seating, a sky lounge at the 5th floor and interior residential lounge with a bar area, multiple TVs and socialization spaces, and active gaming, which may include such activities as a pool table and shuffleboard.

Courtyard A, which is located in the western part of the building complex, is designed to be more of an active courtyard and will have the gated pool, which is a heated pool with amenities that include bench seats with back jets, color changing lights for ambience at night, and a wet deck area. Lounge seating, cabanas, and umbrella-shaded tables will be provided around the pool. Courtyard B, which is located in the eastern part of the building complex, is designed to be more of a passive courtyard for relaxing and quiet activities. Both courtyards will have a variety of seating areas for individual and group gatherings. All seating areas will be surrounded with designed hardscape and mature plantings. The courtyards will be equipped with grilling areas and group dining tables, to allow all residents the ability to dine outside within a secured environment.

The Planning Board has evaluated the adequacy of the proffered recreational facilities, in accordance with the Prince George’s County *Park and Recreation Facilities Guidelines*, and finds that the applicant’s proposal of on-site recreational facilities is acceptable. In accordance with current formula for recreational facilities, for a multifamily development of 320 dwelling units in Planning Area 69, a recreational facility package worth approximately \$328,140.00 is required.

The applicant has provided the amenities and recreational facilities for this project, as follows:

Outdoor Amenities	Cost Estimates
Two Courtyards	\$1,838,000.00
Swimming Pool/Pool Area	\$708,000.00
Subtotal	\$2,546,000.00
Indoor Amenities	
Fitness Center	\$465,000.00
Pet Spa	\$55,000.00
Resident Lounge	\$489,000.00
Sky Lounge	\$144,000.00
Subtotal	\$1,153,000.00
Total	\$3,699,000.00

All proposed recreational facilities are within the building complex and will be installed at the same time or before the entire building construction is completed. A condition regarding the timing of installation of the facilities has been included in this resolution, requiring that the recreational facilities will be open to the residents, at the time of issuance of the first use and occupancy permit.

Noise and Vibration

The subject site is located northwest of five separate railway tracks, three nearest to the site are used by freight and passenger trains (CSX, Norfolk Southern, Amtrak, Amtrak Acela, and

MARC), and the other two are owned and operated by WMATA for the Orange Line Metro trains. In addition, the future Purple Line light rail, which will run directly in front of the site along Ellin Road, places the nearest railway track within approximately 50 feet north of the proposed building. These railway lines are transit facilities and transportation-related noise generators. The noise and vibration study providing noise and vibration analyses by Phoenix Noise & Vibration, dated July 11, 2022, was received as part of DSP review. The study addresses outdoor noise and ground-level vibration from railway noise sources, and considers mitigation in the form of shielding from the proposed buildings based on a preliminary site design. The vibration levels generated by train tracks on the south side of the building by freight/passenger trains only slightly exceed the “infrequent and frequent criteria” in the guidelines of the Federal Trade Authority. The vibration generated by the future Purple Line railway on the north side is not expected to impact the proposed building. Mitigation of railway vibration from the Purple Line is not recommended. However, the vibration levels generated by freight/passenger trains are just at the threshold of perception and will be reduced to even lower levels due to the proposed building structure. The study concludes that given the calculated levels of vibration due to attenuation provided by the proposed building and that only one train event exceeded the “frequent” criteria in the z-axis, most future residents will likely not be exposed to perceivable levels of vibration, even without any additional mitigation. As the result of PPS 4-21057 approval, a disclosure acknowledging the proximity to the Metrorail tracks and the potential for vibration impacts on buildings and occupants has been required to be put on the final plat.

All outdoor recreational facilities and amenities are located within the two courtyards and completely shielded from the noise sources and therefore the noise level is below 65 dBA (Ldn) for the outdoor areas. However, the interior noise level of the proposed residential dwelling units should be mitigated to be below 45 dBA. A condition has been included in this resolution requiring certification of the building plans by an engineer competent in acoustical analysis, indicating that acoustical construction techniques have been employed to reduce interior noise level of the dwelling units to be less than 45 dBA (Ldn).

Green Building Techniques

The applicant has indicated that the proposed development will seek LEED (Leadership in Energy and Environmental Design) Silver Certification or NGBS Silver Certification, under the current LEED New Construction and Major Renovation Rating System V 4.1. The LEED building certification program is an initiative of the U.S. Green Building Council (USGBC) that focuses on encouraging a more sustainable approach to the way buildings are designed, constructed, and operated. For new construction and major renovations, the LEED program has five main categories in which points toward certification can be earned. Each category also has required prerequisites worth no points. To attain LEED Silver Certification, a project must earn a total of 50 to 59 points when measured against the latest LEED certification checklist published by the USGBC. The other three certification levels are Certified (40–49 points), Gold (60-79 points), and Platinum (80+ points).

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The New Carrollton TDDP envisions five distinct neighborhoods in the New Carrollton Transit District: The Metro Core Area, Annapolis Road Corridor Area, Garden City Area, North Hillside Residential, and West Lanham Hills/Hanson Oaks neighborhood. The application is within the Metro Core Area of the TDDP, described in the plan as a regional “downtown” location for the County, with the most active and intensively developed mix of uses in the New Carrollton Transit District. It will contain the most diverse development mix and the tallest buildings, medium- to high-rise residential units, office space, public parking, retail, and a new central square. The plan has been reviewed for conformance with the plan elements section for development within the Metro Core Focus Area and the mandatory T-D-O requirements of the TDDP plan.

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards have been prescribed for the New Carrollton Transit District, including standards governing Building Envelope and Site, Open Space and Streetscape, Parking, Building Form, and Scale.

The subject DSP has been reviewed for conformance with the applicable T-D-O Zone standards, and has been found to meet all applicable T-D-O Zone standards, except for those below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) 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.**

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a statement of justification to discuss the reasons for amending the specific T-D-O Zone standards (as included in applicant’s Exhibit G), as follows:

MODIFICATION 1:

Metro Core Neighborhood (TDDP page 132)

Standards: (TDDP page 132)

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

The district development standards require buildings to sit along the established build-to line measured 20 feet from the edge of the curb. This standard is met for most of the building, but is exceeded in the northwest corner of the proposed multifamily building where the front parcel line is curved, due to Ellin Road's alignment. In order to accommodate the new sidewalk, an amendment is needed. Specifically, for approximately 260 linear feet, the setback is more than 20 feet, and at several locations up to a maximum 35.75 feet. The applicant contends that due to the curvature of Ellin Road, the additional setback for a small portion of the building is needed to facilitate the site design. The Planning Board approves this amendment request and finds that the requested modification will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. However, the submitted plan should clearly label different setbacks at various locations along the frontage of Ellin Road. A condition has been included in this resolution requiring the applicant to label all the different setbacks, prior to certification of the DSP.

MODIFICATION 2:

- 5. Buildings shall cover no less than 60 percent of their lot and shall occupy at least 75 percent of their street frontage.**

The transit district development standards require buildings to cover no less than 60 percent of the lot and occupy 75 percent of their street frontage. The applicant requests an amendment for this design feature, stating that the proposed residential building will cover 69 percent of the lot and only 74 percent of the street frontage. The applicant contends that the subject site has only one street frontage on Ellin Road and backs to the train tracks that prohibits any roadway connections to the south. The provision of two access driveways to provide fire truck access in an emergency results in the reduced frontage coverage of 1 percent. The Planning Board agrees with this assessment and approves the amendment request because the modification will benefit the development and the transit district and will not substantially impair the implementation of the TDDP.

MODIFICATION 3:

7. **No more than one curb cut for parking or service access shall be allowed on any block face.**

The subject site has only one street frontage on Ellin Road that has 543 linear feet, and two curb cuts are proposed. One curb cut along the frontage is proposed for the service road, garage entrance, and fire truck access in an emergency. The second curb cut along the frontage is proposed for the building entrance. There are two fire lanes running down the sides of the building, along the side property lines. Fire hydrants are installed down the fire lanes to service within 500 feet of the most remote part of the building. In a meeting held on July 30, 2021, the Prince George's County Fire Department confirmed that the access roadways are necessary. The Planning Board approves the amendment request because the modification will benefit the development and the transit district, will ensure full fire coverage of the entire building, and will not substantially impair the implementation of the TDDP.

MODIFICATION 4:

General Open Space and Streetscape Standards and Guidelines (TDDP page 142)

Ground Cover (TDDP page 144)

Standards: (TDDP page 144)

5. ***Irrigation:* All sod and groundcover areas shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the full extent possible to maintain the health and vigor of the sod and groundcover.**

The subject site does not have room on-site for independent storage tanks for grey water, due to the constraints of the small size. In addition, the extensive required on-site SWM facilities prohibit the implementation of recycled rainwater/grey water systems. Irrigation will be provided using public water. However, native species will be required to be planted throughout the development. A condition has been included in this resolution requiring that all planting materials should be native species. The requested amendment will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. The Planning Board approves the amendment request included herein.

MODIFICATION 5:

Open Spaces (TDDP page 145)

Standards: (TDDP page 145)

5. ***Irrigation: All open space landscaping shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the landscape plantings. A note stating compliance with this standard shall be included in the general notes section on the DSP.***
As discussed previously, the subject site does not have room on-site for independent storage tanks for greywater due to the small site constraints. In addition, the extensive required on-site SWM facilities prohibit the implementation of recycled rainwater/grey water systems. Irrigation will be provided using public water. However, native species will be required throughout the development, as conditioned above. The requested amendment will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. The Planning Board approves the amendment request with the condition.

MODIFICATION 6:

Parking lot Driveways (TDDP page 155)

2. ***Limits on Driveways and Curb Cuts: No more than one driveway and associated curb cut shall be permitted per block.***

As previously mentioned, the project requires a second driveway and curb cut in order to provide adequate access to the site for fire and other emergency vehicle access. This additional curb cut is largely due to the irregular shape of the property, as well as the fact that the property only fronts on one public right-of-way of Ellin Road. Fire hydrants will be provided along each driveway, in order to service the most remote parts of the building. Furthermore, the Fire Department confirmed the need for a second driveway in a meeting on July 30, 2021. The requested amendment will benefit the development and the transit district to provide full fire suppression coverage for the building, and will not substantially impair the implementation of the TDDP. The Planning Board approves the amendment request.

MODIFICATION 7:

3. ***Connections to Adjacent Sites: Where possible, parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites.***

Due to site constraints, vehicular connections to adjacent sites cannot be provided. There are railroad tracks at the rear of the site, a PEPCO substation to the east, and undeveloped wetlands to the west. However, the pedestrian connections will be provided via the sidewalks on Ellin Road. The requested amendment will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. The Planning Board approves the amendment request.

MODIFICATION 8:

General Parking Facilities Standards and Guidelines

Parking Landscaping (TDDP page 164)

c. Off-street Parking Structures:

- (1) Landscaping shall be provided along parking structure foundation facades that front the public realm.**
- (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 facade.**
- (3) Planting bed shall be a minimum of five feet in width and meet minimum size criteria.**

The general parking facilities standards set forth requirements for landscaping along parking structures. Planting will be provided along the side of the parking deck. (See Landscape Plan, Sheet LS1.00). However, due to the fire lane, which is required along the east side of the building, limited space for a planting bed remains between the building and the fire lane. As a result, the types and sizes of trees that can be placed in this location are significantly limited due to the narrower planting bed of 3.3 feet. No shade trees are proposed, as required. Only the required shrubs are provided. In addition to the landscaping, a board-on-board sight-tight fence will be provided on top of the retaining wall to screen the PEPCO property. The requested amendment will benefit the development the transit district and will not substantially impair the implementation of the TDDP. The Planning Board approves the amendment request.

MODIFICATION 9:

Off-Street Parking (TDDP page 166)

Standards: (TDDP page 166–67)

1. ***Materials:* Construction materials for parking garages shall be selected according to the following list of permitted and prohibited materials.**
 - a. **Permitted:**
 - (1) **Brick and tile masonry**
 - (2) **Native stone (or synthetic equivalent)**
 - (3) **Precast masonry (for trim and cornice elements only)**
 - (4) **Gypsum Fiber Reinforced Concrete (GFRC—for trim elements only)**
 - (5) **Metal (for beams, lintels, trim elements, and ornamentation only)**
 - b. **Prohibited:**
 - (1) **Stucco/EIFS (cementitious finish)**
 - (2) **Split-faced block**
 - (3) **Concrete (except for parking deck surface)**
 - (4) **Concrete masonry units**
 - (5) **Faux wood grain**
 - (6) **Wood lap siding (horizontal configuration), smooth or rough-sawn finish**
 - (7) **Hardie-Plank equivalent or better siding**

The proposed parking structure is part of the building complex and is shielded from Ellin Road by the proposed residential units. However, both the east and south garage elevations are finished with precast concrete, which is painted in dark charcoal grey color schemes to match the rest of the respective elevations. The applicant submits that brick, tile, or stone is not needed along this elevation

given that it abuts the PEPCO power substation and the rail tracks. The Planning Board partially supports this amendment. Given the location of the building complex, most of the eastern elevation is visible from Ellin Road and the southern elevation is totally exposed to the incoming passenger Metro trains. The Planning Board believes that the strategic application of brick or any artistic decoration, such as a wall mural on the garage elevations, will greatly improve the visual interest of the respective elevations. A condition has been included in this resolution requiring the applicant to provide additional decoration, either by adding more brick or other artistic treatment, to be reviewed and approved by the Urban Design Section, as the designee of the Planning Board, prior to certification of this DSP. The modification, as conditioned herein, will benefit the development project and the transit district and will not substantially impair the implementation of the TDDP.

MODIFICATION 10:

(TDDP page 167)

4. ***Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground-floor building facade fenestration shall be 75 percent along its street frontage.***

The transit district development standard requires a minimum of 75 percent transparency of the parking structure fenestration to provide visibility for pedestrian safety and a ground-floor façade fenestration of 75 percent along its street frontage. The garage is open on the east side (facing the PEPCO property), the south side (facing the railroad tracks), and toward Courtyard B. The two façades facing the exterior (south and east sides) have 48.1 percent openness. Technically, those two parking garage elevations are not fronting on streets. However, the two elevations are visible by the public from both Ellin Road and incoming Metro passenger trains. A condition requiring the applicant to apply additional brick or other decoration on those two elevations has been included in Modification 9, which will greatly improve the visual interest of the elevations. The applicant requests this alternative standard, which will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. The Planning Board agrees and approves this amendment request.

MODIFICATION 11:

(TDDP page 167)

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.

The transit district development standards require that parking structure façades visible from the street or public place feature high-quality materials and mimic the architecture of adjacent buildings. At present, the east façade is the only area that can be seen from the “access driveway” to the parking garage. However, the south side of the parking garage can be seen from the Metro passenger trains. The views from Metrorail tracks are equally important. See discussion in Modification 9. The Planning Board believes that the combination of painted precast concrete and some strategically located brick panels, or other artistic treatments, will add sufficient visual interest to the said elevations. The Planning Board approves this amendment with the condition, as stated in the discussion of Modification 9, which will benefit the development and the transit district and will not substantially impair the implementation of the TDDP.

MODIFICATION 12:

- 9. *Parking Structure Entrances and Exits (Multifamily/Nonresidential):* Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner. Only one parking access and curb cut shall be permitted along any commercial block face.**

This DSP is for 320 multifamily dwelling units in one building complex, including a structure parking garage as part of the larger building. The parking garage is located in the east part of the building complex and is accessed via a 22-foot-wide driveway. A minimum 14-foot clear height is provided on the east side of the parking deck, which is below the 16-foot height limit. However, the width of the garage opening is 44 feet, which is more than the 24-foot clear width maximum, and is needed in order to allow fire trucks to complete a three-point turn. As such, the applicant requests a modification from this standard. Given that the location of the entrance to the parking garage is far from Ellin Road and is visually screened by the sight-tight fence and landscaping on the east and south sides, the Planning Board believes that this amendment request will benefit the development and the transit district and will not substantially impair the implementation of the TDDP, and therefore approves this amendment request.

MODIFICATION 13:

(TDDP page 168)

- 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.**

The project will provide natural lighting for both stairwells servicing the parking garage by way of single-hung punched windows to mirror the window type of the residential section of the building façade. These stairwells will serve as the primary means of vertical ingress/egress to and from the garage for pedestrians. The garage structure within the building is private, and will be monitored by security cameras and tracked access control. Stairwells will be painted white and/or light colors, with ample artificial light for added safety and visibility. Only residents and guests will be allowed within the garage. It is anticipated that stairwell use will be limited to residents having the ability to park on the floor of their units and access the building horizontally from the garage. The Planning Board approves the applicant's request to not provide glass façades or open risers for the parking garage stairwells, and finds that this amendment request will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. However, this standard also calls for a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles to be provided during the night hours. A condition has been included in this resolution requiring the applicant to conform to this standard, at the time of building permit.

MODIFICATION 14:

**Building Form and Scale Standards and Guidelines
Multifamily Buildings and Balconies (TDDP page 173):**

- 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.**

The building form and scale standards require a balcony for each unit above the ground floor. Between the second and fifth floor, there are a total of 266 dwelling units. While 92 units above the ground floor will have balconies, it is not typical to provide every multifamily unit with private exterior space, and residents often have safety concerns about balconies. Moreover, providing private balconies for each unit disrupts the ability to create variety in the façade, scale, and massing. The project

has included two interior courtyard spaces, which will provide all residents with access to outdoor recreational spaces. The proposed building is generally well articulated and provides outdoor space for residents. The applicant therefore requests a modification of this standard, as it will benefit the development and the transit district and will not substantially impair the implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 15:

PARKING SPACE SIZE WITHIN THE PARKING GARAGE

As noted previously in above Finding 2, the New Carrollton TDDP does not have specific parking space dimensions. Pursuant to the provisions of Section 27-558 of the Zoning Ordinance, dimensions of nonparallel parking spaces are required to be 9.5 feet by 19 feet. There is no specific parking space dimension for the spaces in the structured parking garage. In this case, there are six surface parking spaces that will be provided on the western driveway that meet the required dimensions. However, for all 462 spaces in the parking garage, except for 9 ADA-accessible parking spaces, a universal size of 9 feet by 18 feet will be used.

The Planning Board has approved the 9-foot by 18-foot dimension for parking garage spaces in many previous projects. In addition, the Zoning Ordinance (adopted via CB-13-2018 and CB-98-2021) prescribes the normal parking space size dimensioned at 9 feet by 18 feet. The applicant has also provided information on the parking space sizes of other adjacent jurisdictions that use the same or comparable sizes, as follows:

- Montgomery County Zoning Ordinance, Section 5-E-2.22(b), provides for perpendicular spaces to be dimensioned at 8.5 feet by 18 feet.
- The Frederick County Zoning Ordinance, Section 1-19-6.220, allows for perpendicular parking spaces to be dimensioned at 9 feet by 18 feet.
- The Charles County Zoning Ordinance, Section 297-336(A), allows for perpendicular parking spaces to be dimensioned at 9 feet by 18 feet.
- The Calvert County Zoning Ordinance, Section 6-3.01.C, allows for perpendicular parking spaces to be dimensioned at 9 feet by 18 feet.
- The St. Mary's County Zoning Ordinance, Section 64.7, allows for perpendicular parking spaces to be dimensioned at 9 feet by 18 feet.
- The Anne Arundel County Zoning Ordinance, Section 17-6-602, allows for standard perpendicular parking spaces to be dimensioned at 9 feet by 16 feet.

This requested amendment will afford the applicant the opportunity to provide additional spaces in the parking structure for this development that results in using less surface area. This will benefit the development and the transit district by achieving the applicant's desired parking space yield to better service future residents, and the project as a whole, and will not substantially impair the implementation of the TDDP. The Planning Board approves this amendment request.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-O and M-X-T Zones, the requirements for ETOD projects, and the requirements of the T-D-O Zone of the Zoning Ordinance, as follows:
- a. Prince George's County Council Bill CB-49-2021 was adopted on October 19, 2021, that amends the use table of the C-O Zone to allow multifamily use in the zone, subject to certain conditions. CB-49-2021 became effective on the date of its adoption and was incorporated into the Zoning Ordinance as Footnote 85, which provides multifamily residential dwellings permitted, subject to conditions, as follows:

Footnote 85 Permitted use, provided that:

- (A) The use is located on one or more lots totaling less than four (4) acres in size;**

The property, which consists of Parcels 185, 129, and part of Parcel A, comprises a total of ± 3.719 acres that is within the acreage threshold.

- (B) The property is located within a Transit District Overlay Zone and within an area designated as a Regional Transit District by Plan Prince George's 2035 General Plan;**

The property is in fact located within the New Carrollton T-D-O Zone and is within 0.25-mile radius of the New Carrollton Metro Station platform. This area has also been designated as a Regional Transit District by the 2014 Plan Prince George's 2035 Approved General Plan.

- (C) The property abuts an operating rail line; and**

As can be seen from the DSP, the subject site abuts the operating rail tracks of both Metro and Amtrak trains.

- (D) Total development does not exceed 100 units per acre.**

This DSP proposed 320 multifamily dwelling units on approximately 3.72 acres that results in a density of 86 units per acre, beneath the limit of 100 dwelling units per acre.

- b. M-X-T Zone: A sliver of the northwestern corner of the site, consisting of approximately 6,982 square feet, is located in the M-X-T Zone, due to prior zoning changes and the exchange of the ownership between then-property owner Vingarden Associates and PEPCO. The only improvement located on the sliver is the eastern access driveway. Multifamily residential use is a permitted use in the M-X-T Zone, subject to DSP approval.
- c. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, the DSP is an eligible ETOD project, due to its close vicinity to the New Carrollton Metro Station platform, as follows:

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

- (B) for a constructed Washington Metropolitan Area Transit Authority (“WMATA”) Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform**

The subject site is located within 0.25-mile radius of the New Carrollton Metro Station platform. Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides requirements for the uses and design of ETOD projects, as follows:

- (b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**
 - (1) use the best urban design practices and standards, including:**
 - (A) Encouraging a mix of moderate and high-density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;**

The subject application is located within 0.25 mile of the New Carrollton Metro station. This proposed development with 86 dwelling units per acre would be considered high-density development.

- (B) Reducing auto dependency and roadway congestion by:**
- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
 - (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
 - (iii) Minimizing on-site and surface parking; and**
 - (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

(C) Minimizing building setbacks from the street;

The DSP meets all applicable T-D-O Zone standards, except for those amended, and is the recommended land use, in accordance with the concept plans of the TDDP. The building complex is located along Ellin Road frontage and has two access driveways on the east and west sides of the building that provide full fire suppression coverage for the entire building complex.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP has on-site pedestrian paths that feed into the sidewalks along the site's Ellin Road frontage. Given the small site size and constraints on both the north and south sides by

the rights-of-way of road and train tracks, no new blocks and street grids are created via this proposal.

(E) Creating pedestrian-friendly public spaces; and

This DSP proposes a building complex on a small site that has only one frontage on Ellin Road. According to the site design as proposed, there are no public spaces, such as a plaza, included in the DSP. However, pedestrian-friendly walk paths have been provided on both sides of the building leading to surface and structured parking. In addition to the on-site pedestrian paths, the DSP does provide two courtyards as the secured outdoor areas for the residents. The on-site pedestrian paths will connect to the public sidewalks along Ellin Road that will provide easy access to the New Carrollton Metro Station.

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

Section 27A-209 includes general design principles of urban centers, as stated below:

Section 27A-209. – General Design Principles of Urban Centers and Corridor Nodes.

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto**

facilities are essential elements of the Urban Centers and Corridor Nodes.

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

community and reinforce visual surveillance and sense of communal ownership of these spaces.

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

The DSP is consistent with the applicable design principles of Section 27A-209 of the Zoning Ordinance, including building façade alignment, complete streets (designed and operated to enable safe use and support mobility for all users), multimodal transportation options, active street fronts, well-defined on-site pedestrian paths and street walls, and attractive streetscapes. The proposed site design and building complex meet the design criteria and are compatible with the similar buildings in the close vicinity of the site.

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

The plans propose multifamily residential use and a parking garage in a medium-rise building that is envisioned in the TDDP. The proposed residential use will complement the existing and future uses of retail and office that will create a dynamic mixed-use environment.

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

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**

- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**

- (O) **Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) **Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above prohibited uses are included in this DSP, and notes have been added to the plan listing the prohibited uses.

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

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

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

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses.

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

The application is generally compatible with the governing TDDP requirements, and where the application deviates from the TDOZ standards, the applicant has filed amendment requests, in accordance with the requirements in the T-D-O Zone of the Zoning Ordinance. The DSP conforms to all of the applicable standards, except for those standards for which the applicant has requested amendments. The Planning Board approves nearly all of the amendments because the alternative standards benefit the development and the development district and will not substantially impair implementation of the TDDP (see above Finding 7).

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

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

d. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:

- (1) **Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.**

In this case, the applicant has not filed a revision to the prior-approved CSP, which is not relevant to this development. Since this site is qualified as a ETOD project, this DSP will be sufficient to meet the requirements of the Zoning Ordinance.

In addition, the New Carrollton TDDP establishes seven components to guide development for each neighborhood listed on page 56 of the TDDP. The seven components are meant to guide development to achieve a transit-oriented development concept. The Planning Board agrees that this DSP does not significantly deviate from those components and a new CSP or a revision to the prior approved one is not required to move forward with the development, as proposed.

9. **Preliminary Plan of Subdivision 4-21057:** The subject property comprising Parcel 185, Parcel 129, and part of Parcel A, is recorded among the Prince George's County Land Records in Liber 15621, Folio 458, and on Tax Map 51, Grid F-2 and is approximately 3.72 acres; and zoned C-O and M-X-T within the T-D-O and subject to the New Carrollton TDDP/TDOZMA. The site is the subject of PPS 4-21057.

On September 22, 2022, the Planning Board approved 4-21057 with 17 conditions. A condition has been included in this resolution requiring the applicant to obtain signature approval of the PPS and revise the DSP, in accordance with any applicable conditions attached to the approval of 4-21057 that may impact the layout and design of this DSP, prior to certification of DSP-90001-02. The conditions that are relevant to the review of this DSP are discussed, as follows:

2. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (40533-2021-00) and any subsequent revisions.**

This condition has been met. The DSP is consistent with the approved SWM concept plan.

3. **In accordance with Section 24-135(b) of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate on-site recreational facilities, in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*.**

An on-site private recreational facility and amenity package has been provided with this DSP, in accordance with the Parks and Recreation Facilities Guidelines.

4. **Any on-site recreational facilities shall be reviewed by the Urban Design Section, Development Review Division, Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Triggers for construction shall also be determined at the time of DSP.**

This condition has been satisfied with this DSP. The trigger for construction and installation of the proposed facilities has been established.

9. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-013-2022). 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 (TCP1-013-2022 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.”**

A Type 2 Tree Conservation Plan (TCP2-025-2022), which is based on approved Type 1 Tree Conservation Plan TCP1-013-2022, has been submitted with this DSP. In accordance with the review by the Environmental Planning Section (Rea to Zhang, dated August 29, 2022), TCP2 -025-2022 is consistent with TCP1-013-2022 and meets all the applicable requirements of the Wildlife Habitat Conservation Ordinance (WCO).

12. **At the time of detailed site plan, the applicant and the applicant’s heirs, successors, and/or assigns shall provide dedicated space for rideshare activities on-site.**

This condition will be enforced at the time of certification of this DSP.

13. **Prior to certification of the detailed site plan (DSP), the DSP shall show the extent and location of any public use easements necessary to facilitate public access to any frontage sidewalks that are not located in the public right-of-way.**

This condition has been satisfied with this DSP.

15. **The detailed site plan shall include a Phase II noise report demonstrating that the interior of the building can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.**

This condition has been satisfied with this DSP. A detailed discussion has been provided in Finding 6 of this resolution.

10. **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.”

The TDDP requires that the landscape plan have specific submission requirements that have been met. The TDDP also requires the use of native species to the greatest extent possible. The landscape plan shows the native species provided meeting the minimum requirements of the Landscape Manual. A condition requiring the applicant to provide native species for all landscape planting materials, prior to certification of this DSP, has been included in this resolution.

In regard to design, the TDDP requires that landscaping be used to frame the building, in this case sufficient landscaping is provided to enhance the view of the structure from the public metro tracks.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the WCO because a Type 1 Tree Conservation Plan, TCP1-013-2022, was submitted with PPS 4-21057, and a Type 2 Tree Conservation Plan, TCP2-025-2022, was submitted with the current DSP application.
 - a. A Natural Resources Inventory (NRI-186-2021) was approved on March 3, 2022, and is provided with this application. There are no specimen trees located on this site. The 100-year floodplain runs along the western property line, with a small portion on-site. No other regulated environmental features are on-site. The TCP2 and the DSP show all the required information correctly, in conformance with the NRI. No additional information is required regarding the NRI.
 - b. According to the submitted TCP2, the woodland conservation threshold for this 3.72-acre property is 15 percent of the net tract area, or 0.56 acre. The total woodland conservation requirement, based on the amount of clearing proposed, is 0.56 acre. The woodland conservation requirement is proposed to be satisfied with 0.56-acre of off-site woodland conservation credits.
12. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this C-O, M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 0.372 acre (or 16,204 square feet) if applied to the entire acreage of the property of the DSP. The landscape plan shows a TCC schedule of 16,700 square feet that meets the requirements through the proposed on-site tree planting.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Community Planning**—The Planning Board reviewed and adopts a memorandum dated August 29, 2022, (Hartsfield and Green to Zhang), incorporated herein by reference, which indicated that the DSP application is consistent with and reflects the guidelines and criteria for development contained in the New Carrollton TDDP and meets the requirements of the TDOZ, except for those which the applicant has requested amendments. The DSP also demonstrates that 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 TDOZ. Furthermore, the structure and use, in the manner proposed, are compatible with other structures and uses in the Transit District.

The Planning Board approves the requested amendments to the TDOZ standards, including the standards of Build-to-Line, Building Coverage, Ground Coverage, Open Space-Irrigation, General Squares and Greens, Streetscape Elements and Streetlights, Pedestrian/Bikeway Access, Parking Lot Driveways, General Parking Facilities, Off-Street Parking, Parking Structure Fenestration, and Building Form and Scale. The Community Planning Division further concludes that pursuant to Sections 7-290.01(b)(5) and 27-548.08(c)(2)(A) and (C) of the Zoning Ordinance, this DSP application is compatible with site design practices or standards delineated in the New Carrollton TDDP/TDOZ.

- b. **Subdivision Section**—The Planning Board reviewed and adopts a memorandum dated August 29, 2022 (Gupta to Zhang), incorporated herein by reference, which provided the following comments:

PPS 4-21057, titled Alta New Carrollton, is currently in review and is scheduled to be heard by the Planning Board on September 22, 2022. PPS 4-21057 proposes one parcel for development of 320 multifamily dwelling units. The development proposed in this DSP matches that proposed with the PPS.

Plan Comments:

- The subject site is located north of five separate railway tracks, three nearest to the site are used by freight and passenger trains (CSX, Norfolk Southern, Amtrak, Amtrak Acela, and MARC), and the other two are owned and operated by WMATA for the Orange Line Metro. Based upon the plans for the future Purple Line light rail, the railway will run directly in front of the site along Ellin Road, which places the nearest railway track within approximately 50 feet north of the proposed building. These railway lines are transit facilities and transportation-related noise generators. The extent of the noise and vibration impacts have been identified in a study submitted by the applicant. The unmitigated 65 dBA and 70 dBA noise lines are represented on the site plan, but the mitigated noise lines are not. Per the study, no noise attenuation is required for the proposed outdoor activity areas (courtyards), due to the shielding effect of the proposed building. Mitigation for the interior of the residences is proposed by the use of upgraded windows and doors. The DSP and the noise study should be reviewed by the Urban Design Section. The mitigated 65 dBA noise line should be shown on the DSP.
- With the pending PPS application, the applicant proposed on-site recreational facilities to satisfy the mandatory parkland dedication requirements, per Section 24-135(b) of the prior Prince George's County Subdivision Regulations.

However, adequacy of the proposed facilities has not yet been determined, as the PPS has not yet been approved. The DSP application provides design details and an estimated value for these facilities, for evaluation by the Planning Board. On-site recreational facilities shall be found to be superior, or equivalent, to those that would have been provided under the provisions of mandatory parkland dedication. The development and maintenance of recreational facilities shall be ensured as further required by Section 24-135(b). The on-site recreational facilities should be reviewed by the Urban Design Section for adequacy, proper siting, and establishment of triggers for construction.

With the PPS, the applicant has filed a variation from Section 24-122(a) of the prior Subdivision Regulations, which requires a 10-foot-wide public utility easement (PUE) along all public street frontages. With the PPS, the applicant does not intend to provide the required PUE along frontage to Ellin Road, but does propose to maintain the remnants of the existing PUE. If this variation request is not approved with the PPS, the DSP shall be revised to reflect the PUE as approved with the PPS.

- A final plat of subdivision will be required following approval of the PPS and this DSP before any permits can be approved for the subject site.
- A small northeastern portion of the property was zoned M-X-T (Part of Lot A) under the prior zoning map. The demarcation line between the C-O and M-X-T Zones should be shown on the DSP.

The Planning Board approves this DSP with one condition related to subdivision, that has been included in this resolution.

- c. **Environmental Planning Section**—The Planning Board reviewed and adopts a memorandum dated August 29, 2022 (Rea to Zhang), incorporated herein by reference, which provided the following additional summarized comments:

Soil: The predominant soil found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include the Christiana-Downer-Urban land complex, Russett-Christian-Urban land complex, and Udorthents, highway. Marlboro clay is not found to occur in the vicinity of this property.

A geotechnical report for this project dated August 12, 2021, and revised on July 13, 2022, was submitted and reviewed by the Commission's geotechnical reviewer. There are no geotechnical concerns for this project at this time.

Preservation of Regulated Environmental Features/Primary Management Area: Section 27-285(b)(4) of the 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).”

Proposed impacts to the primary management area on this site for fire truck access, retaining walls, and a stormwater facility are approved by the Planning Board with PPS 4-21057.

Stormwater Management: An approved Stormwater Concept Plan and letter (40533-2021) have been submitted, which shows the use of micro-bioretenion facilities and underground storage, and are valid until April 11, 2025.

The SWM facilities, as approved in the concept, are not shown correctly on the TCP2. The TCP2 or the SWM concept will need to be revised to reflect the same layout.

The Planning Board approves this DSP and TCP2-025-2022, with one condition that has been included in this resolution.

- d. **Transportation Planning**—The Planning Board reviewed and adopts a memorandum dated August 31, 2021, (Smith to Zhang), incorporated herein by reference, which provided a review of the conditions attached to PPS 4-21056, which have not been approved by the Planning Board yet, conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the applicable transportation requirements of the Zoning Ordinance. The comments provided by the Transportation Planning Section are summarized as follows:

Master Plan Roads

The subject site is along Ellin Road (C-220) which has a 60- to 80-foot ultimate right-of-way established with the MPOT and is adequately shown on the latest DSP submission.

Master Plan Pedestrian and Bicycle Facilities

This application is subject to the MPOT. The subject property fronts the recommended master-planned bicycle lane along Ellin Road.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

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.

This development is also subject to the New Carrollton TDDP, which designates Ellin Road as a “green connection” that recommends a landscaped boulevard-style street.

The subject site’s frontage will be impacted by the future Purple Line rail along Ellin Road. Therefore, bicycle lanes are not recommended along this portion of the roadway. The most recent landscaping plan includes a planting buffer between the proposed sidewalk and the roadway frontage. In addition, crosswalks are provided crossing both vehicular entrances along Ellin Road. The proposed facilities support the policy and strategies of the MPOT and sector plan.

All pedestrian facilities provided on-site are acceptable and convenient to the site and the proposed building entrances. However, the Planning Board approves a condition of approval that the ADA curb ramps along the site access driveways are accurately shown on the DSP, are designed to be perpendicular to the drive aisle, and are situated to shorten the crossing distance for pedestrian travel along these facilities. This recommended design change is consistent with the Transit District’s goals of providing safe and attractive pathways for pedestrians.

No new streets are being proposed with this application. The reconstruction of the roadway, due to the construction of the Purple Line rail has impacted the frontage of the site. However, frontage improvements are proposed along Ellin Road. Future streetscape amenities are projected to be provided through the Maryland Department of Transportation and the construction of the Purple Line rail.

The proposed parking structure is located to the rear of the site and provides 470 parking spaces for the 320-unit multifamily building. Per the standards of the TDDP, the proposed parking is below the ratio threshold of 1.5. The parking spaces are proposed to be 9 feet by 18 feet, which is smaller than the required dimensions of 9.5 feet by 19 feet. Eight of these spaces are located outside of the parking structure and include two ADA-accessible parking spaces that will be 9.5 feet by 19 feet. The applicant has indicated that the proposed dimensions optimize the amount of parking for the proposed multifamily building and are consistent with similar projects within the area. The site plan proposes 106 bicycle parking spaces and 4 additional spaces designated as short-term parking near the western entrance to the building. The applicant shall provide details of the proposed long-term bicycle parking, within the building and parking garage, as described in Exhibit G. Per the TDO standards, the parking structure entrances and exits are restricted to a clearance height and width. The clearance height of the entrance/exit of the parking structure meets the maximum requirements. However, the clearance width exceeds the maximum width of 24 feet to allow for a fire truck to complete a 3-point turn into the garage in the event of an emergency, which the Planning Board finds to be acceptable.

The site proposes two access driveways, which were recommended by the Fire Department and are shown at acceptable widths to accommodate two-way traffic. The two site access points were also evaluated with the PPS and were found to operate at

acceptable levels. The multiple driveways minimize the impact along Ellin Road by distributing traffic to both site access points. The additional curb cut does not impede the pedestrian connections to the site as direct, and continuous connections are shown on the site plan. The access way on the western portion of the site provides access to the loading and service area at the rear of the building and at the surface parking spaces near the building entrance. The Planning Board approves the provided signage indicating the use of the loading and service area. The eastern access way provides direct access to the enclosed parking garage.

Given the analysis of the transit district standards provided above, the Planning Board finds that the submitted site plan is acceptable and meets the requirements and standards of both the TDDP and the Zoning Ordinance.

The Planning Board finds that the application meets the findings required by Subtitle 27 for a site plan for transportation purposes and conforms to the New Carrollton TDDP. The Planning Board further approves this DSP, with the amendments requested and subject to nine revisions to the site plan that have been included in this resolution.

- e. **Historic Preservation**—The Planning Board reviewed and adopts a memorandum dated August 29, 2022 (Stabler and Smith to Zhang), incorporated herein by reference, which states the following:

The New Carrollton TDDP contains minimal goals and policies regarding historic preservation and are not specific to the subject site or applicable to the proposed development. 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. Most of the property has already been disturbed. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.

- f. **Prince George's County Health Department**—The Planning Board reviewed and adopts a memorandum dated July 26, 2022, the Environmental Engineering/Policy Program of the Health Department (Adepoju to Zhang), incorporated herein by reference, which provided the following comments/recommendations:

- During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements, as specified in Subtitle 19 of the Prince George's County Code.

- During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements, as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Those two comments have been included as conditions of approval in this resolution.

- g. **Department of Parks and Recreation (DPR)**—The Planning Board reviewed and adopts a memorandum dated July 30, 2022, incorporated herein by reference, in which DPR provided comments on this DSP that were also included in the review of PPS 4-21057, which recommends the provision of a fee-in-lieu payment for mandatory parkland dedication for Service Area 4. The fee-in-lieu shall be offset by an equivalent percentage of the mandatory dedication, which is satisfied by providing on-site recreational facilities.
- Since the proposed recreational facilities and amenities package exceeds the required dollar amount of recreational facilities for this development, no additional fee-in-lieu payment is required.
- h. **Maryland Transit Administration (MTA)**—As of the preparation of this resolution, no comments have been received from MTA.
- i. **Prince George’s County Fire/EMS Department**—In an email dated August 22, 2022 (Reilly to Zhang), incorporated herein by reference, the Office of the Fire Marshall had no comments on DSP-90001-02.
- j. **Department of Permitting, Inspections and Enforcement (DPIE)**— The Planning Board reviewed and adopts a memorandum dated July 22, 2022, incorporated herein by reference, in which DPIE stated that DSP-90001-02 is consistent with Site Development Concept Plan 40533-2021 and has no objection to the approval of DSP-90001-02. The rest of DPIE’s comments will be enforced through their separate permitting process.
- k. **Prince George’s County Police Department**—As of the preparation of this resolution, no comments have been received from this office.
- l. **Washington Metropolitan Transit Authority (WMATA)**—At the time of preparation of this resolution, WMATA did not offer official comments on the subject application.
- m. **Maryland State Highway Administration (SHA)**—As of the preparation of this resolution, no comments have been received from SHA.
- n. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board reviewed and adopts an email dated July 25, 2022, incorporated herein by reference, in which WSSC provided many standard comments on this development project. WSSC comments will be enforced through their separate permitting process.

- o. **Verizon**—At the time of the preparation of this resolution, Verizon did not offer comments on the subject application.
 - p. **Potomac Electric Power Company (PEPCO)**—At the time of the preparation of this resolution, PEPCO did not offer comments on the subject application.
14. Based upon the foregoing analysis and as required by Section 27-548.08(c), the following findings may be made prior to the Planning Board approves a DSP 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 subject DSP consisting of one building is generally consistent with the land-use vision of the Metro Core Neighborhood, which is to create a compact, high-density and pedestrian-friendly mixed-use center around the New Carrollton Metro Station, to provide significant employment, retail, and complementary residential uses. The DSP includes one five-story building with common service and amenity spaces on the first floor, and most of the parking in a structured parking garage as part of the overall complex. The DSP conforms to most of the mandatory requirements of the TDDP, except for standards for which the applicant has requested that the Planning Board apply alternative transit district standards. The proposed alternatives are different from the mandatory requirements in the TDDP and are requested in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(2).

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

The subject site is within the Metro Core Neighborhood, and the development proposal is consistent with the development standards and guidelines of the Metro Core Neighborhood of the New Carrollton TDDP, except for those that have been modified as discussed in Finding 7 above. The proposed residential use will complement the existing mixed-use buildings in the close vicinity to the New Carrollton Metro Station and will help with achieving the urban design vision of a “vibrant and diverse destination,” consisting of mid-high-rise residential units, office space, public parking, retail and a new central square.

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

The subject site is split-zoned with C-O, M-X-T, and T-O-D Zones. This DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zones of the C-O and M-X-T Zones. The proposed, multifamily, residential dwelling is a permitted use in the C-O Zone, subject to certain conditions and is also a

by-right use in the M-X-T Zone. The Planning Board concludes that the DSP meets the requirements of the T-D-O, C-O, and M-X-T Zones, as discussed in above Finding 8.

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

The proposed building complex is oriented toward Ellin Road, which is the only public roadway serving the site. All service areas and amenities serving future residents will occupy the first floor of the building along Ellin Road frontage. Only eight exterior surface parking spaces are proposed. All remaining parking spaces are enclosed within a parking garage which is incorporated into the multifamily building itself. Access to the parking garage is provided with a two-way private driveway running along the northeast side of the building. In addition to the private drive providing access to the parking garage, a second private drive is located along the southwest boundary of the site. Both of these driveways provide access for emergency vehicles and incorporate sufficient width at their termination point to allow emergency vehicles, including fire trucks, to turn around and exit the site.

The elevation design of the building incorporates attractive and contemporary architectural vocabularies, featuring articulation of various architectural elements and a combination of finish materials of various textures and color schemes. The building includes two courtyards that contain sufficient amenities, landscaping, pedestrian and recreational facilities, including a swimming pool and pet facilities, that will meet the diverse needs of future residents. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

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

The subject site is developed with one single building complex and will be constructed in one single phase. The proposed building is five stories in building height, within the maximum eight-story height limit. The design of the proposed building complex is compatible to the existing and new development in the area in terms of general building style, articulation, finish material, massing, and volume and will significantly help 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.

The above finding does not apply to the subject application because the New Carrollton TDDP does not have minimum required parking space requirements. Instead, the plan has a maximum parking space limit within which the proposed DSP is well below. Specifically, the New Carrollton TDDP prescribes a maximum number of parking spaces for each use type, in accordance with the distance from the New Carrollton Metro Station where the proposed use is located. For residential use within 0.25-mile radius of the Metro Station, a maximum number of 1.5 parking spaces per residential unit are allowed for multifamily residential buildings. The subject site is less than 1,000 feet from the Metro station. The DSP is proposing to provide 1.46 parking spaces per residential unit, which complies with the maximum requirement.

In conclusion, the proposed development, as contained in DSP-90001-02, meets all required findings for approval in the T-D-O Zone.

15. In accordance with the review by the Planning Board, the subject DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance and demonstrates that regulated environmental features have been preserved and/or restored to the fullest extent possible.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. APPROVED the Alternative Transit District Overlay (T-D-O) Zone Standards concerning Metro Core Neighborhood, Open Space and Streetscape, Parking Facilities, Building Form and Scale, as follows:

MODIFICATION 1

Metro Core Neighborhood–Build-To Line (TDDP, page 132): To allow the proposed building to be set back more than 20 feet from the edge of the curb as shown on the approved detailed site plan.

MODIFICATION 2

Metro Core Neighborhood–Building Coverage (TDDP, page 132): To allow the building coverage of 69 percent and street frontage coverage of 74 percent, as shown on the approved detailed site plan.

MODIFICATION 3

Metro Core Neighborhood–Curb Cut (TDDP, page 132): To allow two curb cuts from Ellin Road to accommodate fire truck access to the site and to allow access to the parking garage on the east side and surface parking/leasing office on the west side of the building, as shown on the approved detailed site plan.

MODIFICATION 4

Open Space and Streetscape Standards–Ground Cover–Irrigation (TDDP, page 144): To allow the project to use native planting species and public water for irrigation.

MODIFICATION 5

Open Space and Streetscape Standards–Open Spaces–Irrigation (TDDP, page 145): To allow the project to use native planting species and public water for irrigation.

MODIFICATION 6

Open Space and Streetscape Standards–Parking lot Driveways–Limit on Driveways and Curb Cuts (TDDP, page 155): To allow two curb cuts from Ellin Road to accommodate fire truck access to the site and to allow access to the parking garage on the east side and surface parking/leasing office on the west side of the building, as shown on the approved detailed site plan.

MODIFICATION 7

Open Space and Streetscape Standards–Parking lot Driveways–Connections to Adjacent Sites (TDDP, page 155): To allow no vehicular connections to the adjacent sites, and pedestrian connections to the adjacent sites, via sidewalks along Ellin Road.

MODIFICATION 8

Parking Facilities Standards and Guidelines–Parking Landscaping–Off-Street Parking Structures (TDDP page 164): To allow the landscaping around the proposed parking structure, as shown on the approved landscape plan of this detailed site plan.

MODIFICATION 9

Parking Facilities Standards and Guidelines–Parking Landscaping–Off-Street Parking Structures–Materials (TDDP page 166): To allow the finish materials of the structure parking garage to be precast concrete, painted in dark charcoal grey color, to be consistent with the general color schemes of both the east and south building elevations, subject to one condition, prior to certification.

MODIFICATION 10

Parking Facilities Standards and Guidelines–Off-Street Parking–Parking Structure Fenestration (TDDP page 167): To allow the two sides of the structured parking garage that are not fronting on the street, to have 48.1 percent openness, as shown on the architectural plans.

MODIFICATION 11

Parking Facilities Standards and Guidelines–Off-Street Parking– Facade Treatments for Parking Structures (TDDP page 167): To allow the two sides of the parking garage to be finished with precast concrete painted in dark charcoal grey color, in combination with some strategically located brick panels, or other artistic treatments, as conditioned in Modification 9.

MODIFICATION 12

Parking Facilities Standards and Guidelines–Off-Street Parking–Parking Structure Entrances and Exits (Multifamily/Nonresidential) (TDDP page 168): To allow the width of the entrance to the parking garage to be 44 feet, as shown on the approved detailed site plan.

MODIFICATION 13

Parking Facilities Standards and Guidelines–Off-Street Parking–Parking Structure Stairwells (TDDP page 168): To allow the proposed stairwells serving the parking garage to use concrete structure with punched windows for daylighting and closed risers, as shown on the architectural plan, subject to a condition to provide sufficient foot-candle readings in the stairwells during the night hours, at the time of building permit.

MODIFICATION 14

Building Form and Scale Standards and Guidelines–Multifamily Standards– Multifamily Building and Balconies (TDDP page 173): To allow some residential units between the second and fifth floor without balconies, as shown and noted on the site plan and elevations.

MODIFICATION 15

PARKING SPACE SIZE WITHIN THE PARKING GARAGE: To allow use of the universal parking space size of 9 feet by 18 feet in the proposed parking garage, as part of the building complex, excluding the 9 ADA-accessible parking spaces.

- B. APPROVED Detailed Site Plan DSP-90001-02 and Type 2 Tree Conservation Plan TCP2-025-2022 for Alta New Carrollton-Wood Partners (ETOD), subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided on the plans:
 - a. Obtain signature approval of Preliminary Plan of Subdivision 4-21057 and revise the DSP accordingly.
 - b. Provide a sign location key map and sign face area calculation table that corresponds to the sign face area of each proposed sign.
 - c. Provide notes on the plans, in accordance with the Prince George’s County Health Department’s recommendations, as follows:

“The applicant intends to conform to **dust control** requirements as specified in 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control and to construction **noise control** requirements as specified in Subtitle 19 of the Prince George’s County Code, which is adopted by reference to the Code of Maryland Regulations (COMAR).”
 - d. The layout of the Type 2 tree conservation plan shall match the approved stormwater management concept plan.
 - e. Label all different building setbacks at various locations where the setback is more than 20 feet from the curb line of Ellin Road.

- f. Provide additional decoration on the east and south elevations of the proposed parking garage either by adding more brick or other artistic treatments, such as a wall mural, to be reviewed and approved by the Urban Design Section, as the designee of the Planning Board.
- g. Modify all sidewalk dimensions along the property's Ellin Road frontage to reflect six feet (width) on all plan sheets.
- h. Provide an additional crosswalk along the access way to the parking garage on the eastern side of the site.
- i. Accurately display the curb ramps along the site access driveways. The curb ramps shall be designed to be perpendicular to the drive aisles and situated to create the shortest crossing distance for pedestrian movements along the proposed drive aisle.
- j. Provide and label the extent and location of the public use easements and/or those existing ones to remain along the sections of the sidewalk located on the subject site along the property's Ellin Road frontage.
- k. Modify the parking spaces provided along the western drive aisle to include a minimum of two designated parking spaces to accommodate rideshare activities on-site. The DSP shall include the striping signage to delineate and identify the designated parking spaces for rideshare activities.
- l. Modify the detail sheet to include the details of the striping and signage associated with the designated parking spaces.
- m. Provide details of the signage to be provided at the designated loading/service area at the rear of the western portion of the site.
- n. Add a note to the DSP indicating that the western enclosed loading access shall be limited to loading/service operations only.
- o. Show the mitigated noise lines to demonstrate that any planned outdoor recreation areas and the interiors of multifamily dwelling units are not impacted by noise levels exceeding 65 dBA and 45 dBA, respectively.
- p. Provide a general note addressing how noise attenuation for interior of dwellings and outdoor activity areas is proposed to be provided.
- q. Revise General Note 24 to indicate that private recreation facilities, in lieu of mandatory dedication of parkland, will be provided, pursuant to Preliminary Plan of Subdivision 4-21057.

- r. Revise General Note 5 to include Preliminary Plan of Subdivision 4-21057, as a prior approval applicable to the subject property.
 - s. Revise General Note 1 to provide reference to existing Parcel 129 and Parcel A.
 - t. Revise the landscape plan to show that all planting materials are native species.
2. Prior to issuance of a building permit, the architectural plans of the residential building shall be certified by an engineer competent in acoustical analysis indicating that acoustical construction techniques have been employed to reduce interior noise level to less than 45 dBA (Ldn).
 3. At the time of building permit, the applicant shall provide a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles during the night hours in the stairwells of the parking garage.
 4. Prior to issuance of any use and occupancy permit for the residential units, the applicant shall demonstrate that all on-site recreational facilities, except the 750-square-foot sky lounge located on the 5th Floor of the building, have been fully constructed and are operational.

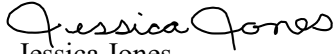
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

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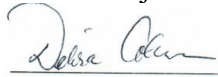
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion, and with Commissioner Washington-absent at its regular meeting held on Thursday, September 29, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of October 2022.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:HZ:jah


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 10/4/22