AGENDA ITEM: 11
AGENDA DATE: 9/12/13

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

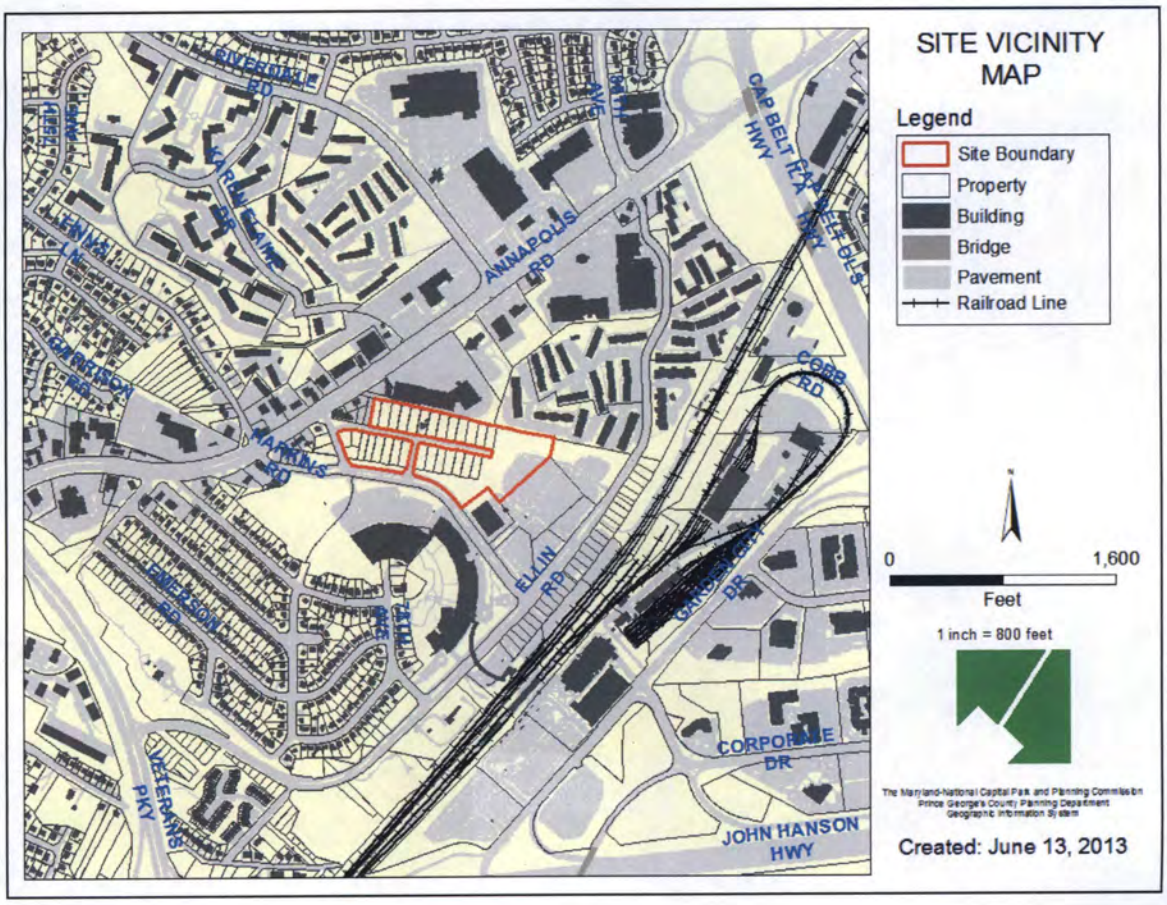
Note: *Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.*

Detailed Site Plan DSP-13026

Application	**General Data**	
Project Name: Carrollton Station **Location:** In the northeast corner of the intersection of West Lanham Drive and Harkins Road. **Applicant/Address:** BE Master NC Station LLC 5410 Edson Lane, Suite 220 Rockville, MD 20852	Planning Board Hearing Date:	09/12/13
	Staff Report Date:	08/29/13
	Date Accepted:	06/28/13
	Planning Board Action Limit:	10/11/13
	Plan Acreage:	13.67
	Zone:	M-X-T/TDOZ
	Dwelling Units:	556
	Gross Floor Area:	200,000 sq. ft.
	Planning Area:	69
	Tier:	Developed
	Council District:	03
	Election District	20
	Municipality:	None
	200-Scale Base Map:	206NE07

Purpose of Application	**Notice Dates**	
A mixed-use project consisting of 556 multifamily residential units and 200,000 square feet of office and retail/commercial space.	Informational Mailing:	05/24/13
	Acceptance Mailing:	06/27/13
	Sign Posting Deadline:	08/13/13

Staff Recommendation			**Staff Reviewer:** H. Zhang, AICP, LEED AP **Phone Number:** 301.952.4151 **E-mail:** Henry.Zhang@ppd.mncppc.org
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		


SITE VICINITY MAP
Legend
Site Boundary
Property
Building
Bridge
Pavement
Railroad Line
0
1,600
Feet
1 inch = 800 feet
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 13, 2013
RIVERDALE RD
ANNAPOLIS RD
CAP BELT HWY
COBB RD
HARRINS RD
ELLIN RD
CORPORATE DR
JOHN HANSON HWY
VETERANS PKY

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-13026
Type 2 Tree Conservation Plan TCP2-023-13
Carrollton Station

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

EVALUATION

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

a. The requirements of the May 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment;*

b. The requirements of the Zoning Ordinance in the MXT (Mixed-Use Transportation Oriented) Zone and the Transit District Overlay Zone (TDOZ);

c. The requirements of Preliminary Plan of Subdivision 4-13008;

d. The requirements of the 2010 *Prince George's County Landscape Manual;*

e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Tree Canopy Coverage Ordinance (TCC);

f. Referral comments.

FINDINGS

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

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for a mixed-use project consisting of 556 multifamily residential units and 200,000 square feet of office and retail/commercial space.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	MXT/TDOZ	MXT/TDOZ
Use(s)	Residential	Office, Residential, Commercial
Acreage	13.37	13.37
Number of lots and parcel	29 Lots 2	9 Parcels
Total Gross Floor Area (sq. ft.)	1,708	200,000
Total Residential Dwelling Units	1	556
Building A (adjacent to the office building)		300
Building B		256

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total Parking Spaces	1,106	1,179*
Residential Parking Spaces	1,058**	635
Residential Units over Retail	216	
Regular Units	842	
Office (2.75/1000 SF)	311	311
Retail/Service/Commercial	160	198
Retail/Commercial (2.75/1,000 SF)	124	
Ground Floor Retail (2.25/1,000 SF)	36	
Located in Parking Structure	-	972
Surface Parking spaces	-	200
Of which at Commercial Plaza		28
Adjacent to Office Building		172
On-street Parking Spaces (Harkins)	-	7
Total Loading Spaces	6***	6
Bicycle Parking Spaces	59	59
Located in Parking Structure	-	41
Adjacent to Retail Uses	-	10
Adjacent to Office Use	-	8

Unit Mix

Type of Bed Room	Efficiency	1 BR	2 BR	Total
Number of Units	90	326	140	556
Percentage (%)	16.2%	58.6%	25.2%	100%
Average size (Sq. Ft.)	430	540	760	

Notes: *The maximum parking requirement in the shared parking table is waived for shared parking areas in structures (there is no maximum number of parking spaces required for a shared parking garage).

**TDOZ parking standards require shared parking for any property under single ownership. See Finding 6 below for shared parking calculation.

***Pursuant to shared loading calculation.

3. **Location:** The subject property is located on the north side of Harkins Road, approximately one-half mile northwest of the New Carrollton Metro Station and MARC (Maryland Area Rail Commuter) Train Station, in Planning Area 69, Council District 3 and also in the Developed Tier of the County.

4. **Surrounding Uses:** The site is bounded on the west by West Lanham Drive with vacant land and one retail building behind the M-X-T Zone; on the south, by Harkins Road, with the Internal Revenue Service (IRS) Building confronting this property; on the east by the Computer Sciences Corporation (CSC) office building; on the north by the rear service area of a retail building in an existing shopping center located on the southeast side of Annapolis Road (MD 450); and further to the east along the rear property line is a multi-family building complex in the M-X-T Zone.

5. **Previous Approvals**: The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* rezoned the surrounding larger property (referred to as Change Number 10) including the subject site from the R-55 (One-family Detached Residential), C-O (Commercial Office) and C-S-C Zones to the M-X-T Zone. A portion of the property was subject to Preliminary Plan of Subdivision 4-01014 for the adjacent CSC building known as Metroview, and Detailed Site Plan DSP-01012 and subsequent amendments. This includes existing Parcels D and J which were open-space parcels along Harkins Road that wrapped around between the Metroview project and the subject property. A new Preliminary Plan of Subdivision 4-13008 covering the site of this DSP is currently pending and will be heard by the Planning Board on September 12, 2013.

   The site also has an approved Stormwater Management Concept Plan 11478-2013-00, which will be valid through June 26, 2016.

6. **Design Features:** The subject site is irregular in shape with a long side fronting on Harkins Road. There is a steep slope along its west side from the subject property down to the multifamily building and also to the CSC parking lot to the east of the site. Several areas of steep slopes in a north-south orientation occur on the property as a result of grading performed for the construction of Harkins Road and the development of surrounding sites. The site is mainly accessed from the south through Harkins Road, and from the west through West Lanham Drive. The main access road into the site from Harkins Road is a full access with a median and leads to a central plaza surrounded with retail stores at the street level. Two rows of angle-parking spaces are located in the middle of the commercial plaza. The commercial plaza is surrounded on the north by the proposed three-story parking garage and a one-story retail building to the west of the garage entrance; to the west by a four-story mixed-use building with a future grocery store on the first floor and multifamily residential units on the second to fourth floors; and to the east by another mixed-use four-story building with retail uses on the first floor and multifamily residential units on the second to the fourth floors. A porte-cochère design leading to a covered pedestrian path through the multifamily building has been proposed to connect to the proposed office building located in the southeast corner of the site. This pedestrian path is an alternative route from the

sidewalks along Harkins Road for pedestrians walking from the office building to the commercial plaza. The proposed office building is aligned with the existing CSC building to create a consistent street wall along Harkins Road.

There is a secondary driveway off Harkins Road between the proposed office building and the mixed-use building that leads to an interim surface parking lot in the northeast corner of the site which serves the office building. At full build-out, the surface parking lot will be replaced by an extension of the parking garage and the mixed-use building complex. The access off West Lanham Drive to the site is known as Cross Street. The portion of Cross Street in the middle of the subject site will be vacated subsequent to approval of this application. The portion of Cross Street that will be retained is located between the mixed-use building and the parking garage and terminates at the commercial plaza.

The proposed office building is aligned with the existing CSC building in terms of building setbacks. The proposed building is rectangular in shape with its shorter side fronting on Harkins Road. The façade is divided into three distinct sections vertically with the main entrance located in the middle of the façade. A prominent entrance tower section with a 30-square-foot identification sign is flanked on both sides by two additional vertical towers. All tower elements have Exterior Insulation Finish System (EIFS) molding on the top of the roof. A large canopy has been used to define the main entrance. Additional EIFS moldings are also applied on the first and third floors. The façade is finished with a combination of glass, EIFS moldings, accent-textured EIFS, accent-color EIFS and synthetic metal panels. Additional EIFS moldings are also used on the four corners of the roof. A second entrance has been provided on the northwest corner of the building that is convenient to the proposed surface parking lot. Bicycle parking is also provided in front of the corner entrance. The three other elevations are designed and finished in the same style as that of the main façade. In order to mitigate the urban "heat island" effect, a light-colored roof in accordance with the Leadership in Energy and Environmental Design (LEED) standards for New Construction and Major Renovation has been employed. The applicant states that the office building will achieve the LEED Silver certification.

The elevations of the two mixed-used buildings are designed with the same vertical tower elements in order to break down the horizontal expanse of the large buildings. The main elevations along Harkins Road feature repetitive application of tower elements with EIFS roof moldings that are higher than the adjacent accent roof lines. Additional elements such as Juliet balconies, projecting bay windows on the residential buildings, awnings above the storefronts, and precast decorative bands are also present on the elevations. The building elevations are finished with a combination of large unit masonry block, brick, Hardie panel and trim. The elevations along Harkins Road, West Lanham Drive, the commercial plaza, and the driveway between the office and mixed-use complex are consistent in style and finish materials and will produce an attractive streetscape.

The proposed three-story parking structure features a standard parking garage design finished with precast concrete. Additional precast concrete bands are also used on the top to accent the structure. Tower elements with decorative flat roofs have been used to enclose the elevator shafts on both ends. The parking structure is designed to be part of Building A, adjacent to the proposed office building, and is located behind Building B when viewed from Harkins Road, and partially when viewed from West Lanham Drive. This results in very limited views from public streets. At the time of the full build-out, the eastern elevation will be connected to an additional multifamily building. Therefore, only elevations on three sides are of concern in this review. The western elevation which fronts on West Lanham Drive has a very decorative tower element finished predominantly with brick. Given its prominent location, the western elevation should be clad with

additional brick along its entire base (on Elevation P) and it should be wrapped on the corner transitioning until the opening section (on Elevation N). A condition has been included in the Recommendation Section of this report. On the same elevation (Elevation N) where the entrance to the parking garage is located, the current design proposes a typical garage entrance. In fact, a public access easement will be established through the approval of the Preliminary Plan of Subdivision 4-13008 process, to allow future connection with the property to the north of the subject site. Additional architectural elements such as decorative columns, arches, and additional signage should be provided to accent the entrance on Elevation N. In addition, for those open sections on both sides of the entrance, decorative metal work or other masonry decoration should be applied to the garage building elevations. On the other side of the building (Elevation O) where the same access will be connected to the adjacent property in the future, additional decorative elements on the elevation (Elevation O) should be provided to mark the future opening of the garage. A condition has been provided in the Recommendation Section of this report to require the applicant to submit design schemes to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

Signage

The intent of the TDDP signage standards is to create a positive image with attractive and well-maintained signs within the TDOZ that enhance and contribute to the architectural character of the buildings. The sign design standards further require that the placement of the signs be integrated into the overall architectural design of the building. No specific sign dimensional requirements are included in the sign design standards. The proposed signage included in this DSP are all building-mounted signs and are designed as part of the overall architectural design. In addition, in accordance with Section 27-613(f) in the Mixed-Use Zones of the Zoning Ordinance, the design standards for all signs attached to a building shall be determined by the Planning Board for each individual development at the time of Detailed Site Plan review. Each detailed site plan shall be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information that the Planning Board requires. During the sign approval review, the Planning Board shall find that the proposed signs are appropriate in size, type, and design, given the proposed location and the uses to be served, and are in keeping with the remainder of the Mixed-Use Zone development.

The subject DSP covers a site in the M-X-T Zone. A sign plan has been provided for the two mixed-use buildings. A total of 17 categories and 61 signs have been proposed in the application. Since no specific sign contents have been provided, this DSP approval only establishes the maximum sign face areas for each category in terms of square feet. The proposed sign face areas are within a range of 32 to 200 square feet. Additional sign permits would be required when each specific tenant occupies the storefront unit. The overall dimensions of the proposed signage are acceptable. No prohibited sign types as stated in the sign design standards are included in this DSP. The materials, colors and styles of the signs will be coordinated at time of sign permit. The first building sign should set up the basic theme for the rest of the signage for all mixed-use buildings.

One monumental sign has been proposed in the middle of the median on the driveway leading to the commercial plaza to advertise the commercial and retail establishments within the commercial plaza. The sign is designed in a distinctive three-part composition and is measured 15 feet in height and eight feet in width with similar brick and precast concrete base and pediment as those seen on the main building elevations fronting Harkins Road. The design of the monumental sign is acceptable.

One primary identification sign has also been proposed in the format of engraved letters of the acronym for the tenant of the office building ("DHCD") on the elevation fronting Harkins Drive. The letters will be 30 inches in height. No specific sign face area in terms of square feet has been provided. A condition to require the applicant to provide specific sign face area calculations has been included in the Recommendation Section of this report. The sign face area of the primary identification sign should not be larger than 120 square feet.

Lighting

Various light fixtures have been proposed in this DSP including lights for streets, parking areas, and driveways. However, no building-mounted lights are shown on the plan. The details of the proposed lighting fixtures on the site plan should also show information such as the height of the light poles. The plan note only identifies the lighting fixture as typical. The plan should be revised to include specifications for all proposed lighting fixtures including building-mounted lights. In addition, the Urban Design Section also recommends that full cut-off optic light fixtures should be used throughout the development and should be directed downward to reduce glare and light intrusion. A condition has been included in the Recommendation Section that requires full cut-off lights along with the product specification sheet be provided on the landscape detail sheet prior to certification.

Green Building Technologies

A large office building in addition to a mixed-use component consisting of a multifamily residential apartment building, retail building and three-level parking garage included in the subject development present many opportunities for implementation of green building technologies. This application does not include any information regarding the application of green building techniques for the two mixed-use buildings except for the light-colored roof required by Standard 13. Additional green technologies such as those that would improve the building's energy efficiency, daylighting (the practice of placing windows or other openings and reflective surfaces so that during the day natural light provides effective internal lighting), and other innovative environmental technologies in the building and site design, such as the reuse of stormwater for landscaping purposes, should be applied in this development to the extent possible. A condition has been included in the Recommendation Section to require the applicant to consider the application of various green site and building techniques to the extent possible prior to certification.

Parking and Loading Requirements

The parking requirements located in the General Parking Facilities Standards and Guidelines Section of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* establish maximum parking ratios for land uses within the New Carrollton TDOZ and require shared parking for any property under one ownership and used for two or more uses such as the development proposed within this DSP. The maximum parking requirements in the shared parking table are waived for shared parking areas in structures (there is no maximum number of parking spaces for a shared parking garage).

The parking calculation starts with the calculation of maximum off-street parking spaces for each proposed use noted in the New Carrollton TDOZ as follows (page 163):

Table 9

Maximum Parking Ratios for Land Uses within the New Carrollton TDOZ

Land Use/Character Area	Within ¼ Mile of New Carrollton Metro Station	More Than ¼ Mile From New Carrollton Metro Station
Retail/Commercial	2.00 spaces/1,000 sq. ft.	2.75 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail – Office Above	1.6 spaces/1,000 sq. ft.	2.25 spaces/1,000 sq. ft.
Mixed-Use/Ground Floor Retail – Residential Above	1.6 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Mixed-Use/Ground Floor Retail – Office or Residential Above	1.66 spaces/1,000 sq. ft. 1.6 spaces/residential unit	2.25 spaces/1,000 sq. ft. 1.6 spaces/residential unit
Condominium/Apartment	1.5 spaces/residential unit	2.0 spaces/residential unit
Residential Townhomes	2.0 spaces/unit	2.0 spaces/unit
Live/Work Residential	2.0 spaces/unit	2.0 spaces/unit
Greenway: Parks and Open Space	0.50 space/acre 40 spaces/ball field	1.0 space/acre 40 spaces/ball field
The maximum parking ratios for nonresidential uses contained in this table are based on net leasable floor area. Existing lease arrangements as of May 4, 2010, which require parking above the amount recommended, will be recognized during the development review process.		

Since the site is located more than a quarter mile from the New Carrollton Metro Station, the high parking ratio will be used. This DSP includes multifamily residential, office and commercial/ retail uses. Based on the parking ratios, the maximum number of off-street parking spaces permitted for the proposed residential use is 1,058, for office use is 311, and for the retail use is 160, for a total of 1,529 spaces.

In accordance with TDOZ parking standards, shared parking is required among different uses. Since this project includes three different uses, the shared parking calculation has been performed to determine the maximum off-street parking requirements for the project as follows:

Shared Parking by Time Period (Pursuant to Table 10, Page 165 on TDDP)

	Weekday		**Weekend**		**Night-time**
Uses	Daytime	Evening	Daytime	Evening	
Residential (1,058 spaces)	60%=635	90%=952	80%=846	90%=952	100%=1,058
Office (311 spaces)	100%=311	10%=31	10%=31	5%=16	5%=16
Commercial/Retail (160 spaces)	100%=160	10%=16	10%=16	5%=8	5%=8
Total Spaces	**1,106**	**999**	**893**	**976**	**1,082**

The column totaling the highest number of parking spaces becomes the maximum off-street parking requirement. In this case, the maximum off-street parking is 1,106 spaces. However,

under the Shared Parking Section, the TDOZ standards specifically state that there is no maximum number of parking spaces for shared parking garages. Since most of the parking provided (972 spaces) will be located within the proposed parking garage as part of the mixed-use building complex, only 207 are surface parking spaces proposed in this DSP. The proposed parking meets the TDOZ standards.

Loading Spaces

Section 27-582 of the Zoning Ordinance requires one loading space for multifamily dwelling units up to 300 and one additional loading space for each additional 200 dwelling units (or fraction); for retail sales and service, one loading space for 2,000-10,000 square feet of gross floor area (GFA) is required; for office one loading space for 10,000 to 100,000 square feet of GFA, one additional loading space for each additional 100,000 square feet. In accordance with Section 27-583 of the Zoning Ordinance, Number of Spaces Required in the MXT Zone, shared loading has been taken into consideration. Therefore, for the development proposed in this DSP, a total of six loading spaces is required. A total of six loading spaces have been provided and thus the DSP complies with the loading requirement of the Zoning Ordinance.

Private Recreational Facilities

This development of 556 multifamily residential units is required to provide $570,145 worth of recreational facilities and amenities in accordance with the current recreational facility and amenity cost calculation formula. The applicant will provide a recreational facility and amenity package consisting of internal facilities within the proposed buildings and external facilities outside of the buildings with approximately $576,000.00 in total value. The recreational facilities and amenities proposed in each building are broken down as follows:

Building A (300 Units)	
Pool	$70,000
Fitness Center	$40,000
Game Room/Lounge	$45,000
Movie/Media Room	$25,000
Grill Area 1	$30,000
Grill Area 2	$30,000
Grill Area 3	$30,000
Grill Area 4	$30,000
Courtyard 1	$40,500
Courtyard 2	$40,500
Subtotal	**$381,000**
Building B (256 Units)	
Grill Area 1	$30,000
Grill Area 2	$30,000
Grill Area 3	$30,000
Grill Area 4	$30,000
Courtyard 1	$27,500
Courtyard 2	$27,500
Sitting area at Cross Street	$20,000
Subtotal	**$195,000**
Total	**$576,000**

The proposed recreational facility and amenity package exceeds the private recreational facility and amenity requirements.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The May 2010 Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment replaces the 1989 *Approved New Carrollton Transit District Development Plan*, and amends the 2002 *Prince George's County Approved General Plan*, the 1994 *Bladensburg-New Carrollton and Vicinity Approved Master Plan and Sectional Map Amendments*, and the 1993 *Landover and Vicinity Approved Master Plan and Sectional Map Amendment* . The TDDP covers a portion of Planning Area 69 (Bladensburg-New Carrollton) and 72 (Landover) in central Prince George's County just inside of the Capital Beltway (I-95). It encompasses approximately 640 acres including the New Carrollton Metro Station. The purpose of the New Carrollton TDDP and TDOZ is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDDP is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations and design standards to achieve the development characters desired for future development at the New Carrollton Metro Station area, in accordance with goals and policies of the 2002 *Prince George's County Approved General Plan* recommendations for mixed-use, pedestrian-and transit-oriented development in centers and corridors. The TDDP plan contains a comprehensive rezoning element known as the Transit District Overlay Zoning Map Amendment intended to implement the land use recommendations of the development plan for the foreseeable future. On September 10, 2009, the Planning Board approved (PGCPB Resolution No. 09-120), the preliminary sector plan, and the proposed sectional map amendment. On February 16, 2010, the District Council, by adopting County Council Resolution CR-11-2010, approved the sector plan and sectional map amendment for New Carrollton.

The New Carrollton transit district development plan envisions the New Carrollton Metro Station and its vicinity developing into Prince George's County's premiere new urban center by the year 2030. The development concept for the New Carrollton Transit District Overlay Zone envisions new development concentrated primarily in three focus areas: Metro Core, Annapolis Road and Garden City. These areas are designated neighborhoods within the planning framework for transit-oriented development at the New Carrollton Metro Station. The area will feature a mix of high intensity commercial office, retail, and residential uses serving Prince George's County and neighboring portions of the Washington metropolitan area. The subject site is located in the Metro Core area north side of Harkins Road. The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* rezoned the Metro Core area to the M-X-T (Mixed Use Transportation Oriented) Zone and further superimposed a Transit District Overlay Zone (T-D-O-Z) over the Metro Core area (see below for a detailed discussion of compliance with the requirements of the M-X-T Zone and standards of the TDOZ). The subject application has been reviewed for conformance with the approved TDDP and TDOZ standards and has been found to be in general compliance with the land use and development pattern concepts and recommendations.

No historic sites are on the subject site or in the close vicinity of the site. The application's compliance with environmental infrastructure and transportation system concepts and recommendations has been discussed in detail in the attached memorandum from the Environmental Planning and Transportation Planning Sections, respectively.

The TDDP and Transit District Overlay Zoning Map Amendment superimpose a TDOZ over designated subareas including the Metro Core area to ensure that the development of land meets the TDDP's goals. The transit district standards follow and implement the recommendations in the TDDP. The transit district standards are organized into four parts, including general building envelope and site standards and guidelines, general open space and streetscape standards and guidelines, general parking facilities and guidelines, and building form and scale standards and guidelines for development within the district.

Section 27-548.08(c)(2) of the Zoning Ordinance requires that in approving the detailed site plan, the Planning Board shall find that the mandatory requirement, as amended, will benefit the proposed development and the transit district will not substantially impair implementation of the TDDP, and the Planning Board shall then find that the site plan meets all mandatory requirements which apply. In general, the subject detailed site plan meets the applicable transit district standards. In this application, the applicant has requested modifications of the transit district standard as follows:

General Building Envelope and Site Standards and Guidelines
Metro Core Neighborhood

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

Comment: The proposed development consists of three buildings fronting on Harkins Road. The footprints of the three buildings have different setbacks from the established curb of Harkins Road. The proposed office building is located close to the existing CSC building and has a 40-foot BTL (build-to-line) from the existing curb in order to be aligned with the existing setback of the CSC building. The mixed-use Building A is located to the west of the office building and on the curve of Harkins Road. The portion of the building further away from the curve that surrounds the commercial plaza with street-level storefronts meets the 20-foot BTL. However, the portion of the building around the curve has a varied BTL measuring 20-40 feet from the curb of Harkins Road. The mixed-use Building B has a similar situation with the portion close to the commercial plaza meeting the BTL requirement and the portion away from the plaza featuring a varied BTL measuring 20-38 feet. Amendments to the BTL requirement for the locations identified above are requested. The Urban Design Section has no objection to the amendments because the proposed alternative BTL development standards will benefit the development and the development district, and will not substantially impair implementation of the New Carrollton TDDP.

A public use easement will be superimposed on the main (private) access road to the site through the parking garage and all the way to the northern property line. Since the site is located predominantly within the Metro Core Neighborhood, the 20-foot BTL requirement governs the siting of the building. In this situation, the main access road measures 45 feet from curb to curb at the entrance. The road runs through a 120-foot-wide commercial plaza with two rows of angled parking spaces in the middle. The road turns to the west on the remaining Cross Street with a 24-foot-wide driveway leading into the proposed parking garage. The public use easement continues on the 24-foot driveway and through the parking garage until it reaches the northern property line. The New Carrollton TDDP has specific street type specifications that supersede any street classification pursuant to Section 27-548.04, Relationship to other zones. The proposed connection from the commercial plaza to the parking garage fits into none of the four street types. For purposes of the BTL applicability discussion, the Urban Design Section concludes that the street ends at the intersection of the main entrance access road and Cross Street. The portion of

the public easement from the cross walk to the interior garage wall is simply a driveway and therefore, no BTL should be required in that area because the driveway does not belong to any of the four types of street classified by the TDDP that are governed by the BTL requirements. From the crosswalk to the main entrance, the building footprints on both sides of the commercial plaza have BTLs varying from 10 to 56 feet, which do not technically meet the 20-foot BTL requirements. Therefore, an amendment to the BTL for this portion of the development is also requested. The Urban Design Section has no objection to the amendment because the proposed alternative BTL development standards create a well-enclosed, human-scaled proportional commercial plaza that is pedestrian-friendly and therefore, will benefit the development and the transit district, and will not substantially impair implementation of the New Carrollton TDDP.

For the portion of the future driveway outside of the parking garage until it stops at the northern property line, since there are no buildings proposed, there are no BTL issues.

General Open Space and Streetscape Standards and Guidelines
Crosswalks, Curb Extensions, and Medians

1. **Crosswalk Locations/Dimensions-the crosswalk dimensions shall be a minimum 14 foot-wide crosswalk with a 2 foot-side concrete band on both sides of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement.**

Comment: The width of the crosswalk that is acceptable to meet Department of Public Works and Transportation (DPW&T) standards is ten feet. Within the dedicated right-of-ways (ROWs) in this project, specifically within the ROW of Harkins Road, there are two ten-foot-wide crosswalks that are acceptable to DPW&T. Narrower crosswalks have been provided through the proposed development at locations such as the commercial plaza. The width of the crosswalk is proportional to the width of the roadway it crosses and also takes into account the speed of the cars on the specific roadway. The Urban Design Section has no objection to the amendment because the proposed alternative crosswalk standard is in proportion to the width of the streets and speed of the car on the street, and therefore, will benefit the development and the transit district, and will not substantially impair implementation of the New Carrollton TDDP.

8. **The requirements of the Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance as follows:

   a. The subject application is in conformance with the requirements of Section 27-547 of the Zoning Ordinance, which governs permitted uses in all mixed-use zones. The DSP consisting of residential, commercial/retail and office uses is therefore in conformance with Section 27-547.

   b. Section 27-546, Site Plans, of the Zoning Ordinance has additional requirements for approval of a DSP in the M-X-T Zone as follows:

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

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

Comment: The purposes of the M-X-T Zone as stated in Section 27-542 are as follows:

Section 27-542. Purposes.

(a) The purposes of the M-X-T Zone are:

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

Comment: The proposed mixed-use development project is located predominantly within the metro core neighborhood and slightly outside a quarter mile from the metro station platform. The project is designed to include residential, office and commercial/retail that will be the catalyst for redevelopment of the New Carrollton Station area and therefore will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

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

Comment: The New Carrollton TDDP envisions the New Carrollton Metro Station and its vicinity developing into Prince George's premiere new urban center. As a vibrant and diverse destination anchored by several federal tenants and by a transformed and more accessible Metro Station, this area is projected to see the development of up to 4.5 million square feet of new commercial office, 1.64 million of retail space and 7,000 new residential units. This DSP is implementing the vision by developing 113,000 square feet of office, 556 multifamily dwelling units and 61,000 square feet of commercial/retail space to create a compact, mixed-use and walkable community.

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

Comment: The proposed office building is intended to accommodate the relocated Maryland Department of Housing and Community Development. Adding residential and commercial/retail uses to the entire development will maximize the public and private development potential inherent in the location of this MXT Zone, which is among the most dense zoning districts in the County.

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

Comment: Given that the site is conveniently located within the Metro Core Neighborhood of the New Carrollton TDDP, the DSP promotes the effective and optimum use of transit and reduces automobile use by locating a mix of residential and non-residential uses in proximity to one another and to the New Carrollton Metro Station to facilitate walking, bicycle, and transit use. Sidewalks and bicycle parking have been provided throughout the development.

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

Comment: This DSP includes a mix of multifamily residential units, office and retail/commercial uses that will encourage a twenty-four hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area.

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

Comment: The minimum building height of the development is four stories as required by the New Carrollton TDDP for this site. The proposed uses except for office which is located in one building are mixed vertically. The two mixed-use buildings enclose a commercial plaza with storefronts at the street level and the remaining stories are for residential units.

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

Comment: The proposed development has been designed as an entity that shares similar vertical tower elements on both the residential building and office building elevations fronting Harkins Road. In addition, through employment of a combination of building materials such as brick, architectural masonry blocks, and architectural features such as projecting bay windows and elevated parapet walls, the elevation design creates a strong and unique visual character and identify for the project.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy,

innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

Comment: The proposed DSP includes three buildings with the two mixed-use buildings sharing a parking garage. This development of 556 multifamily dwellings, 113,000 square feet of office and 87,000 square feet of commercial/retail space promotes optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects.

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

Comment: With the mix of three different uses and three housing options and various commercial/retail opportunities including a grocer, this DSP will permit a flexible response to the market and promote economic vitality.

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

Comment: The DSP contains three four-story buildings of various uses with more than 700 linear feet of frontage on Harkins Road that exhibit significant variety and freedom of architectural design. The entire DSP covers almost 14 acres of land that provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

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

Comment: The subject property was placed in the M-X-T Zone through the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment.* The subject DSP demonstrates that the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the New Carrollton TDDP, and is in general conformance with the design guidelines or standards intended to implement the development pattern of the TDDP.

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

Comment: The proposed mixed-used development includes a significant residential component unlike any that has been proposed in the area for the past 20 years. The residential component itself will help to catalyze adjacent community improvement. The addition of retail/commercial and office uses will induce new vitality in the adjacent community. The project is located along Harkins Road which is the main street of the Metro Core Neighborhood. The proposed development will continue the street wall established by the existing CSC building and extend it all the way to the intersection with West Lanham Drive. The development is visually and physically integrated with the adjacent development.

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

Comment: The vicinity where the proposed project is located is the metro core neighborhood of the New Carrollton TDDP and is zoned MXT. The DSP sits the proposed office building next to the existing CSC building and locates the other mixed-use buildings to the west. The proposed development is compatible with existing and proposed development in the vicinity.

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

Comment: The DSP includes three buildings that are oriented toward Harkins Road. The development mixes three uses including residential, commercial/retail and office. Although the office building was required by the future tenant to be a single-use building, the other two buildings are vertical mixed-use buildings with retail/commercial spaces at the street level. Both of the mixed-use buildings have two courtyards where all recreational facilities and amenities are located. The three buildings also share a parking garage that provides 972 parking spaces. The mix of three different uses, arrangement of parking, recreational facilities and amenities, and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

Comment: This DSP shows the first phase of the development. At full build-out, an additional 144 multifamily dwelling units and another parking structure will be added to the site. For what has been shown on the site plan, the proposed first phase of the development is designed as a self-sufficient place with a mix of residential, office and retail/commercial uses. The site layout also allows for effective integration of the subsequent phase.

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

Comment: An extensive pedestrian system consisting of sidewalks, walking paths and crosswalks has been designed for the proposed development. The sidewalks along Harkins Road link the proposed three buildings and further connect the site to the New Carrollton Metro Station and MARC station. The sidewalk also extends to connect with the sidewalks around the commercial plaza. In addition to the sidewalks along Harkins Road, a covered walking path is also designed with the mixed-use Building A to provide a weather-proof pedestrian access from the office building through two internal courtyards to the commercial plaza. The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development and further to connect to the Metro and MARC stations.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

Comment: The commercial plaza between the two mixed-use buildings is designed as the focal point of the development that is mainly designed for pedestrian activities and as a marketplace for people who live and work in the vicinity of the site. An additional covered pedestrian path through mixed-use Building A is also dedicated for pedestrian use. The quality design of these pedestrian destinations and facilities shows that adequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting. The information regarding lighting, street furniture materials and quality has been provided on the detail sheet of the landscape plan.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

Comment: The subject application is a DSP and this requirement is not applicable.

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

Comment: A Preliminary Plan of Subdivision 4-13008 has been filed concurrently with this DSP. Public facility adequacy of the proposed development will be evaluated at time of preliminary plan approval.

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

Comment: This development has only 13.47 acres of land and is not a mixed-use planned community.

c. Section 27-548 of the Zoning Ordinance prescribes additional regulations regarding density, buildings, landscaping, buffering, gross floor area (GFA) computation, building height for multifamily buildings, townhouses, etc. for development in the M-X-T Zone. In accordance with Section 27-548.04, Relationship to other zones, the Transit District Overlay Zone shall be placed over other zones on the Zoning Map, and shall modify specific requirements of those underlying zones. Therefore, the TDOZ standards regarding building height, density, landscaping, and buffering supersede those contained in Section 27-548 in this case.

d. The DSP is in general conformance to the applicable site design guidelines as referenced in Section 27-283 and contained in Section 27-274 of the Zoning Ordinance.

8. **Preliminary Plan of Subdivision 4-13008:** A new Preliminary Plan of Subdivision 4-13008 was filed concurrently with the subject DSP. Preliminary Plan of Subdivision 4-13008 is currently pending with the Subdivision Section and is scheduled to be heard by the Planning Board on the same day as this DSP. Any changes to the site layout on the approved preliminary plan of subdivision for this site have to be reflected on the DSP. The approval of this DSP is dependent on the approval of the Preliminary Plan of Subdivision 4-13008. According to the review by the Subdivision Review Section in a memorandum dated August 21, 2013 (Nguyen to Zhang), the subject DSP is in substantial conformance with the proposed Preliminary Plan of Subdivision 4-13008. A condition has been included in the Recommendation Section of this report to require the applicant to obtain signature approval of the Preliminary Plan of Subdivision 4-13008 prior to certification of this DSP.

9. **Prince George's County Landscape Manual**: The proposed mixed-use development is within the New Carrollton TDDP and is technically subject to the TDOZ standards as contained under the Trees and Landscaping Section of General Open Space and Streetscape Standards and Guidelines. However, for those landscaping requirements not covered by the TDOZ standards,

the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations will govern. The site is subject to Section 4.1, Residential Requirements for multifamily development; Section 4.3, Parking Lot Requirements; and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual.

a. **Section 4.1 Residential Requirements**—The proposed multifamily dwellings are part of the mixed-use project. Since the site is located in the Developed Tier and/or Corridor Nodes or Centers, one shade tree is required for every 1,000 square feet or fraction of green area. For this project, a minimum seven shade trees is required and provided. The Landscape Plan meets the requirements of Section 4.1 for the multifamily residential use.

b. **Section 4.3 Parking Lot requirements**—A large surface parking area in the northeast portion of the site is adjacent to another MXT zoned property to the north. Section 4.3(c)(1) requires a parking lot perimeter landscape strip with three options for fulfillment of this requirement. The Landscape Plan shows Option 1 which is a minimum three-foot wide landscape strip between the parking lot and any adjacent property line with 15 shrubs per 35 linear feet. The site has a perimeter of 174 feet and a total of 75 shrubs is needed. The Landscape Plan meets the requirements for Section 4.3(c)(1).

Section 4.3(c)(2) requires that a certain percentage of a surface parking lot be interior planting area to be planted with shade trees. The landscape plan shows two surface parking lots and two separate landscape schedules for each lot. For Parking Lot A, which is the lot serving the commercial plaza, the area of the parking lot is 15,618 square feet, of which a minimum eight percent of the parking lot should be interior planting area. The landscape plan provides 12 percent of the interior planting area with one shade tree per 300 square feet of interior green, which exceeds the requirement. For Parking Lot B, which is located between the office building and the mixed-use building and which serves the office building, the area of the parking lot is 68,148 square feet. A minimum of ten percent of the parking lot should be interior planting area. The landscape plan provides 10.2 percent of interior green area with 24 shade trees, which meets the requirement.

c. **Section 4.9 Sustainable Landscaping Requirements**—In accordance with Section 4.9, a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The landscape plan does provide the required information and exceeds the minimum percentage for shade trees, ornamental trees and shrubs. However, for evergreen trees, the Landscape Plan does not provide any native plants. A condition has been included in the Recommendation Section of this report to require the applicant to revise the landscape plan to provide a minimum 30 percent of native species in accordance with the requirements of Section 4.9 prior to certification.

10. **Woodland and Wildlife Habitat Conservation Ordinance and Tree Canopy Coverage Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the gross tract area is in excess of 40,000 square feet. There are more than 10,000 square feet of existing woodland on-site, and there is a previously approved Type II tree conservation plan covering the subject site.

a. The subject property has an approved Natural Resources Inventory (NRI) NRI-068-13. The NRI indicates that there are no streams, wetlands or 100-year floodplain on the subject property. The Forest Stand Delineation (FSD) indicates that two forested areas are located on-site, totaling 1.28 acres. These wooded areas are isolated, not connected to any other woodland, and not associated with any regulated environmental features. These woodlands have been identified in the FSD report as early successional stage. No changes are needed to the previously approved NRI.

b. The subject site was a portion of previously approved Type I and Type II Tree Conservation Plans TCPI/008/96 and TCPII/088/90. However, since this project has a new Preliminary Plan of Subdivision tracking concurrently with the subject application, the project is not grandfathered with respect to the Woodland and Wildlife Habitat Conservation Ordinance effective September 1, 2010. The woodland conservation worksheet shown on the TCP as submitted requires revisions. Based on staff's calculations, the Woodland Conservation Threshold (WCT) for this 14.82-acre property is 15 percent of the net tract area or 2.18 acres. The total woodland conservation requirement based on clearing the entire site is 3.46 acres. The woodland conservation requirement is proposed to be met entirely off-site. The TCP2 requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. Four conditions recommended by the Environmental Planning Section have been included in this report.

c. A variance application from the requirements of Section 25-122(b)(1)(G) of the Ordinance to remove one specimen tree with a statement of justification in support the variance request was also included in this DSP. The TCP shows the proposed removal of the only specimen tree-a white oak that exists on-site and is in fair condition. The tree is located within the ten-foot public utility easement (PUE) along West Lanham Drive, which is required in order to underground the existing utility line. Additionally, the tree is located within ten feet of the proposed building. Construction of the proposed building and associated grading would impact a significant portion of the critical root zone. The building is required to be located within 20 feet of the right-of-way according to TDOZ build-to-line (BTL) standard of the 2010 Approved New Carrollton TDDP. Section 25-119(d) of the WCO Ordinance contains six required findings to be made before the Planning Board grants a variance request as follows:

(A) Special conditions peculiar to the property have caused the unwarranted hardship

Comment: The specimen tree is located within the required ten-foot public utility easement (PUE) and within close proximity to the proposed building, which is required to be located within 20 feet of the right-of-way according to the New Carrollton TDDP.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas

Comment: Preservation of the specimen tree would obstruct the standard for undergrounding necessary utility lines for the proposed development. If other constrained properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants

Comment: The requirement of a public utility easement (PUE) is standard and required by the code. If other constrained properties encountered trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant

Comment: The public utility easement (PUE) is required by code. The existing conditions or circumstances are not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property

Comment: The request to remove the tree does not arise from any condition on a neighboring property.

(F) Granting of the variance will not adversely affect water quality

Comment: All proposed land development activities will require sediment control and stormwater management measures to be reviewed and approved by the County. The project proposes to meet water quality and quantity requirements in accordance with approved Stormwater Management Concept Plan 11478-2013-00 through the use of environmental site design.

In conclusion, the required findings of Section 25-119(d) of the Zoning Ordinance have been adequately addressed for the removal of specimen tree 1.

d. The Tree Canopy Coverage Ordinance (TCC) came into effect on September 1, 2010. All activities that require a grading permit after September 1, 2010 must provide the Tree Canopy Coverage (TCC) percentages required by Section 25-128 of the Tree Canopy Coverage Ordinance. The required tree canopy for this site in the MXT Zone is ten percent of the site area or a total of 1.35 acres. The proposed landscaping on the site accounts for 0.78 acres and the existing woodland accounts for 0.57 acre of the required TCC, for a total of 1.35 acres, which meets the requirement for the site.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. **Community Planning Division**—In a memorandum dated August 26, 2013, the Community Planning Division offered the following major determinations:

- **Conformance with the 2002 *Prince George's County Approved General Plan*:**

This application is consistent with the 2002 Prince George's County Approved General Plan Development Pattern policies for the Developed Tier.

- **Conformance with the Transit District Development Plan:** This application is in conformance with the mixed-use land use recommendations of the 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overly Zoning (TDOZ) Map Amendment*. The transit district development plan's vision for the area including the subject site is infill mixed-use development to create a moderate density along Annapolis Road.

  Under the Planning Issues section, the Community Planning Division provides discussion on the development proposal's conformance with the TDOZ standards including alley, building entry, build-to-line, off-street parking and facility, plaza amenities, street type, and building frontage as Storefronts.

Comment: The DSP includes parking at three locations, i.e. a parking garage behind the two mixed-use buildings that will provide most of the parking spaces for the development, a surface parking lot serving the proposed office building, and on-street parking (under the public use easement (PUE)) in the commercial plaza. A modification request has been submitted to allow surface parking serving the office as shown on the DSP for development at this initial stage. In the future, this surface parking facility will be replaced with an additional structured parking facility. The DSP reflects a temporary surface parking lot to be constructed with the DHCD Headquarters office building. With the construction of the mixed-use and retail buildings, a structured parking garage will be provided in the rear of the site, displacing a portion of the surface parking. In the future, the remaining surface parking will be replaced with an extension of the mixed-use building and a structured parking garage for the office building. Amendment 17 of County Council Resolution CR 11-2010, which memorializes the District Council action adopting the TDDP, provides for "temporary parking" for phased projects—ideally for no more than five years. As such it appears no modification would be required.

The temporary surface parking is located more than 160 feet from Harkins Road and is also located between mixed-use Building A and the office building. The distance between the two buildings is 80 feet. Additional landscaping consisting of evergreens and shrubs has been provided to screen the views from Harkins Road. The screening requirement has been met.

In addition, the applicant also requests amendment to the 20-foot BTL required in the Metro Core Neighborhood for various locations along Harkins Road due to the existing office setbacks and topographic constraints. The amendments are acceptable in order to achieve a good design for this site. The Urban Design Section agrees that additional architectural articulation is needed on the garage elevation, including more brick to be provided. This requirement has been included as a condition of approval for this DSP.

Achievement of LEED certification for the office building has been a goal of this project. Currently, a possible Silver Certification is planned. For the rest of the project, especially the two mixed-use buildings, there are many opportunities to apply green building techniques. A condition has been included in Recommendation Section of this report to require the applicant to apply relevant green building techniques to the extent practical.

More than 70 percent of the ground floor retail storefronts have been opened up visually with clear glass.

b. **Transportation Planning Section**—In a memorandum dated August 28, 2013, the Transportation Planning Section provided a complete review of the plan's conformance with the applicable TDDP requirements. The Transportation Planner concluded that the proposed detailed site plan as submitted is in conformance with all applicable TDDP Development Requirements and Site Design Guidelines. Five conditions recommended by the Transportation Planning Section have been included in this report.

Trails—In a memorandum dated August 23, 2013, the trails planner provided a review of the application's conformance with the 2009 *Approved Countywide Master Plan of Transportation,* the 2010 *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment*. The trails planner recommended approval of this DSP with ten conditions that have been included in the Recommendation Section of this report.

c. **Subdivision Review Section**—In a memorandum dated August 21, 2013, the Subdivision Review Section provided a review history related to this property and indicated that a Preliminary Plan of Subdivision 4-13008 is currently pending with the Subdivision Review Section. A public use easement will be required within the driveway on Parcel C, where a parking garage as part of the Building A complex is proposed on the subject DSP. The Subdivision Review Section also noted that the aforementioned public use easement should be recorded in the public land records with the liber/folio reflected on the record plat. The Subdivision Review Section concluded that, based on the available information, the DSP would be in substantial conformance with the pending Preliminary Plan of Subdivision 4-13008 if the recommended conditions are properly addressed. The Subdivision Review Section recommendations have been included in this staff report.

d. **Environmental Planning Section**—In a memorandum dated August 8, 2013, the Environmental Planning Section provided a comprehensive review of all applicable regulations and conditions governing this application including the TDOZ standards. The Environmental Planning Section recommended approval of Detailed Site Plan DSP-13026 and the companion Type 2 Tree Conservation Plan TCPI2-023-13 subject to four conditions that have been incorporated in the Recommendation Section of this report.

e. **The Historic Preservation Section**—In a memorandum dated July 2, 2013, the Historic Preservation Section found that the mixed-use commercial and residential development as included in Detailed Site Plan DSP-13026 will have no effect on identified Historic Sites, Resources, or Districts.

f. **Prince George's County Health Department**—In a memorandum dated July 19, 2013, the Health Department provided comments on light pollution, roadway-related noise and air pollution, the public health value of access to active recreational facilities, the pedestrian environment, the health impact of access to grocery stores, and the need to control noise and dust during the construction phase of this project.

Comment: Requirements for full cut-off lighting fixtures and control of noise and dust during the construction phase of this project have been included as conditions of approval in the recommendation section of this report. The DSP includes an on-site recreational facility and amenity package that meets the requirements. Sufficient sidewalks and pedestrian paths are also included in the proposal. Tree planting as a way of improving air quality has been used in this DSP.

g. **Department of Parks and Recreation (DPR)**—In a memorandum dated August 13, 2013, DPR provided a review of the applicable TDOZ standards included in the 2010 Approved New Carrollton Transit District Development Plan. The Department of Parks and Recreation (DPR) staff believes that the subject DSP is deficient in public open space, plazas, squares or greens that enhance the proposed mixed-use development and help create a sense of place. In closing, DPR staff believes that Urban Design staff should address the Transit District Development Plan's intent, standards and guidelines related to open spaces, plazas, squares and greens within this development.

Comment: Public park and open-space dedication is required for any development projects that include residential use in accordance with the Subdivision Regulations at the time of Preliminary Plan of Subdivision. Since this project has a Preliminary Plan of Subdivision 4-13008, dedication of land for public parks or fulfillment of this requirement by other means set forth in the Subdivision Regulations, will be reviewed by the Subdivision Review Section which will make recommendations to the Planning Board. This DSP has been reviewed for conformance with the preliminary plan of subdivision and with the applicable TDOZ standards regarding on-site private recreational facilities in terms of size, location and quality. As discussed previously (Finding 6 above), in accordance with the current private recreational facility cost calculation formula, this development of 556 multifamily residential units is required to provide $570,145.00 worth of recreational facilities . The applicant will provide a recreational facility package consisting of internal facilities within the proposed buildings and external facilities outside of the buildings with approximately $576,000.00 in total value, which exceeds the private recreational facility obligation.

Under the General Open Space and Streetscape Standards and Guidelines Section of the TDOZ, numerous design standards have been provided for open spaces, plazas, squares, greens and parks. One commercial plaza surrounded by street level storefronts and four courtyards within the two mixed-use buildings have been proposed in this DSP. There are landscape planting and sitting areas in all those open spaces. All proposed on-site private recreational facilities are located within the four courtyards. The design of the plaza and courtyards are in general conformance with the applicable TDOZ standards.

h. **Prince George's County Department of Public Works and Transportation (DPW&T)**—In a memorandum dated August 19, 2013, DPW&T provided a standard memorandum commenting on issues such as frontage improvement, sidewalks, street trees and lighting, improvement within rights-of-way, sight distance, site access easement, soil investigation, existing utilities relocation, storm drainage systems and facilities in order to be in accordance with the requirements of DPW&T. DPW&T further stated that the DSP is consistent with the approved Stormwater Management Concept Plan 11478-2013 for the site. In addition, DPW& T also stated that the proposed street between the parking garages from the north property line to Harkins Road should be a private street.

Comment: Lotting pattern and street pattern are among the main focuses of subdivision review. In a memorandum dated August 12, 2013 (Nguyen to Zhang), the Subdivision Review Section indicated that the aforementioned street will be a private street, but a public use easement will be required over the street. The easement document should include utility access and be recorded in the land records with the liber and folio reflected on the record plat.

i. **Prince George's County Police Department**—In a memorandum dated July 3, 2013, the Police Department recommended a traffic light at the main entrance off Harkins Road, building-mounted lighting fixtures at several locations, access control to the parking garage that serves the residential use, and that CCTV (closed circuit television) be installed throughout the property.

Comment: The applicant has been informed of the Police Department's recommendations. Access control in the parking garage and installation of CCTV are facility operation related measures. For the traffic signal at the site's main entrance, in accordance with the review summary in a memorandum dated August 23, 2013, (Mokhtari to Zhang,) the Transportation Planning Section stated that based on the traffic analysis, a traffic signal at the main entrance to the site is not required.

j. **The City of New Carrollton**—In a memorandum dated August 27, 2013, the City of New Carrollton expressed full support of the proposed development and stated that the New Carrollton TDDP regulations should be strictly adhered to should there be any irresolvable matters.

Comment: Section 27-548.08(c)(2) of the Zoning Ordinance allows the property owner to ask the Planning Board and the District Council to apply development standards which differ from mandatory requirements in the TDDP. The applicant has requested several amendments to the TDOZ standards by following the process as described in Section 27-548(c)(2). (See Finding 7 above)

k. **The Maryland State Highway Administration (SHA)**—In a memorandum dated August 26, 2013, SHA has no objection to the approval of the Phase I for this development. However, SHA stated that prior to issuance of building permit for Phase II, the applicant must address SHA's comments in a letter to the applicant on August 6, 2013. An access permit will be required for improvements within the SHA right-of-way as a result of Phase II traffic impacting Annapolis Road (MD 450) at West Lanham Drive.

Comment: The SHA's comments have been sent to the applicant, who is fully aware of SHA's requirements for Phase II improvements.

l. **Washington Metropolitan Area Transit Authority (WMATA), Prince George's County Fire/EMS Departmant and Maryland Transit Authority (Purple Line)**—These agencies had not responded to the referral request at the time the staff report was written.

12. Based upon the foregoing analysis and as required by Section 27-548.08(c), the following findings may be made:

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

Comment: The subject DSP consists of a mix of office, residential and commercial/retail uses and is 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 Metro station that provides significant employment, including federal jobs, high-quality housing and retail. The DSP includes one four-story office building and two four-story mixed use building complexes with most of the proposed parking in a parking garage behind the two mixed-use buildings. The DSP conforms to most of the mandatory requirements of the TDDP except for two standards for which the applicant has requested the Planning Board to apply development standards that are different from the mandatory requirements in the TDDP in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27- 548.08(c)(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;

Comment: The subject site is predominantly within the Metro Core Neighborhood, but includes some land in other character areas of the TDDP. The development proposal is consistent with the development standards and guidelines of the Metro Core Neighborhood of the New Carrollton TDDP.

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

Comment: The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the MXT Zone in this case. The Urban Design Section concludes that the DSP in general meets the requirements of TDOZ and MXT zones.

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

Comment: All three buildings are oriented toward Harkins Road which is the main street of the Metro Core Neighborhood, to create a consistent street wall. The first floor of the two mixed-use buildings is occupied predominantly by the retail/commercial storefronts around a commercial plaza between the two buildings. The façade design of the two mixed-use buildings incorporates similar tower elements to those presented in the office building, which creates a consistent appearance along Harkins Road. Two vehicular accesses off Harkins Road lead to the subject site. The main access passes a commercial plaza and goes to the parking garage at the north end of the site. Adequate tree canopy coverage has been achieved by a combination of landscaping and preservation of the existing woodland. The other access road leads to an interim surface parking lot that serves the office building. Pedestrians can circulate either on sidewalks along Harkins Road or a covered path through the mixed-use buildings to reach the commercial plaza

and further to West Lanham Drive and then to Annapolis Road (MD 450). The entire site design maximizes safety and efficiency and adequately meets the purposes of the TDOZ.

(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.

Comment: The subject site is adjacent to an existing office site to the east and to another office building across Harkins Road. The DSP proposes three buildings with one office building in the east adjacent to the existing CSC building, and two mixed-use buildings on the west side of the site. The entire development addresses both Harkins Road and West Lanham Drive. The proposed buildings are the first substantial new development in the area and are compatible to the existing buildings.

In conclusion, the proposed development as contained in Detailed Site Plan DSP-13026 meets all above required findings for approval.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-13026, Type 2 Tree Conservation Plan TCP2-023-13, and a Variance from Section 25-122(b)(1)(G) for removal of one specimen tree, for Carrollton Station as follows:

A. Recommends **APPROVAL** of the alternative transit district standard for:

General Building Envelope and Site Standards and Guidelines
Metro Core Neighborhood
Standard 4—Build-to-line of 20 feet: to allow the office building to sit 40 feet from the curb of Harkins Road (vs. the required 20 feet) in order to align with the existing CSC building; to allow the residential portion of the mixed-use Building A to sit between 20-40 feet (vs. the required 20 feet), and allow the residential portion of the mixed-use Building B to sit between 20–38 feet (vs. the required 20 feet) from the curb due to curvature and topographic constrains of the existing Harkins Road. To allow the buildings surrounding the commercial plaza to have a varied build-to-line (BTL) from the curb measuring 10–56 feet (vs. the required 20 feet) to achieve a well enclosed, human-scaled commercial plaza.

General Open Space and Streetscape Standards and Guidelines
Crosswalks, Curb Extensions, and Medians
Standard 1—Crosswalk a minimum 14 feet in width: to allow ten-foot-wide crosswalk that is acceptable to DPW&T within the dedicated ROWs and narrower crosswalks in proportion to the width of the streets and speed of the cars on the street.

B. Recommends **APPROVAL** of Detailed Site Plan DSP-13026 for New Carrollton and Type 2 Tree Conservation Plan TCP2-023-13, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan, the applicant shall:

   a. Obtain signature approval of Preliminary Plan of Subdivision 4-13008.

   b. Show the bearings and distances of all lots and parcels as reflected on the

approved Preliminary Plan of Subdivision 4-13008.

c. Provide an approved color-coded utility plan as an alternative to the required ten-foot public utility easement (PUE).

d. Label the public use access easement as reflected on the approved Preliminary Plan of Subdivision 4-13008.

e. Revise the total number of dwelling units included in this DSP to 556 and update the Statement of Justification accordingly.

f. Provide additional brick along the entire base of the garage (Elevation P) and wrapped around on the same level on Elevation N to the point where the building openings begin.

g. Provide additional decorative architectural elements to clearly define the entrance to the parking garage, such as decorative metal or masonry details, on the garage building elevations on both sides of the entrance, and similar design elements on the opposite side of the building where future connection to the adjacent property is located, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

h. Provide sign face area calculations for the proposed primary identification sign on the office building.

i. Provide complete product specification information on the landscape detail sheet including for building-mounted lighting fixtures.

j. Add site plan notes as follows:

"All exterior lighting fixtures used in this development shall be full cut-off type"

"During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

"During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified on Subtitle 19 of the Prince George's County Code."

k. Provide information about how the proposed buildings have applied green building techniques to the extent possible, and have incorporated innovative environmental technologies in the building and site design for the subject property whenever possible. If none have been provided, a statement regarding why these techniques were not used shall be submitted.

l. Revise TCP2 as follows:

(1) Show the current standard woodland conservation worksheet reflecting the gross tract area consistent with the associated DSP.

(2) Show the LOD as a darker more distinct line and account for any off-site clearing.

(3) Update the certification block to type-in the assigned plan number to read "TCP2-023-13".

(4) Show graphically all woodland on-site as cleared and update the woodland conservation summary table to reflect all woodland as cleared.

(5) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

m. Revise TCP2 notes as follows:

(1) Remove the general notes shown on the cover sheet.
(2) Include the "Standard Type 2 Tree Conservation Plan Notes" labeled as such.

(3) Revise TCP2 Note 1 to refer to the associated case "DSP-13026".

(4) Revise Note 10 to remove the first sentence.

(5) Add the standard invasive plant removal notes.

n. Revise TCP2 details as follows:

(1) Remove the preservation sign detail from the plan.

(2) Add the standard property owner's awareness certification to the cover sheet.

o. Submit the erosion and sediment control concept plan.

p. Provide additional information regarding the proposed roofing material for the two mixed-use buildings in accordance with Standard 13.

q. Provide a Section 4.9 landscape schedule in accordance with the requirements set forth in the 2010 *Prince George's County Landscape Manual*.

r. Show highly attractive and visible crosswalks and provision of any appropriate pedestrian and bike safety features, per DPW&T standards and requirements, throughout the site, and along all approaches at the (a) Cross Street with West Lanham Drive intersection, and (b) the two proposed access roads with Harkins Road.

s. Provide the main access road to Harkins Road, approximately 250 feet east of its intersection with West Lanham Drive, is depicted on the proposed plan with extension through the proposed parking garage and future extension to northern property limits, as two-lane privately maintained roadway with on-road bike accommodation (shared lane) and sidewalks on both side on a 36 feet wide public use access easement.

2. The applicant and the applicant's heirs, successors and/or assignees shall provide the following:

   a. Provide Shared Lane Markings and R4-11 Signs along both sides of Harkins Road for the frontage of the subject site, unless modified by the Department of Public Works and Transportation (DPW&T).

   b. Construct a six-foot-wide sidewalk along the north side of Cross Street, unless modified by DPW&T.

   c. Amend the plans to include a six-foot-wide sidewalk along the south side of Cross Street, unless modified by DPW&T.

   d. Provide a public use easement (PUE) over the internal driveway to accommodate a future local road connection to the north.

   e. Provide six-foot-wide sidewalks along both sides of the driveway where the public use easement (PUE) continues into the parking garage .

   f. Provide a minimum of ten bicycle lockers with the bicycle racks consistent with the Bicycle Parking Standard 5b.

   g. Provide a sidewalk articulation cross section that incorporates the sidewalk features and details included in Pedestrian/Bike Accessways Standards 3 and 5.

   h. Provide a crosswalk detail that incorporates dimensions and specifications included in Crosswalk, Curb Extensions, and Median Standard 1.

   i. Provide designated crosswalks along Harkins Road at both of the site's ingress/egress points along West Lanham Drive at Cross Street.

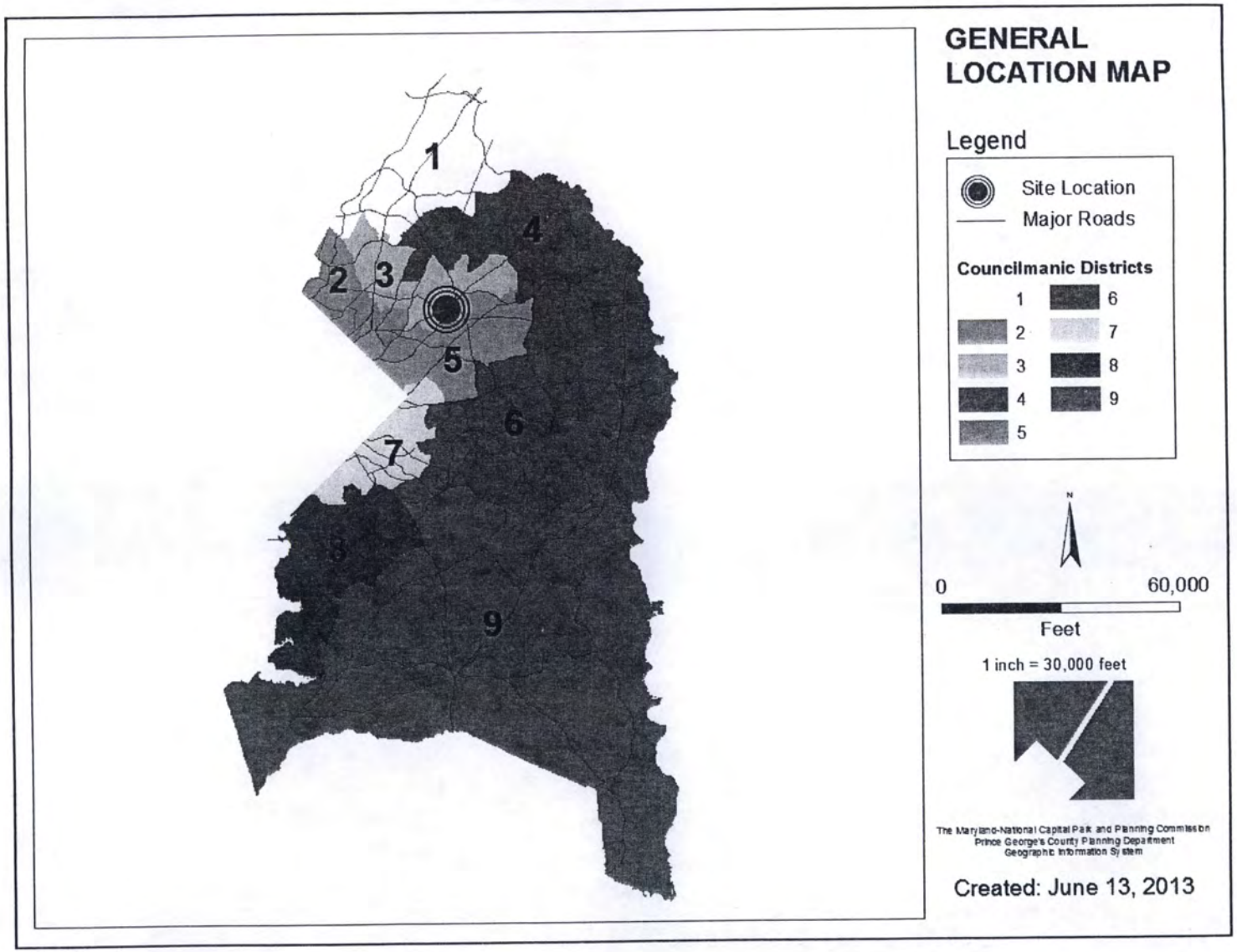
3. Prior to the issuance of any building permits for the proposed commercial/retail or residential uses within the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall:

   a. Provide staff with assurance that all existing bus stops along Harkins Road, or as amended by the Department of Public Works and Transportation (DPW&T), have been fully bonded and permitted for the provision of attractive lighted bus shelters, posted bus route maps and schedules, and installation of "Next Bus" message sign.

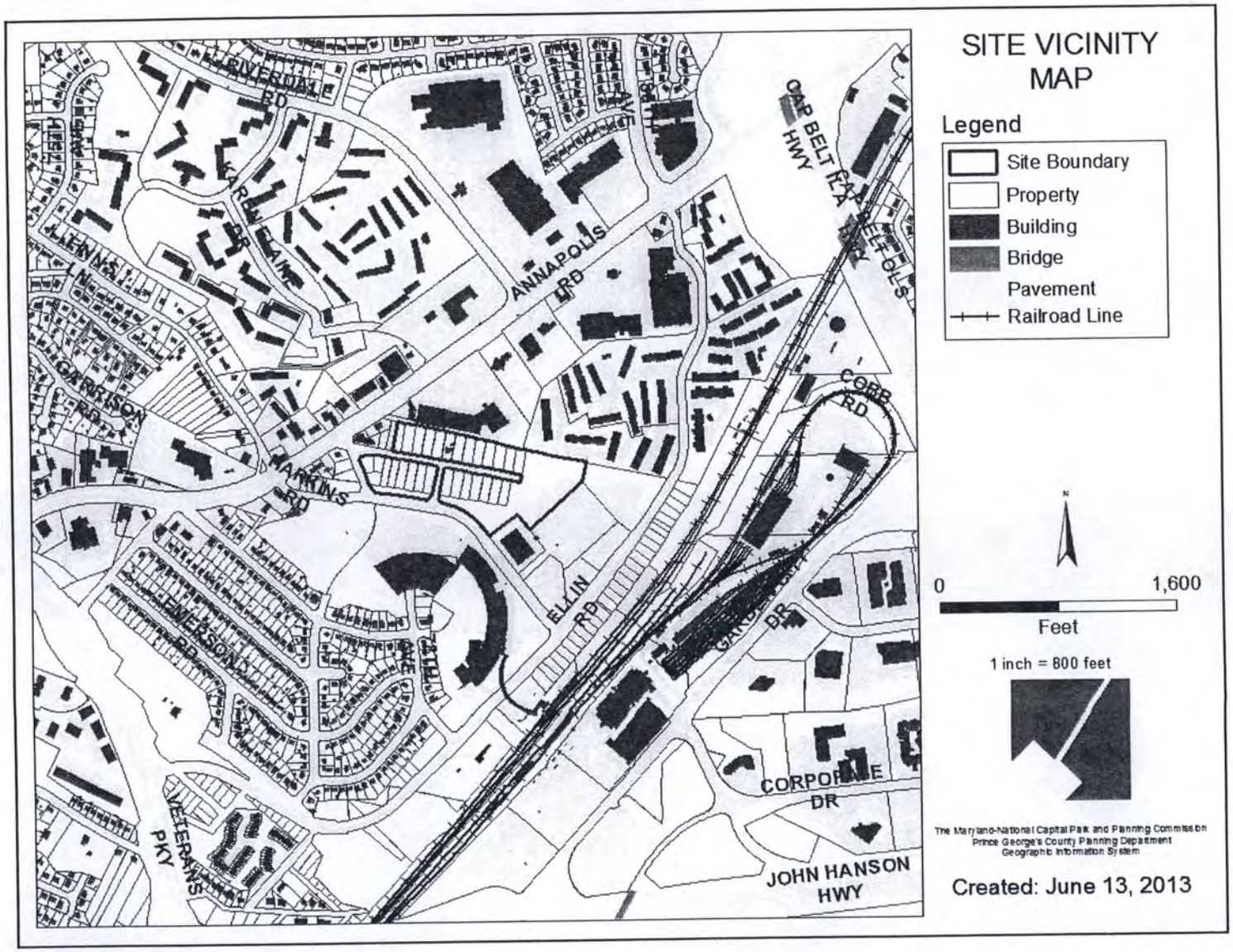
   b. Provide staff with assurance that as part of a comprehensive and appropriate way finding signage system approved by the Urban Design Section as the designee of the Planning Board and per DPW&T standards and specifications, any required sign along West Lanham Drive and Harkins Road has been fully funded and permitted for installation.

c. Provide evidence that the applicant is working closely with the DPW&T and/or the City of New Carrollton by providing financial assistance that will fully cover the full installation cost of one bike sharing station at a location deemed appropriate by M-NCPPC and/or DPW&T.

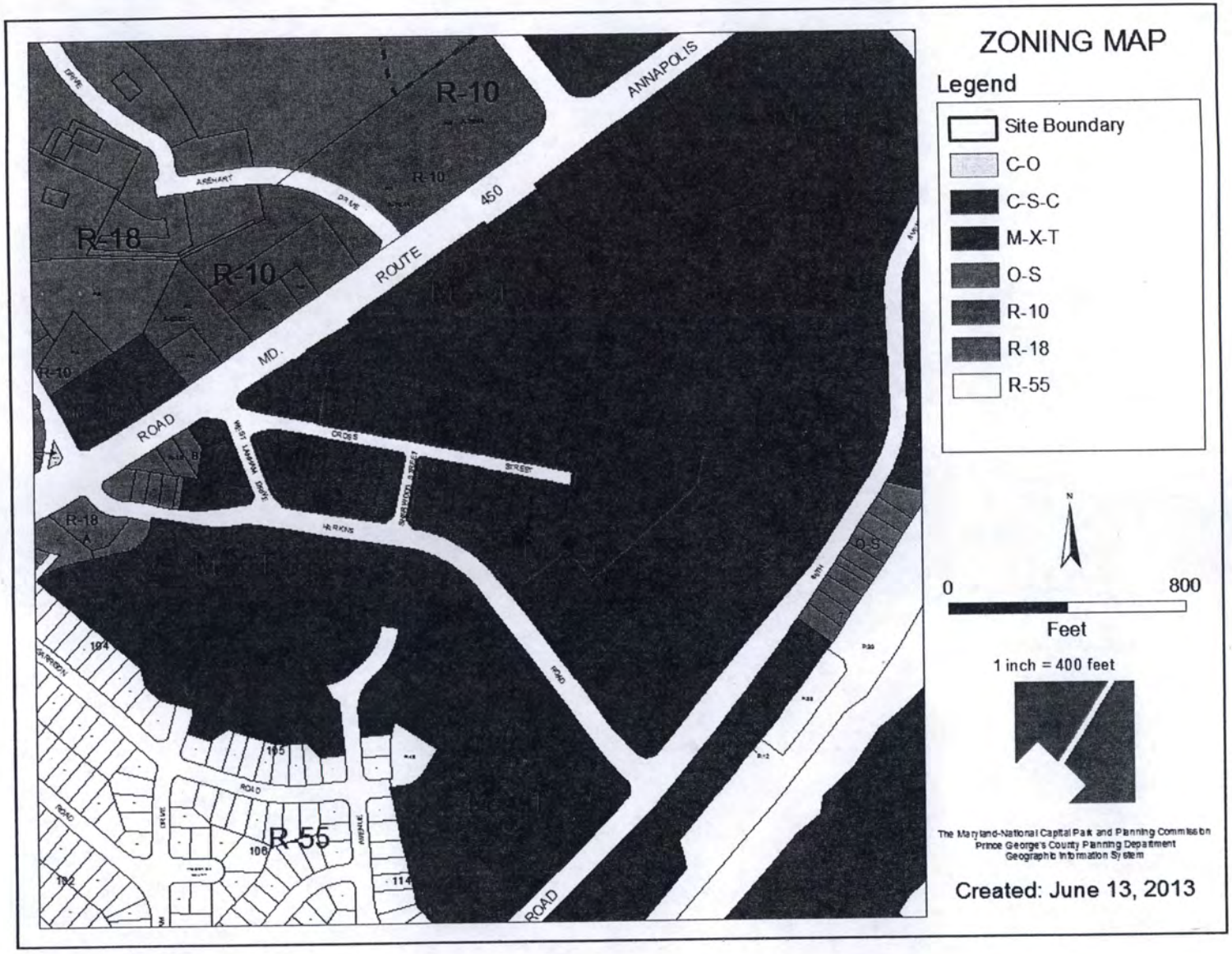
GENERAL LOCATION MAP



SITE VICINITY



ZONING MAP


ZONING MAP
Legend
Site Boundary
C-O
C-S-C
M-X-T
O-S
R-10
R-18
R-55
R-10
R-18
R-55
ANNAPOLIS
ROUTE 450
MD.
ROAD
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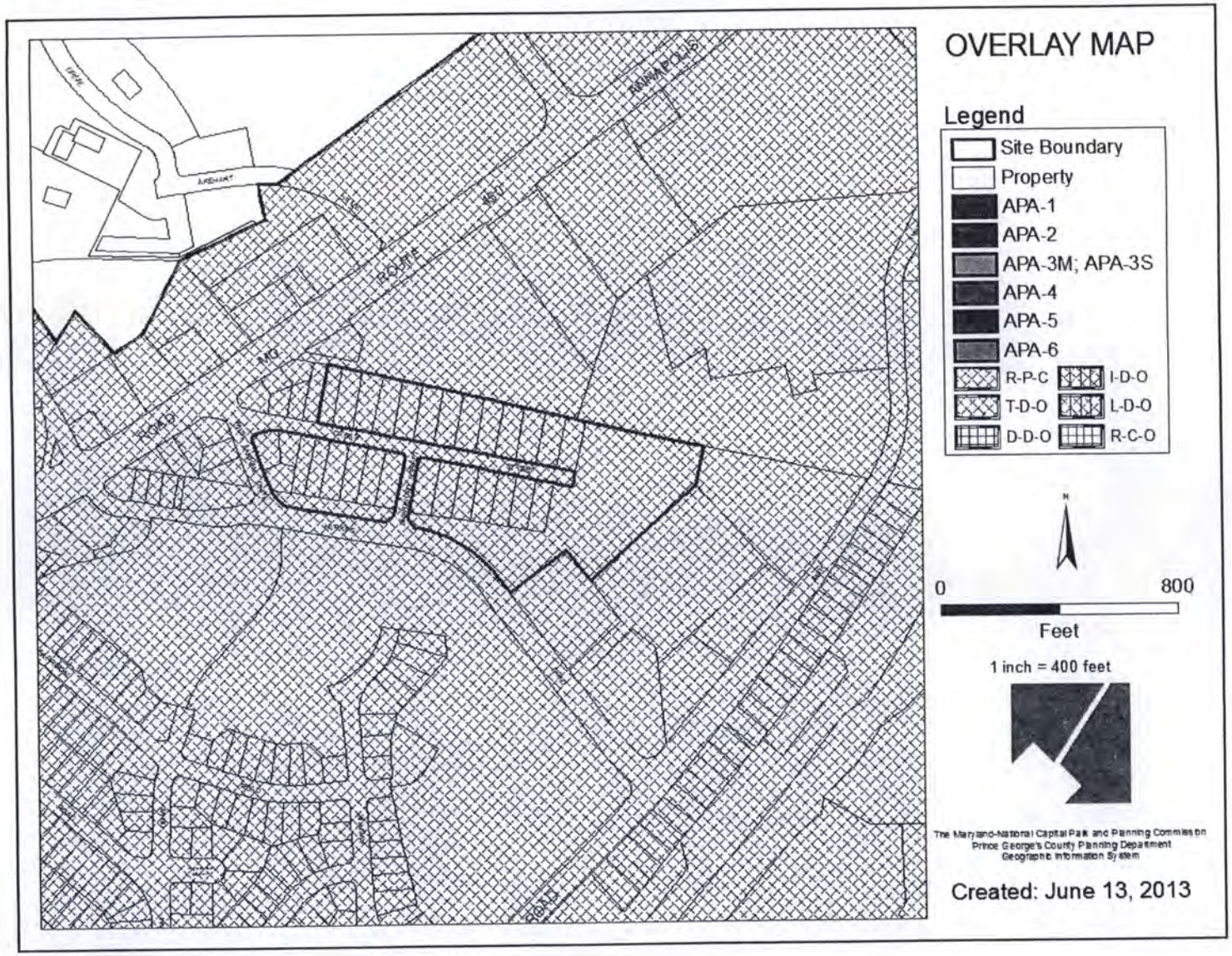
800
Feet
1 inch = 400 feet
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 13, 2013

OVERLAY MAP


OVERLAY MAP
Legend
Site Boundary
Property
APA-1
APA-2
APA-3M; APA-3S
APA-4
APA-5
APA-6
R-P-C
I-D-O
T-D-O
L-D-O
D-D-O
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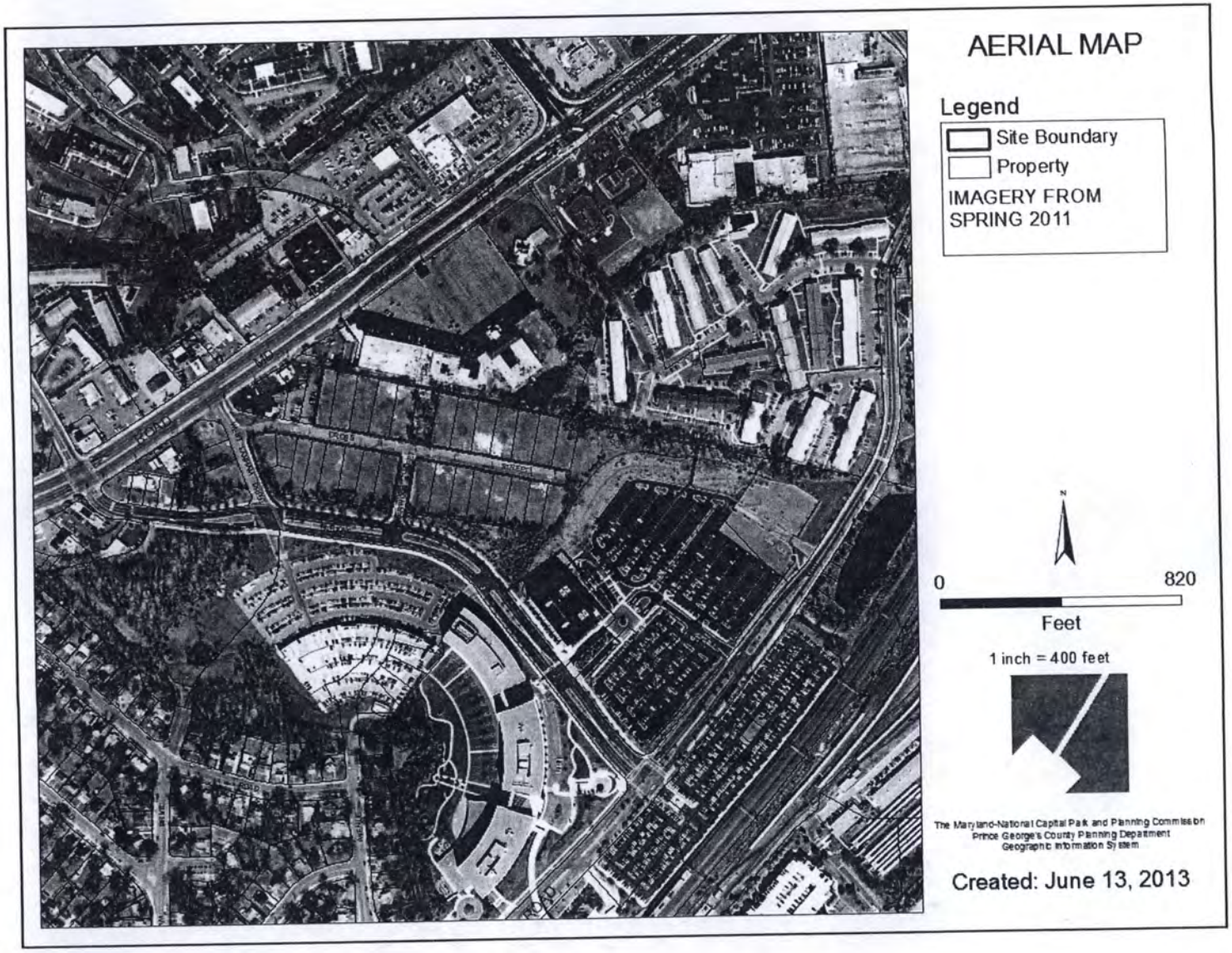
Feet
1 inch = 400 feet
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 13, 2013
ANNAPOLIS
ROUTE
450
MD
ROAD

AERIAL MAP


AERIAL MAP
Legend
Site Boundary
Property
IMAGERY FROM SPRING 2011
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Feet
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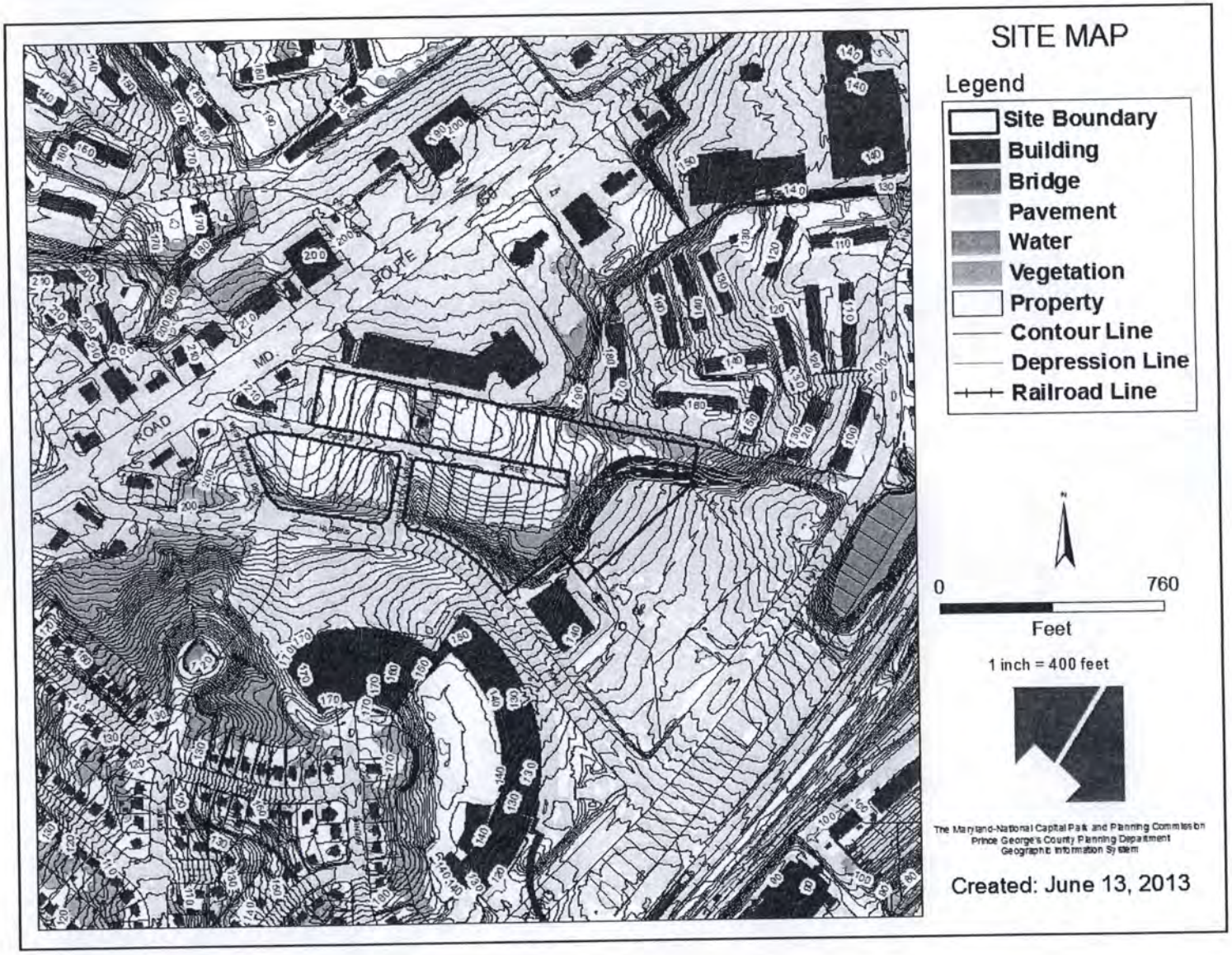
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 13, 2013

SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
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Feet
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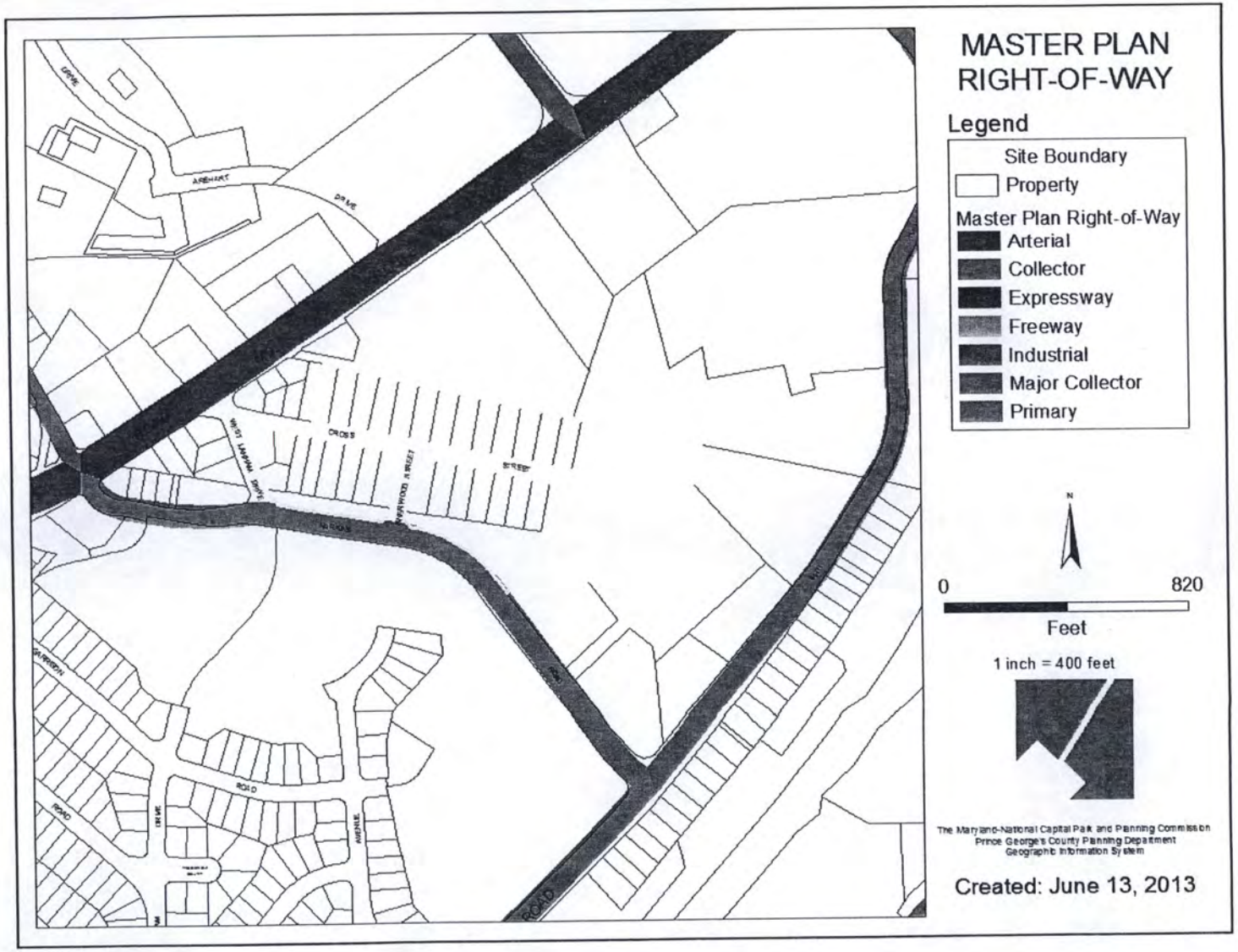
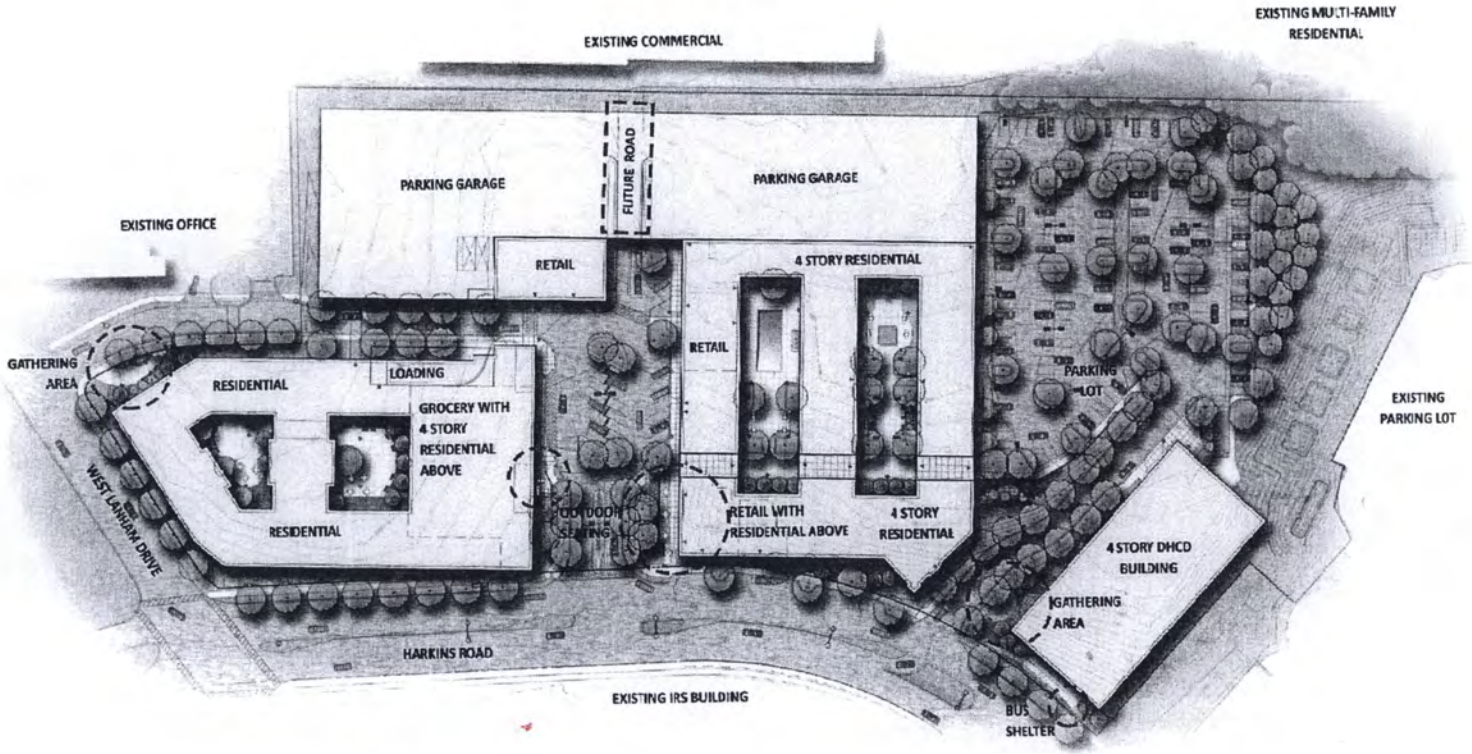
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System
Created: June 13, 2013

MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

PHASE ONE - OVERALL SITE PLAN



VIKA

LAYOUT: LAYOUT, Plotted By: crisllp

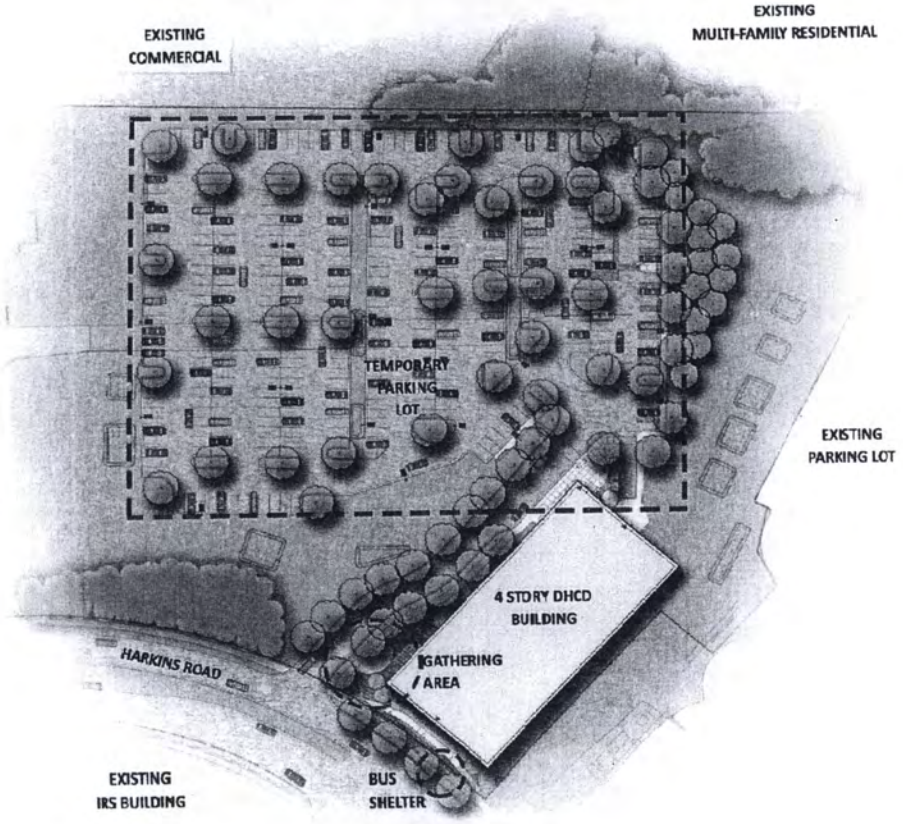
SEQUENCE 2 SITE PLAN

CARROLLTON STATION
NEW CARROLLTON, MARYLAND
PRINCE GEORGE'S COUNTY

AUGUST 28, 2013

DRI

DHCD DETAILED SITE PLAN



SEQUENCE 1 SITE PLAN

CARROLLTON STATION
NEW CARROLLTON, MARYLAND
PRINCE GEORGE'S COUNTY

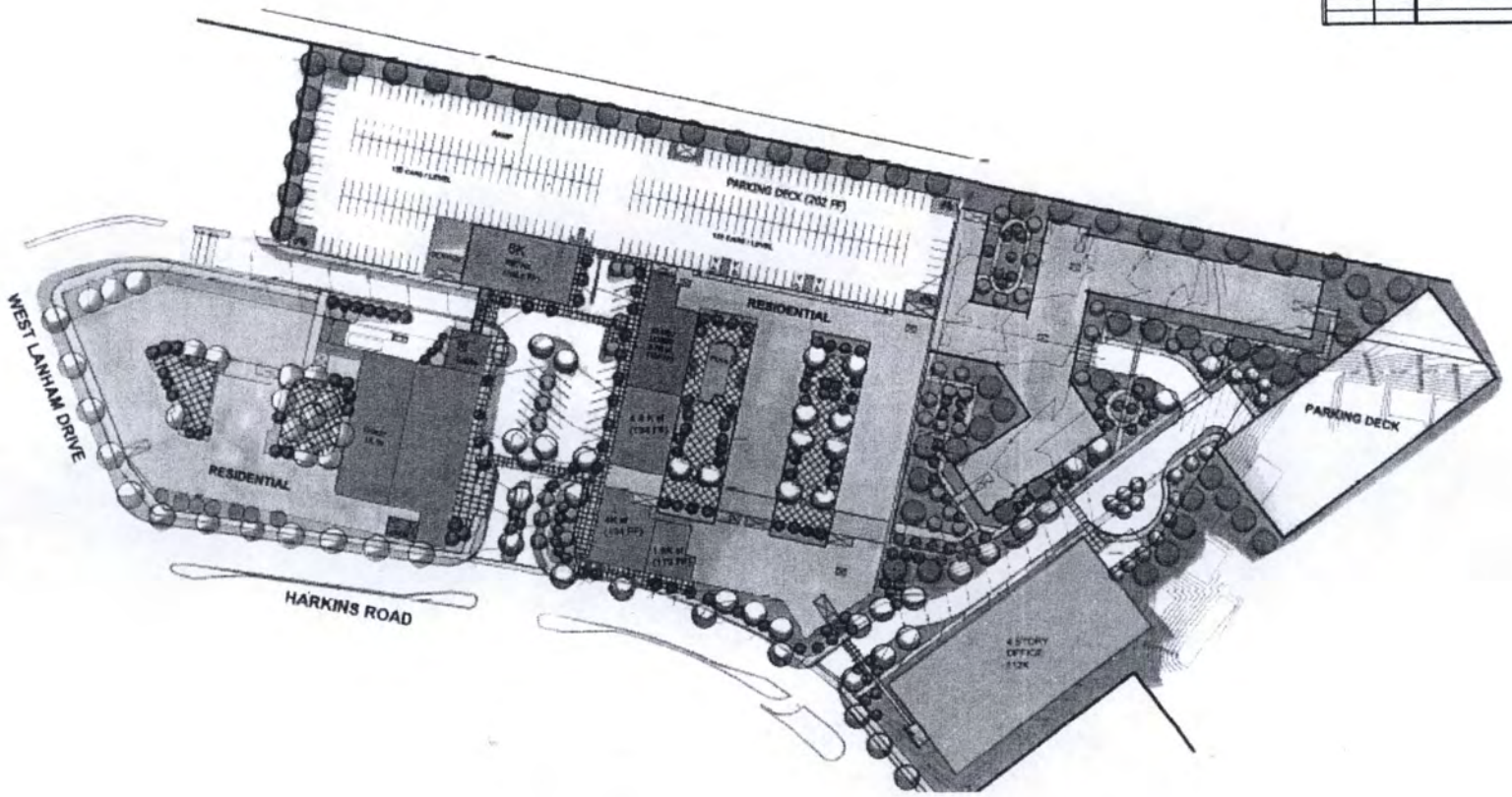
AUGUST 28, 2013

LAYOUT: LAYOUT, Plotted By: crisitp

9/12/2013

BUILD OUT - OVERALL SITE PLAN

M.N.C.P.P.C. APPROVALS

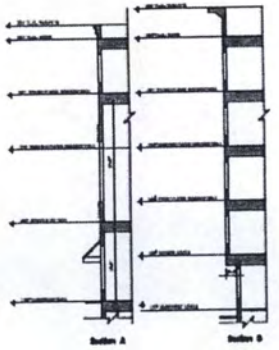


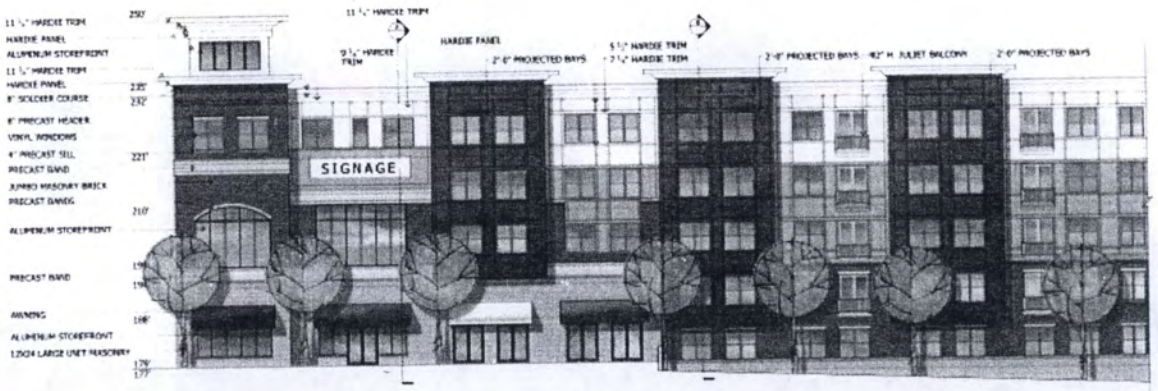
CARROLLTON STATION

BUILD OUT - OVERALL SITE PLAN
New Carrollton, MD
August 6, 2013

MARTIN ARCHITECTURAL

MATERIAL CALL OUT - ELEVATIONS





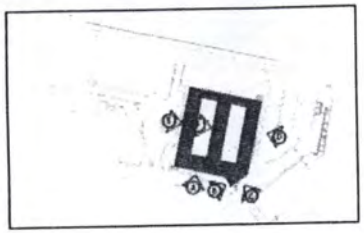
M.N.C.P.P.C. APPROVALS			
PROJECT NAME: CARROLLTON STATION			
PROJECT NUMBER: DSP-13026			

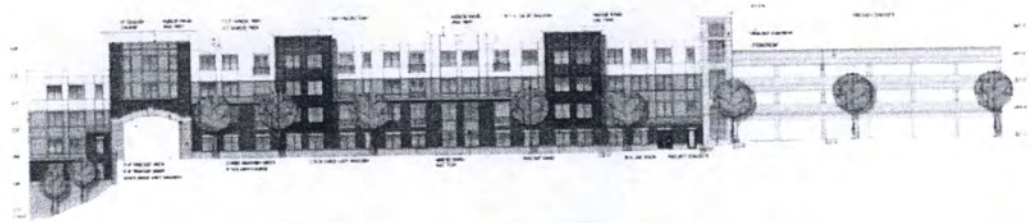
CARROLLTON STATION

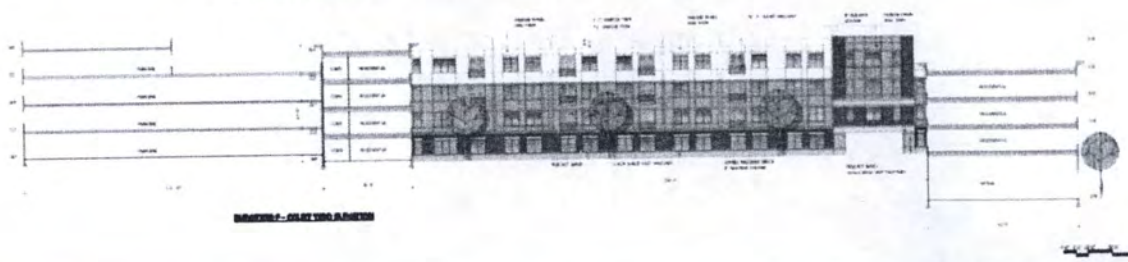
MATERIAL CALL OUT - ELEVATIONS (DETAILED SITE PLAN)
New Carrollton, MD
August 6, 2013

MARTIN ARCHITECTURAL

EAST RESIDENTIAL ELEVATIONS







M.N.C.P.P.C. APPROVALS

PROJECT NAME: CARROLLTON STATION

PROJECT NUMBER: DSP-13026

CARROLLTON STATION

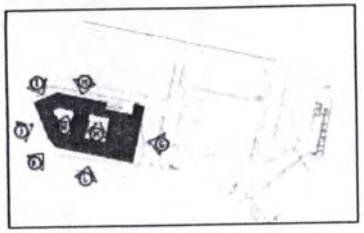
EAST RESIDENTIAL ELEVATIONS (DETAILED SITE PLAN)
New Carrollton, MD
August 6, 2013

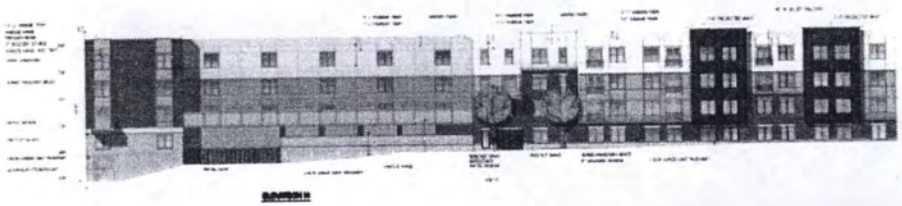
MARTIN ARCHITECTURAL

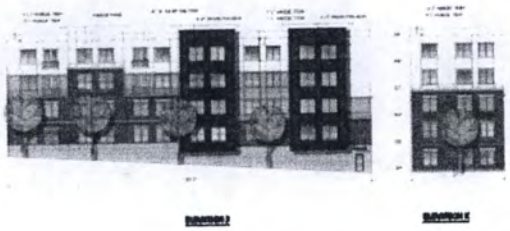
Slide 13 of ~~31~~ 28 9/12/2013

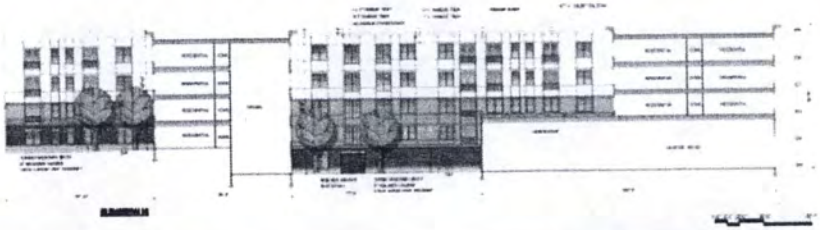
Page 45

WEST RESIDENTIAL ELEVATIONS









M.N.C.P.P.C. APPROVALS			
PROJECT NAME CARROLLTON STATION			
PROJECT NUMBER DSP-13026			

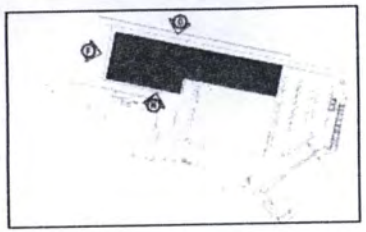
CARROLLTON STATION

WEST RESIDENTIAL ELEVATIONS (DETAILED SITE PLAN)
New Carrollton, MD
August 6, 2013

BERMAN ENTERPRISES

MARTIN ARCHITECTURAL

GARAGE ELEVATIONS



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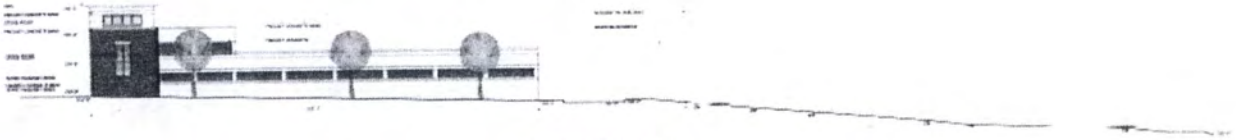
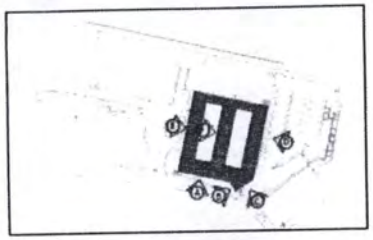


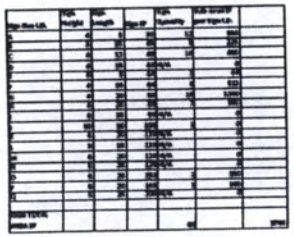
CARROLLTON STATION

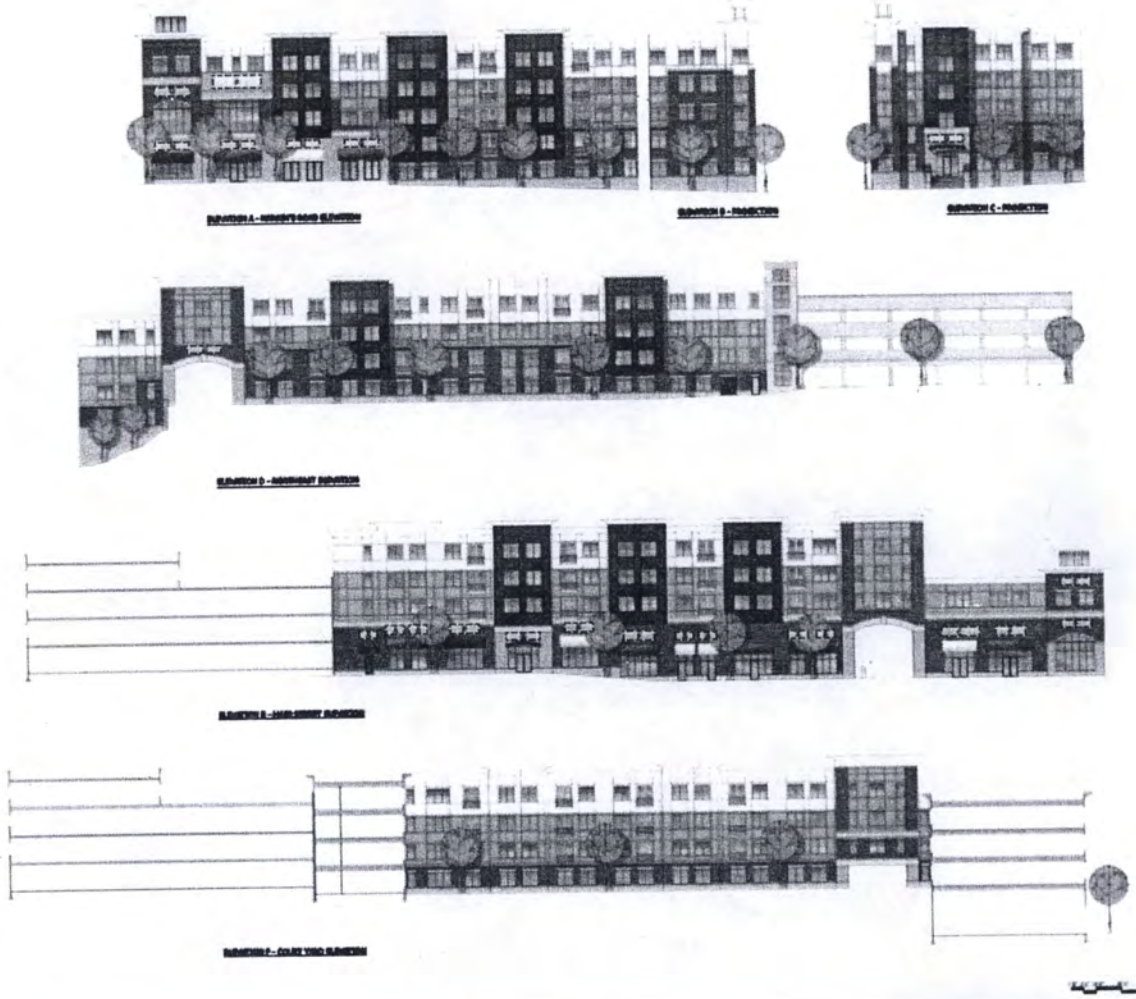
GARAGE DETAILED SITE PLAN ELEVATIONS
New Carrollton, MD
August 6, 2013

MARTIN ARCHITECTURAL

EAST RESIDENTIAL – SIGN LOCATIONS AND AREAS







M.N.C.P.P.C. APPROVALS

PROJECT NAME: CARROLLTON STATION

PROJECT NUMBER: DSP-13026

SHEET #	DATE	DESIGN'S SOLUTION	DATE

CARROLLTON STATION

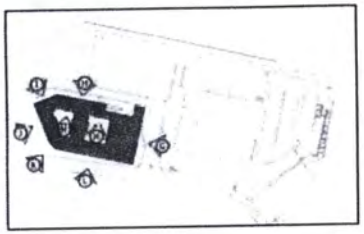
EAST RESIDENTIAL SIGN LOCATIONS AND AREAS
New Carrollton, MD
August 6, 2013

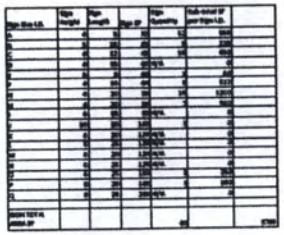
MARTIN ARCHITECTURAL

Slide 16 of ~~31~~ 28

9/12/2013

WEST RESIDENTIAL – SIGN LOCATIONS AND AREAS





M.N.C.P.P.C. APPROVALS

PROJECT NAME: CARROLLTON STATION

PROJECT NUMBER: DSP-13026

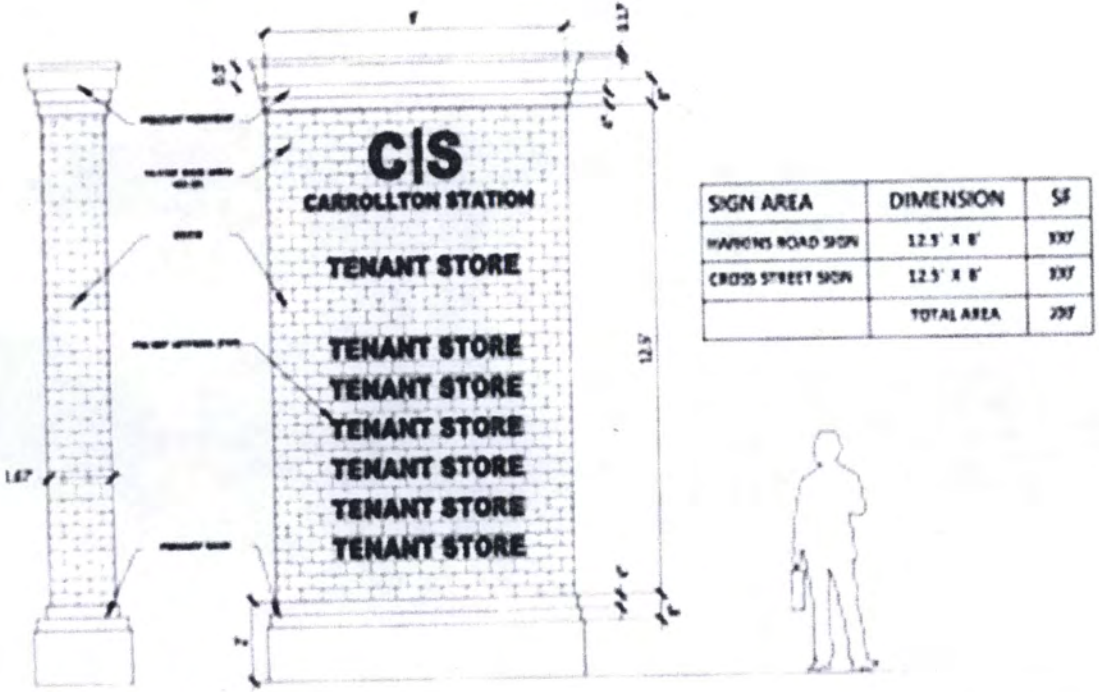
CARROLLTON STATION

WEST RESIDENTIAL SIGN LOCATIONS AND AREAS
New Carrollton, MD
August 6, 2013

MARTIN ARCHITECTURAL

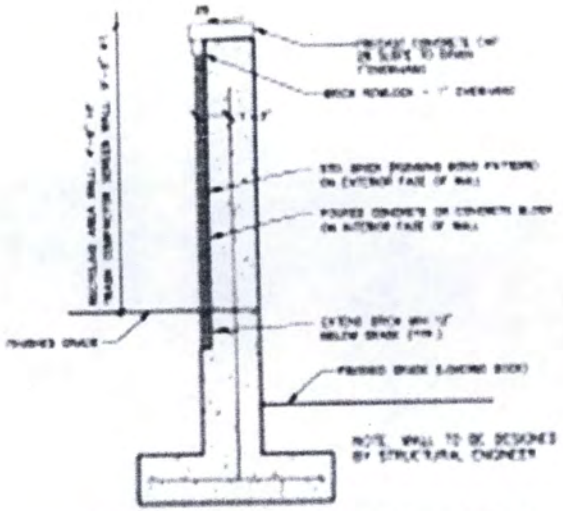
Slide 17 of ~~31~~ 28 9/12/2013

ENTRANCE SIGN



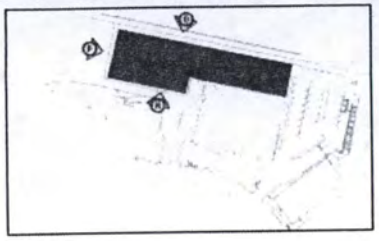
SIGN AREA	DIMENSION	SF
HARRIS ROAD SIGN	12.5' X 8'	100
CROSS STREET SIGN	12.5' X 8'	100
	TOTAL AREA	200

ENTRANCE SIGN DETAIL
SCALE 1/2" = 1'



9 LOADING DOCK SCREEN WALL/RETAINING WALL
NOT TO SCALE

GARAGE SIGN LOCATIONS AND AREAS



M.N.C.P.P.C. APPROVALS			
PROJECT NAME CARROLLTON STATION			
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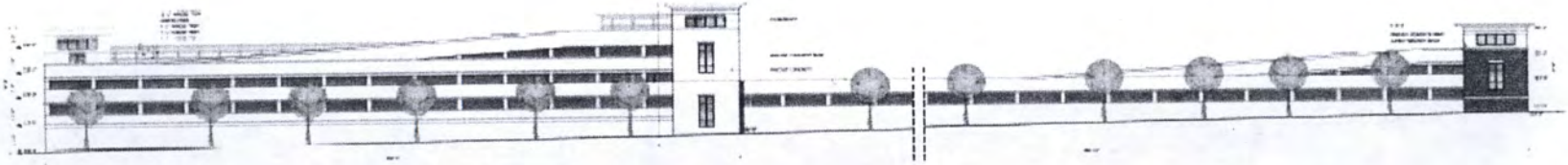


CARROLLTON STATION

GARAGE SIGN LOCATIONS AND AREAS
New Carrollton, MD
August 6, 2013

MARTIN ARCHITECTURAL

DHCD NEW CARROLLTON –HARKINS ROAD VIEW

COVERSHEET

DHCD NEW CARROLLTON

JUNE 4, 2013

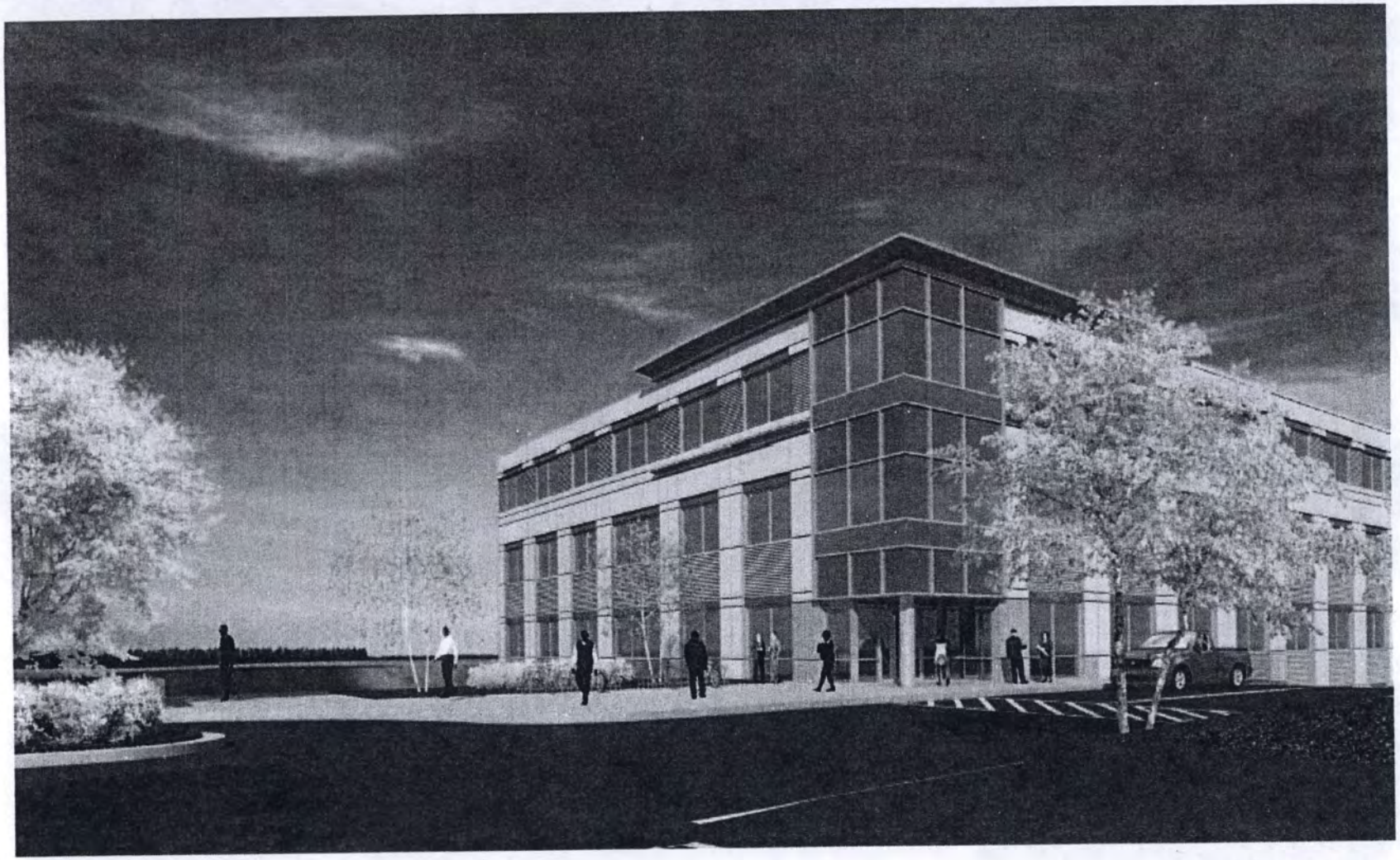
BUILDING REAR PERSPECTIVE

BUILDING PERSPECTIVE

DHCD NEW CARROLLTON

JUNE 4, 2013

BUILDING ENTRANCE PERSPECTIVE

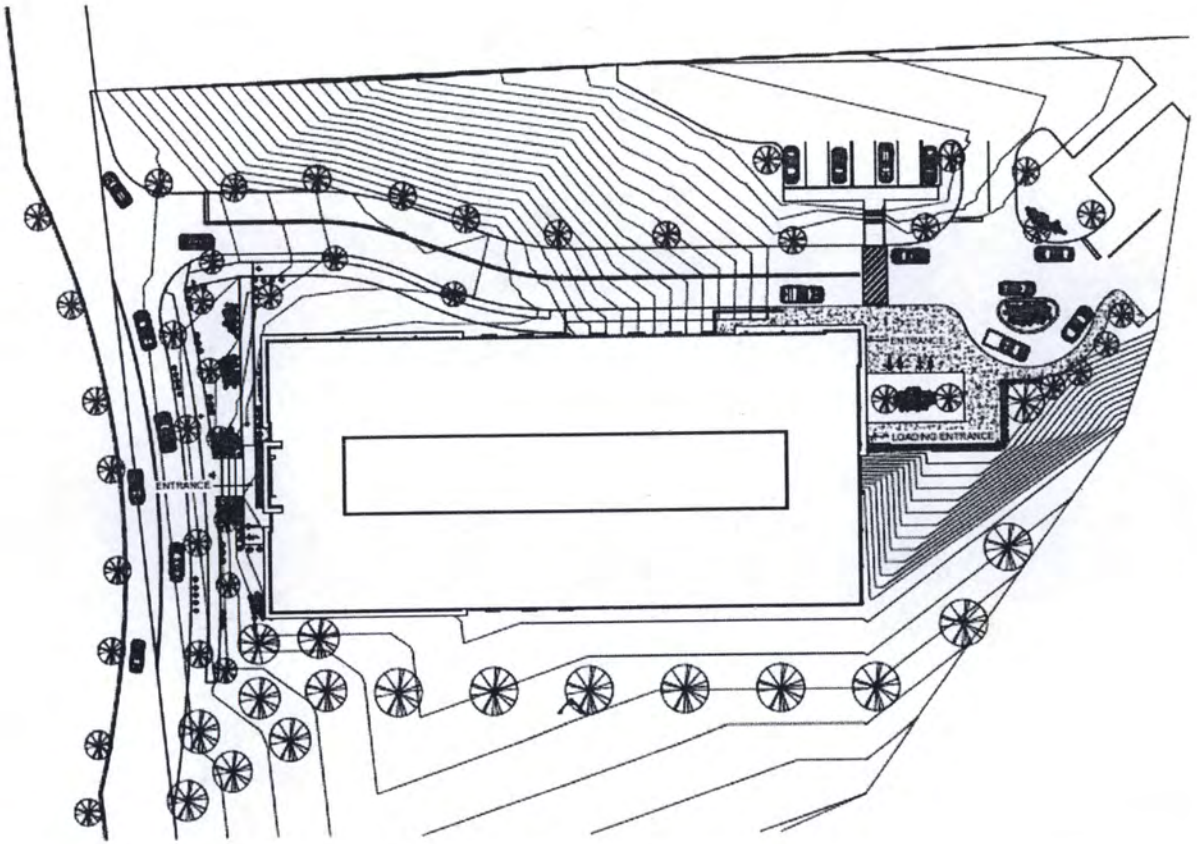


BUILDING PERSPECTIVE

DHCD NEW CARROLLTON

JUNE 4, 2013

SITE PLAN-OFFICE BUILDING

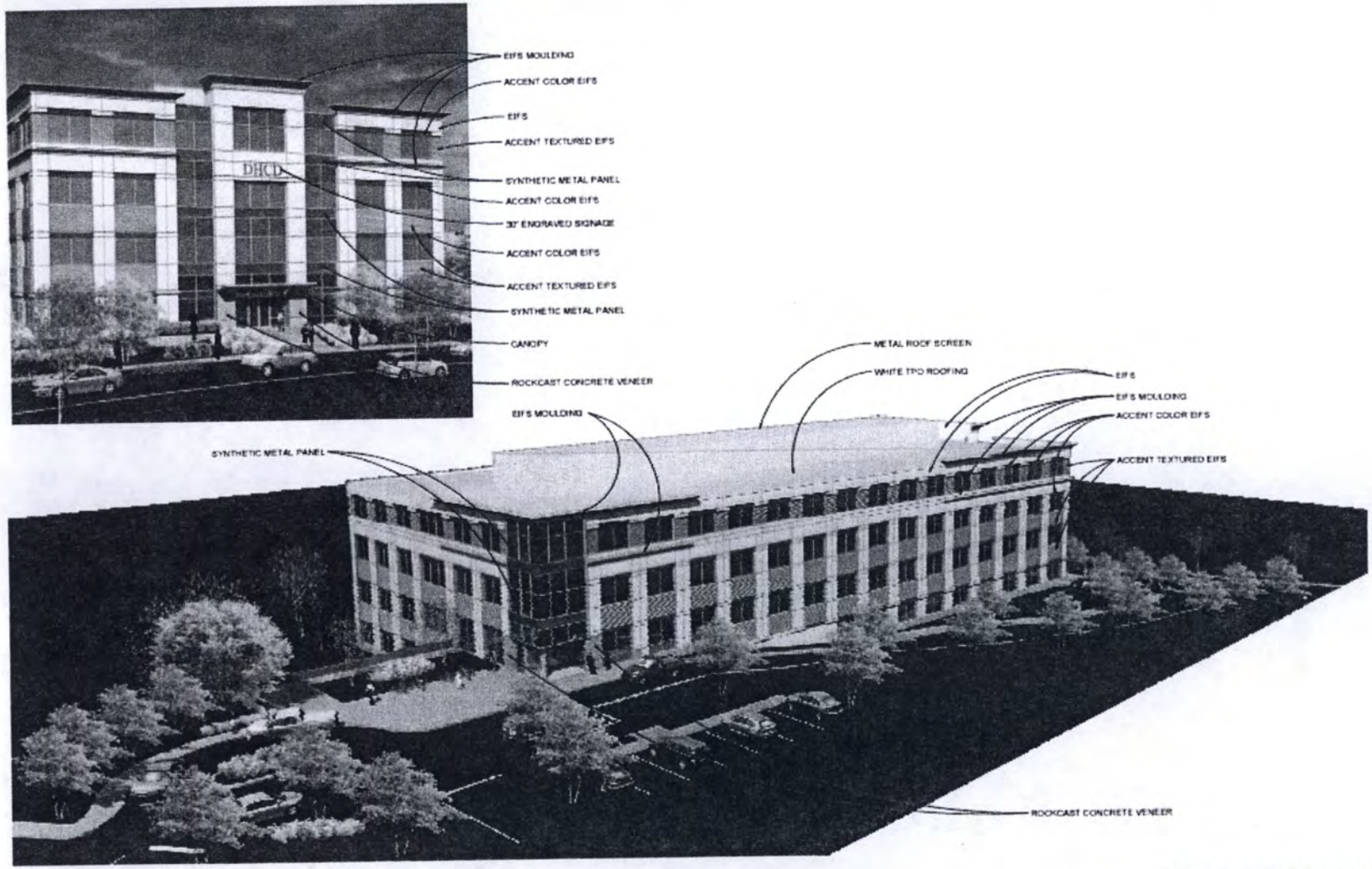


SITE PLAN

DHCD NEW CARROLLTON

JUNE 4, 2013

BUILDING PERSPECTIVE

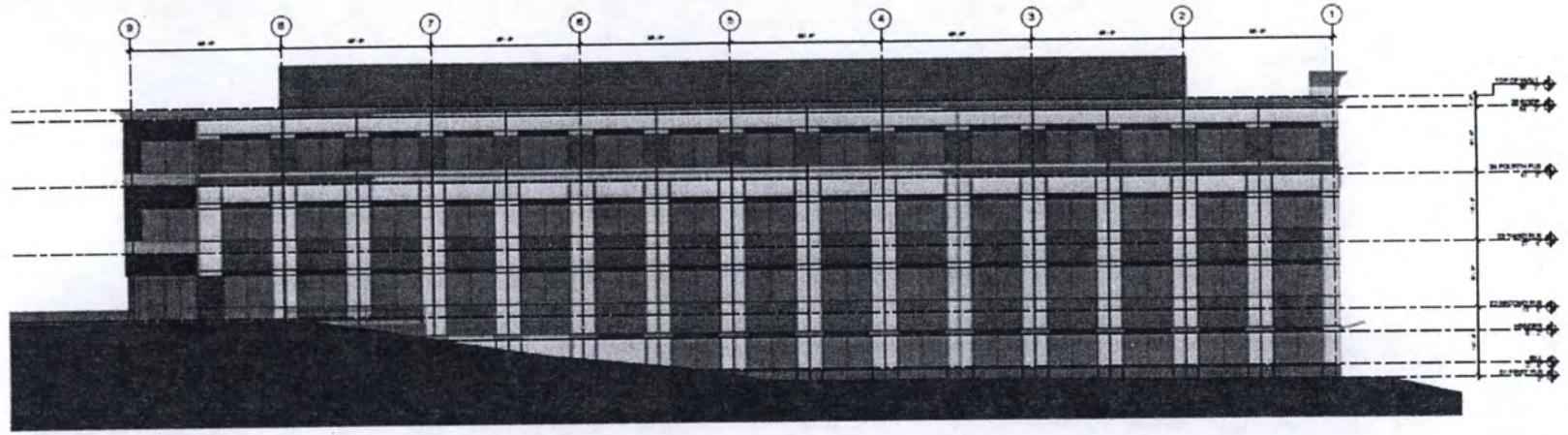


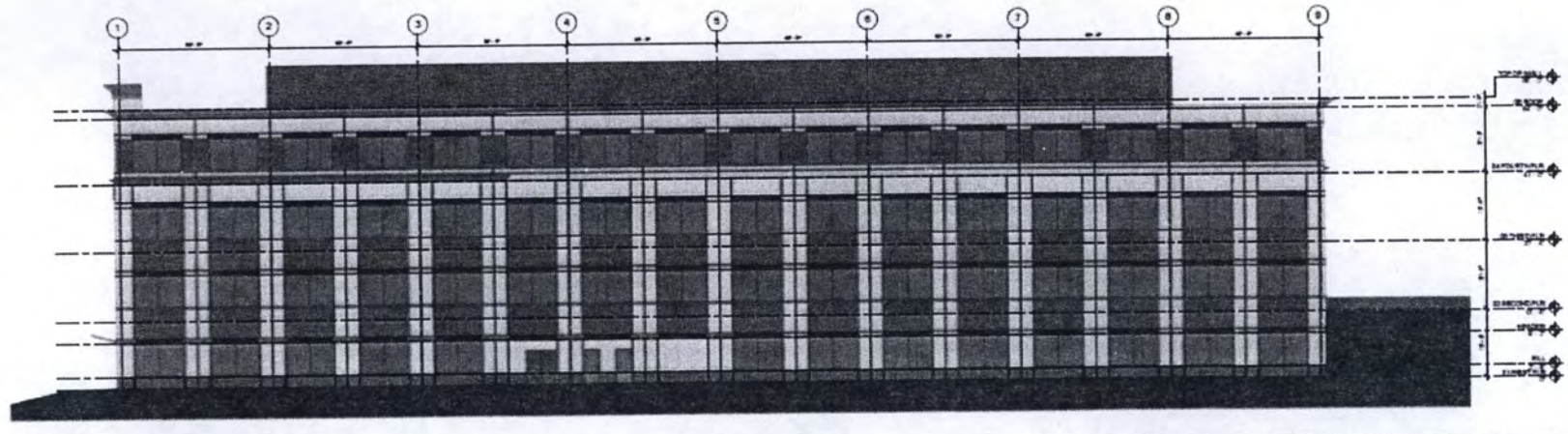
BUILDING PERSPECTIVE

DHCD NEW CARROLLTON

JUNE 4, 2013

BUILDING ELEVATIONS



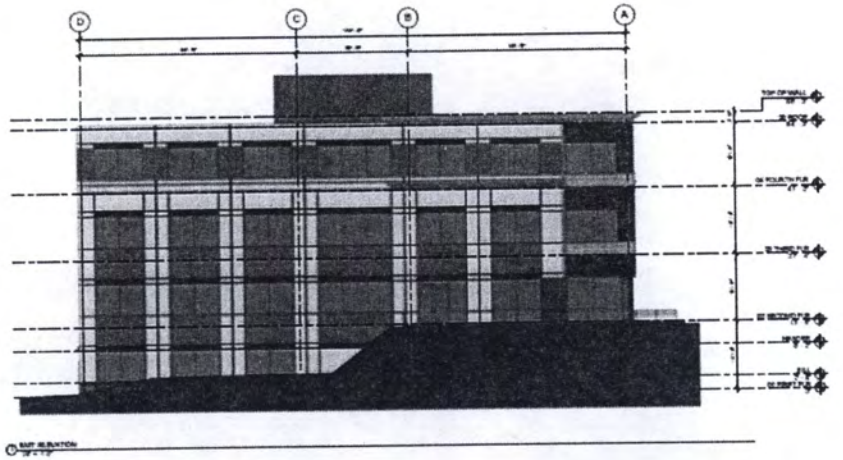


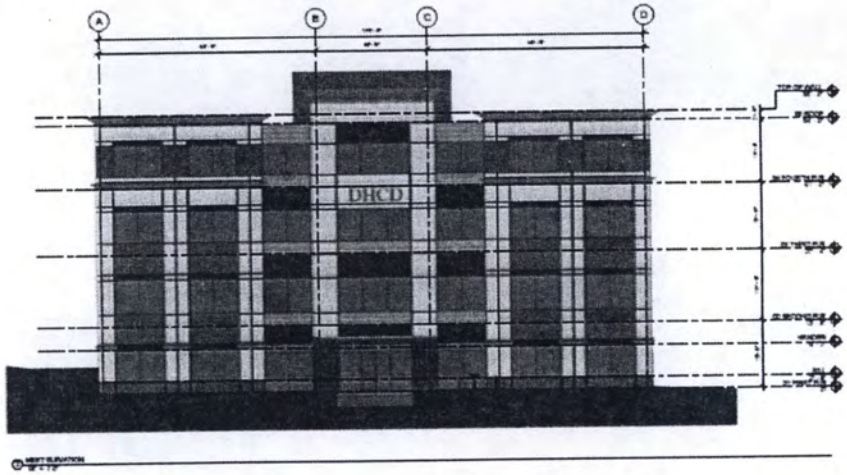
BUILDING ELEVATIONS

DHCD NEW CARROLLTON

JUNE 4, 2013

BUILDING ELEVATIONS



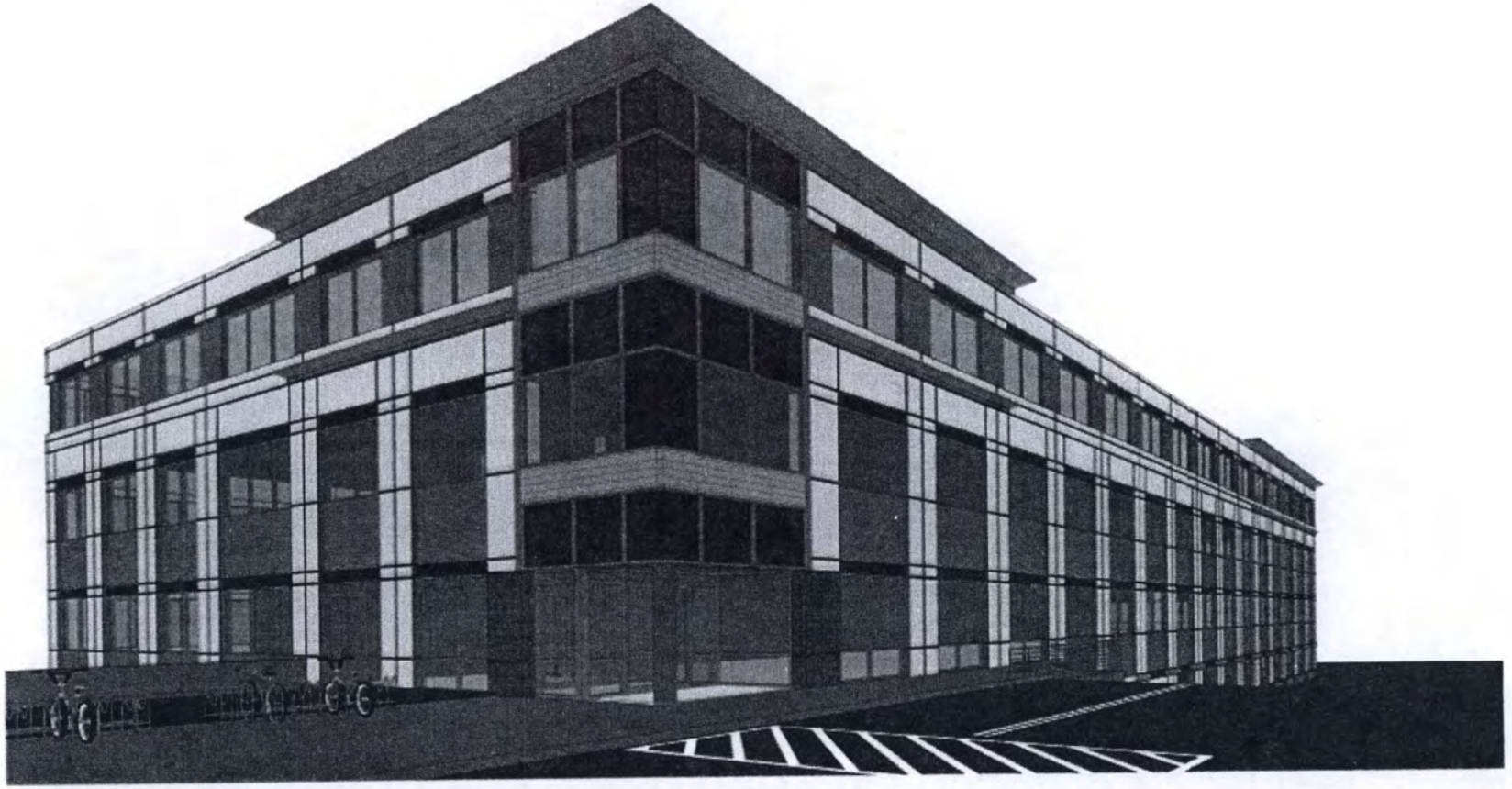


BUILDING LEVATIONS

DHCD NEW CARROLLTON

JUNE 4, 2013

BUILDING PERSPECTIVES



BUILDING PERSPECTIVES

DHCD NEW CARROLLTON

JUNE 4, 2013

BUILDING PERSPECTIVES

BUILDING PERSPECTIVES

DHCD NEW CARROLLTON

JUNE 4, 2013

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department **(301) 952-3680**
Countywide Planning Division, Transportation Planning Section **www.mncppc.org**

August 28, 2013

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division

FROM: Faramarz Mokhtari, Transportation Planning Section, Countywide Planning Division

VIA: Eric Foster, Transportation Planning Section, Countywide Planning Division

SUBJECT: Carrollton Station – DSP-1302609- Transportation Findings and Recommended Conditions

The Transportation Planning Section has reviewed the plans referenced above. The subject property consists of approximately 13.64 acres of land in the MXT zone (Mixed Use-Transportation). The property is located along the Existing West Lanham Drive and Harkins Road and approximately 1,500 foot west of the New Carrollton Metro Station entrance. The subject property is also located within the designated Metro Core area of the New Carrollton Transit District Development Plan (TDDP).

Consistent with the recommendations of Zoning Ordinance for MXT zone, and per the TDDP recommendations and requirements, the submitted site plan proposes to develop the site with residential (556 multifamily units), commercial retail/ service (87,000 square feet), and commercial office (113,000 square feet). The submitted plan also includes details regarding access, circulation patterns, surface and structured parking layout as well as the layout and location of pedestrian and bicycle facilities. The submitted detailed site plan is required to satisfy all development and design guidelines of the approved Transit District Plan. The property is also part of the New Carrollton Preliminary Plan of Subdivision 4-13008, and therefore is subject to the applicable transportation conditions that will be included in the Planning Board Resolution for the New Carrollton Subdivision. The findings and recommendations outlined below are based upon staff evaluation of the submitted site plan and the ways in which the proposed development conforms to these requirements.

DSP Plan Comments

The applicant proposes to construct the proposed development along with a total of 1,179 parking spaces (972 spaces as structured parking, 200 surface parking and 7 on-street spaces). The proposed total off-street parking supply is substantially less than the 1,529 spaces; the maximum allowed off-street parking, using the TDDP's recommended maximum off-street parking ratios for allowed land uses (TDDP- Table 9, Page 163). The parking calculation included in the submitted plans are based on the maximum allowed residential density of 700 units, used in the submitted traffic impact study for the determining the required transportation adequacy for the companion Preliminary Plan of Subdivision (4-13008), and not the 556 total residential units proposed by the submitted detailed site plan.

Page 165 of the TDDP dealing with share parking, is not applicable to the proposed mixed use development since Standard 1, clearly states that: "the maximum parking requirements stated in Table 9 are waived for shared parking areas in structures (there is no maximum number of parking spaces for shared parking."

The submitted plan proposes access to the site will be limited to one access driveway from West Lanham Drive by the way of Cross Street and two access driveways to Harkins Road. The main access road to Harkins Road, approximately 250 feet east of its intersection with West Lanham Drive, must be extended through the proposed parking garage and allows for its future connection to the northern limits of the subject property, as a two lane privately maintained roadway with on-road bike accommodation (shared lanes) and sidewalks on both side on a 36 feet wide public use access easement. This extension satisfies the TDDP proposed circulation requirements and vision for a strong street grid network:

1. Page 27-indicating the need for additional connections to MD 450 to improve walkability and linkage for residents north of MD 450 to access the Metro station by foot and/or bicycle, and

2. Page 151- requiring connections shall be provided between new streets in the TDDP area and existing local and minor collector streets.

The findings and recommendations outlined below are based upon a review of relevant and submitted material and analysis, all conducted in accordance with the requirements of the *2010 New Carrollton approved Transit District Overlay Zoning Map Amendment*, and the "Guidelines for the Analysis of the Traffic Impact of Development Proposals."

As part of the companion Preliminary Plan of Subdivision for the subject property, the applicant submitted a revised comprehensive traffic impact study On August 12, 2013, for review. In the submitted traffic impact study it is reported that the proposed development will be constructed in two phases. The first phase will be limited to the construction of 113,000 square feet of the proposed office space, while phase two will consists of the remaining proposed development showing on the submitted plan. The submitted study was referred to SHA and DPW&T, and the City of New Carrollton for their review and comments.

Finally, it is important to note that the TDDP recommends the establishment of an area-wide Transportation Demand Management (TDM) district, as well as the provision of attractive lighted bus shelters, posted bus route maps and schedules, and installation of "Next Bus" message sign at all bus stops, and the installation of appropriately designed wayfinding signage system throughout the District. As of this writing the New Carrolton TDM district has not been established.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that the proposed detailed site plan as submitted is in conformance with all applicable TDDP Development Requirements and Site Design Guidelines. Furthermore, the proposed development will be adequately served within a reasonable period of time with existing, programmed, or planned transportation facilities, if the proposed plan is approved with the following conditions:

1. Prior to the issuance any building permit for the proposed commercial retail or residential uses within the subject property, the applicant, his heirs, successors, and/or assigns shall provide staff with assurance that all existing bus stops along Harkins Roads, or as amended by DPW&T, have been fully bonded and permitted for the provision of attractive lighted bus shelters, posted bus route maps and schedules, and installation of "Next Bus" message sign.

2. Prior to the issuance any building permit for the proposed commercial retail or residential uses within the subject property, the applicant, his heirs, successors, and/or assigns shall provide staff with assurance that as part of a comprehensive and appropriate wayfinding signage system approved by the Urban Design Section and per DPW&T standards and specifications, all required wayfinding signs along West Lanham Drive and Harkins Road have been fully funded and permitted for installation.

3. Prior to issuance of any building permit for the proposed commercial retail or residential uses within the subject property, the applicant, his heirs, successors, and/or assigns shall provide evidence that the applicant is working closely with the DPW&T and/or the City of New Carrollton as well as full financial assurance for the total installation cost of one bike sharing station at a location deemed appropriate by MNCPPC and/or DPW&T within the District.

4. Prior to signature approval of the submitted detailed site plan, the submitted plan shall be revised to show highly attractive and visible crosswalks and provision of any appropriate pedestrian and bike safety features, per DPW&T standards and requirements, throughout the site, and along all approaches at the (a) Cross Street with West Lanham Drive intersection, and (b) the two proposed access roads with Harkins Road.

5. Prior to signature approval of the submitted detailed site plan, the submitted plan shall be revised to show the main access road to Harkins Road, approximately 250 feet east of its intersection with West Lanham Drive, is extended through the proposed parking garage as well its future extension to northern property limits, as a two lane privately maintained roadway with on-road bike accommodation (shared lane) and sidewalks on both side on a 36 feet wide public use access easement.

Prince George's County Planning Department
Community Planning Division

301-952-4225
www.mncppc.org

August 26, 2013

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

VIA: Teri Bond, Planning Supervisor, Community Planning Division TWB

FROM: Hyojung Garland, LEED AP, Senior Planner, Community Planning Division HG

SUBJECT: DSP-13026, Carrollton Station

DETERMINATIONS

General Plan: This application is consistent with the 2002 Approved General Plan Development Pattern policies for the Developed Tier.

Transit District Development Plan: This application is in conformance with the mixed-use land use recommendations of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overly Zoning Map Amendment*. The transit district development plan's vision is for infill mixed-use development to create a moderate density along Annapolis Road.

BACKGROUND

Location: The subject property is located at the northeast intersection of West Lanham Drive and Harkins Road.

Size: 13.67 acres

Existing Use: A single-family home is currently located on the site.

Proposal: The applicant is proposing mixed-use development, including residential, office and retail land use.

GENERAL PLAN, SECTOR PLAN AND SMA

2002 General Plan: This site is located in the Developed Tier and is designated a Metropolitan Center. The vision for the Developed Tier is a network of sustainable transit supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. Metropolitan Centers have a high

concentration of land uses and economic activities that attract employers, workers, and customers from other parts of the metropolitan Washington areas, such as large government service or major employment centers, major educational complexes, or high-intensity commercial uses. High-density residential development may also be located in or very near Metropolitan Centers.

Transit District Development Plan: 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overly Zoning Map Amendment*

Planning Area/ Community:	69/Bladensburg/New Carrollton and Vicinity
Land Use:	Mixed-use and mixed-use/institutional uses
Environmental:	Refer to the Environmental Planning Section referral for conformance with the Environmental Chapter of the approved transit district development plan and the 2005 *Approved Countywide Green Infrastructure Plan*.
Historic Resources:	None identified on the subject property
Transportation:	The 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overly Zoning Map Amendment* designated Harkins Road as a collector road. Refer to the Transpiration Planning Section referral for conformance with the Transportation systems element and the 2009 *Countywide Master plan of Transportation*.
Public Facilities:	None identified near the subject property
Parks & Trails:	The 2009 *Countywide Master Plan of Transportation* shows an existing park trail, shared use path and planned shared use lane along Harkins Road.
Aviation:	The subject site is not within an aviation policy area. However, the subject site is located in the Interim Land Use Control area C as it is located within the Joint Base Andrews Interim Land Use Control (ILUC) impact area. The property is within Imaginary Surface C, establishing a height limit of 500 feet above the runway surface. This property is outside of the 65 dBA noise contours, so noise attenuation is not required. The property is not in an Accident Potential Zone, so no controls on use or density are required. Although these categories should not impact the proposed development they should be noted on the Detail Site Plan.

SMA/Zoning: The 2010 *New Carrollton Approved Transit District Development Plan and Transit District Overly Zoning Map Amendment* rezoned this property from the R-55 Zone to the M-X-T Zone.

PLANNING ISSUES

This application generally conforms to the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overly Zoning Map Amendment* by providing mixed-use development. The applicant requested several amendments to the TDDP standards which are all discussed below, along with other standards that merit additional consideration. All page references are taken from the approved TDDP.

General Building Envelope and Site Standards and Guidelines

Alleys (p.129)

"Alley construction within the rear setback shall be required for commercial and multifamily residential building lots and off-street parking facilities unless an alley already exists or the development site is "landlocked" by surrounding properties that are not part of the proposed redevelopment."

Staff Discussion: There is an existing alley at the back of the proposed garage in the abutting Defense Shopping Center parcel. Although the existing alley is not within the subject property, the existing alley may serve both properties and meet the intent of this requirement.

Building Entries (p.129)

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

Staff Discussion: The retail and residential buildings' primary entries do not front Harkins Road. Instead, the primary entrances for the residential and retail buildings front the driveway/private street which leads to the parking garage serving this new development. It should be noted that this street will have a public use easement to allow for a connection to the abutting property in the future.

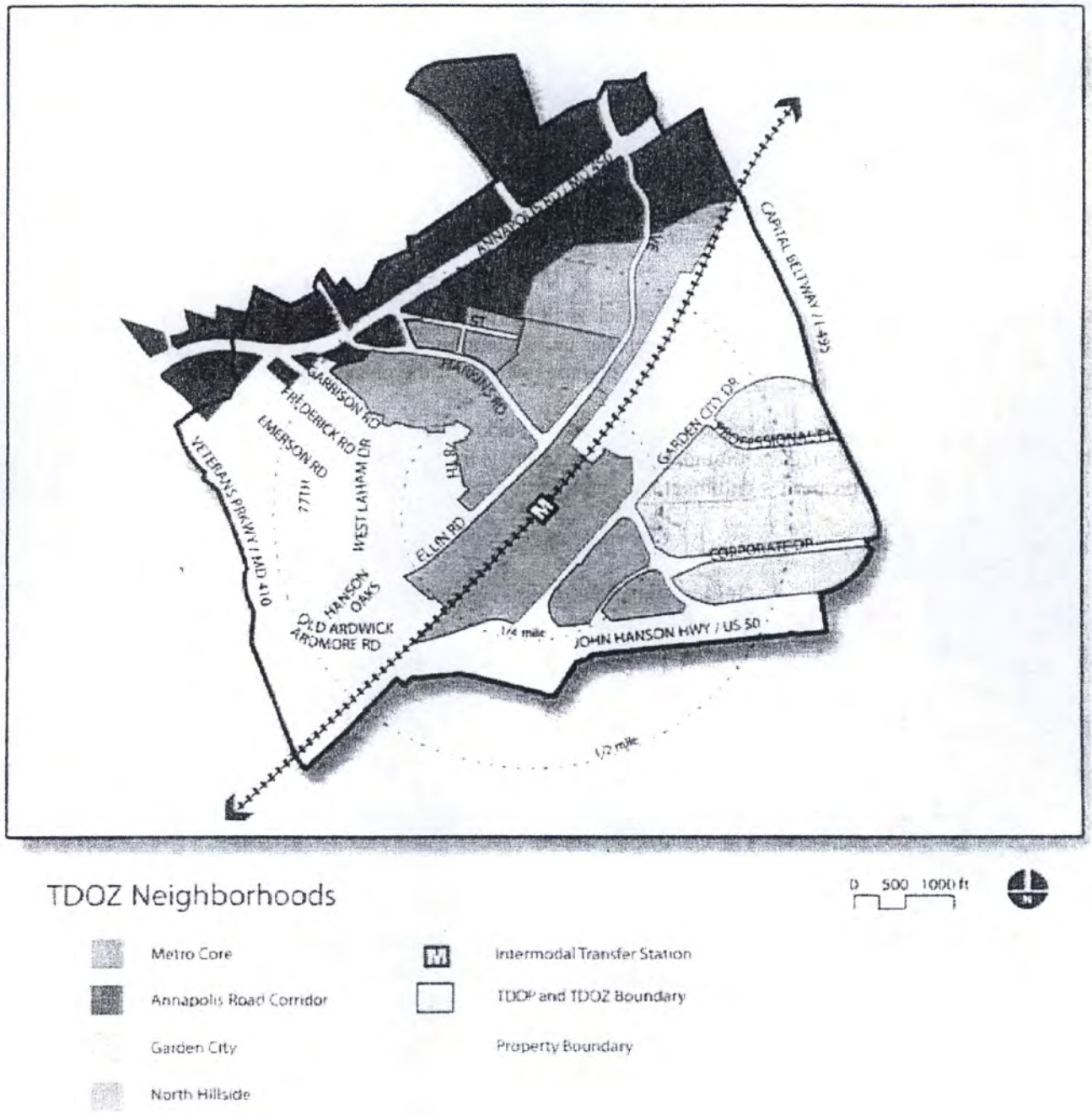
Neighborhoods (p.21)

The applicant stated that the site is within the Metro Core area. As shown on 'Map 7. New Carrollton TDOZ Neighborhoods', the project is actually located within three different neighborhoods: Metro Core, Annapolis Road Corridor and North Hillside neighborhoods.

Metro Core Neighborhood (p.131-135)

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

Staff Discussion: The TDDP states that "Where necessary, building projects that straddle neighborhoods shall comply with the requirements for building placement, parking, and landscaping of the most restrictive neighborhood to provide reasonable compatibility with adjacent development (p130)". The most restrictive neighborhood standards are for the Metro Core neighborhoods which require that the buildings be placed 20 feet from the edge of the curb: the proposed design creates building setbacks ranging between 15 feet and 40 feet. Since Harkins Road is curvilinear with a steep slope, this may be a reasonable alternative.



Map 7. New Carrollton TDOZ Neighborhoods

"6. Off-street parking shall be in parking structures."

Staff Discussion: The applicant is proposing what is essentially a small surface parking lot in front of the retail space, both along the curb as well as in the middle of the driveway to the parking garage. Not only is this parking area in violation of the standard it is also creating a potential traffic conflict and safety hazard at the entry of the parking garage. It is recommended that the parking be limited to parallel parking for short term needs along the curb and that the center area be redesigned to be a public amenity

that will enhance the public realm of this mixed used development. The following is an example of a mixed use project in Clarendon where an area comparable in size to this area was designed as a public amenity that also allowed for parallel parking around its perimeter.

Clarendon, VA

"8. Parking facilities shall be screened from the street with either ground-floor "liner" commercial retail/ office uses plus upper-floor facades that mirror the architecture of adjacent buildings, or full-height "liner" commercial/residential uses."

Staff Discussion: The applicant has provided limited architectural treatment to the entry of the garage. The garage façade, however, will be viewable from West Lanham Drive, Cross Street, both the public and private portions of the street, and Annapolis Road. The applicant should be encouraged to provide additional architectural embellishment to the western and southern façades to enhance what are currently blank walls with minimum window openings: this will greatly improve the overall quality of the proposed mixed use development. The proposed exposed garage facades are shown in elevations N and H.

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

Staff Discussion: The applicant stated that the rooftops will meet the requirements of LEED. The applicant, however, has not provided information on how the requirement will be met.

Plazas (p.144-146)

"7. Plaza Amenities: Public plazas shall be designed to support a variety of pedestrian activities. Plazas that include transit bus stops or Metro station entrances shall incorporate these features into their design to support convenient and safe public transit access."

Staff Discussion: The applicant has included a small paved amenity space at the intersection of West Lanham Drive and Cross Street and a small landscaped entryway space at the entry to the DHCD building from Harkins Road. Both of these spaces could function as small plazas and can support pedestrian activities. With improvements, these amenities can help break up the existing long block structure by providing some visual interest.

Streetscapes

Street Type Specifications (p.152)

"2. Use of Street Design to Slow Down or "Calm" Vehicular Traffic: Streets shall be designed to encourage or force drivers to travel at lower speeds and drive less aggressively through the use of such traffic-calming devices as raised crosswalks, speed tables or humps, on-street parking, curb bumpouts at intersections and in the middle of blocks exceeding 250 feet in length, and landscaped medians with pedestrian crossing refuges."

Staff Discussion: This applicant is proposing to vacate existing Sherwood Street. With this vacation, the block length along Harkins Road will be increased to 1,500 feet from 85th Avenue to West Lanham Drive. Currently, there are four crosswalks on Harkins Road this entire length. To meet this requirement, four additional crosswalks should be provided in this length of the roadway. Within this development two additional crosswalks should be provided to serve the proposed retail and residential buildings at the central driveway and at the entry of the office building.

Parking Lot Driveways (p.155)

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

Staff Discussion: The proposed development has two driveways, although the central driveway is expected to function as a private street with a public use easement that will ultimately connect to Annapolis Road.

General Parking Facilities Standards and Guidelines

Standards (p.164)

"5. Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:

b. Off-Street Surface Parking:

(1) Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.
(2) Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.

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

Staff Discussion: The proposed central parking lot between the retail developments does not provide screening of cars and has minimal landscaping (two trees).

Building Form and Human Scale (p. 170)

2. Building Frontages as Storefronts: Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.

Staff Discussion: In elevation G, where the grocery store is proposed, the glazing is less than 70%.

c: Ivy A. Lewis, Chief, Community Planning Division
Long-range Agenda Notebook

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

August 21, 2013

MEMORANDUM

TO: Henry Zhang, Urban Design Section

VIA: Whitney Chellis, Subdivision Section

FROM: Quynn Nguyen, Subdivision Section

SUBJECT: Referral for Carrollton Station, DSP-13026

The subject property is located on Tax Maps 51 in Grid F-1, is 13.67 acres, and is within the Mixed Use – Transportation Oriented (M-X-T) Zone. The property application description is currently known as Lots 1 thru 9, Block C; Lots 1 thru 8, Block D; Lots 7 thru 19, Block A; Parcel J and D, and Sherwood Street right-of-way and part of Cross Street right-of-way. The site is mostly undeveloped except for an existing single-family house with a pool on Lot 12, Block A, which is to be razed. The applicant submitted a detailed site plan (DSP-13026) for a mixed-use development of multi-family units and commercial space for proposed Parcels A thru F.

Lots 1 thru 9, Block C; Lots 1 thru 8, Block D; and Lots 1 thru 19, Block A; were recorded in Plat Book BB 6-27 on February 16, 1938. Parcel J and D (5.67 acres) were part of Preliminary Plan of Subdivision 4-01014 for Metroview (23.33 acres) and the resolution was adopted by the Planning Board on April 19, 2001 (PGCPB Resolution No. 01-83). That approved preliminary plan of subdivision was for a mixed use development on ten parcels. The Planning Board approval of PGCPB Resolution No. 01-83 contains 9 conditions and created the current configuration of Parcel J and D, which have been recorded in Plat Book REP 192-26 on June 21, 2001.

Sherwood Street and Cross Street are dedicated public right-of-ways. The DSP shows buildings over the dedicated public rights-of-way and incorporated the rights-of-way into proposed Parcels A thru E. Proposed Parcel F does not include any portion of the public rights-of-way. The applicant has filed a vacation petition (V-13007) for the entirety Sherwood Street (1.02 acres) and a portion of Cross Street (0.29 acres). Approval of the vacation petition in accordance with Section 24-112 of the Subdivision must be obtained prior to approval of the final plat for Parcels A thru E.

The applicant has filed a Preliminary Plan of Subdivision 4-13008 (PPS) for the subject site, which was accepted on June 28, 2013 and is within the first 70-day mandatory action time frame (October 7, 2013). The PPS proposes a resubdivision of the subject property into six parcels (Parcels A thru F) and one outlot (Outlot A) for a mixed use development of 700 multi-family units and 340,000 square feet of commercial space. The PPS has been posted for public hearing and is currently scheduled before the

Planning Board on September 12, 2013. The PPS is currently under review and the technical staff report (TSR) is being drafted.

The total site acreage of the DSP is 13.67 acres while the total acreage of the PPS is 14.82 acres. The DSP does not include the proposed Outlot A (1.15 acres) as part of this development. The applicant as indicated on the PPS that proposed Outlot A will be incorporate into redevelopment of the abutting property to the east of the site (Metroview). Staff is recommending with the PPS that a lot line adjustment occur prior to the final plat so that the area of the PPS is consistent with the DSP.

The subject site is located within the New Carrollton Transit Development Overlay Zone (T-D-O-Z). The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zone Map Amendment* (TDDP) shows a road connection from Harkins Road through the subject site and the abutting property to north eventually connecting to Annapolis Rd (MD 450). The DSP shows a driveway from Harkins Road into a parking garage at the north portion of the site on proposed Parcel C. As part of the preliminary plan of subdivision, a public use access easement will be required within the driveway on Parcel C to ensure vehicular and pedestrian access onto the site from Harkins Road to the north property line which will facilitate a future access connection from the site thru the abutting property to the north and eventually to MD 450 as envision by the approved TDDP. Prior to approval of the final plat, an executed public use access easement agreement for the Parcel C shall be submitted and approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC). The easement document should include utility access and be recorded in the land records with the liber/folio reflected on the record plat. Because proposed Parcel F is not impacted by the access easement or the existing public rights-of-way to be vacated, approval of a plat for Parcel F could proceed in accordance with Section 24-119(e)(2) which allows for sequential platting.

In accordance with Section 27-270 Order of Approval the PPS must be approved prior to this DSP. Staff is currently working to coordinate the review of the PPS and DSP to ensure a consistency in the recommendations for these two cases. There are some inconsistencies and the DSP should be revised with the following technical corrections:

1. The DSP shall show the bearings and distances of the propose parcels as reflected on the PPS.

2. The DSP shows 700 residential units for total built out as reflected on the PPS. The applicant has indicated that with this DSP, the first phase of development, that the total residential units will be 556. The DSP shall show 556 residential units if appropriate.

3. The DSP does not show the 10-foot public utilities easement (PUE) along the rights-of-way as required pursuant to Section 24-122(a) of Subdivision Regulations. The applicant has indicated that they are in the process of obtaining approval of color-coded utility plan that will provide an alternative to the 10-foot PUE. Approval of the color-coded utility plan shall be obtained prior to certificate approval of the DSP.

4. The DSP shall show and label the public use access easement as reflected on the PPS.

Once the TSR for the PPS is final additional issues may be identified. Conformance of the DSP to the PPS cannot be fully judged until the PPS is approved by the Planning Board. However, based on the available information of both the pending PPS and DSP, the DSP would be in substantial conformance with the PPS, if the above comments are addressed.

Failure of the DSP and record plats to match will result in grading and building permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section
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August 8, 2013

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section

FROM: Megan Reiser, Planner Coordinator, Environmental Planning Section MKR

SUBJECT: **Carrollton Station; DSP-13026 and TCP2-023-13**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan, DSP-13026, and Type 2 Tree Conservation, TCP2-023-13, stamped as received by the Environmental Planning Section on July 1, 2013. The plan was discussed at the Subdivision and Development Review Committee (SDRC) meeting on July 19, 2013.

The Environmental Planning Section recommends approval of DSP-13026 and TCP2-023-13, subject to the conditions noted at the end of this memorandum.

BACKGROUND

The subject application consists of Parcel D, Parcel J, Lots 1 thru 9, Block C, Lots 1 thru 7, Block D, Lots 7 thru 19, Block A, portions of the rights-of-way for Sherwood Street and Cross Street, and covers approximately 14.82 acres. The Environmental Planning Section previously reviewed the following applications for this site: Preliminary Plan of Subdivision, 4-01014, also known as Metroview, with Type I Tree Conservation Plan, TCPI/008/96, and subsequently as Detailed Site Plan DSP-01012, with Type II Tree Conservation Plan TCPII/088/90. A Natural Resources Inventory, NRI-068-13, was approved on June 7, 2013.

The proposed development consists of five buildings and one structured parking garage. The entire site is located within the New Carrollton Transit District Overlay Zone (TDOZ).

GRANDFATHERING

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the application is for a new preliminary plan.

SITE DESCRIPTION

The preliminary plan is for a 14.82-acre site in the M-X-T zone and the New Carrollton Transit District Overlay Zone located on the northeast corner of the intersection of West Lanham Drive and Harkins Road.

According to mapping research and as documented on the approved NRI, no regulated environmental features are found to occur on this property. The site is located within the Lower Beaverdam Creek watershed. Several areas of steep slopes occur on the property as a result of grading performed for the construction of Harkins Road and the development of surrounding sites. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Christiana Downer complex, the Russett-Christiana-Urban land complex, and the Urban Land-Russett-Christiana complex. According to available information, Marlboro clay is not found to occur on this property; however, Christiana complexes are mapped on-site. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. The site has frontage on Harkins Road, which is designated as 'primary' in the Master Plan of Transportation and is not regulated for noise; however, Annapolis Road (MD 450) is a master planned arterial roadway within close proximity to the site that is regulated for noise. There are no designated scenic or historic roads in the vicinity of the subject site. The site is located in the JB Andrews Imaginary Runway Surface, zone C. The site is located in the Developed Tier of the 2002 adopted General Plan. According to the approved Countywide Green Infrastructure Plan, the site contains Evaluation and Network Gaps areas.

MASTER PLAN CONFORMANCE

New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment (May 2010).

The text in bold are the environmentally related standards of the development plan and the plain text provides comments on plan conformance.

Metro Core Neighborhood Standards:

11. Parking facilities and outdoor service areas must be well lit, and their lighting must be designed to minimize glare impacts on adjacent residential uses.

A Lighting Plan has been included as sheet 5 of the Landscape Plan, which shows the use of cobra head fixtures along West Lanham Drive and along the site's eastern most driveway access point. The remaining light fixtures appear to be different styles of full cut-off optics; however, the details for the remaining light fixtures have not been provided on the plan. Details must be shown on the plan that specifically demonstrates the use of full cut-off optics for all fixtures not specifically identified as a cobra head.

Recommended Condition: Prior to certification of the Detailed Site Plan, the Lighting Plan sheet of the Landscape Plan shall be revised to provide details for all proposed light fixtures. All light fixtures shall be designed as full cut-off optic light fixtures.

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

requirement.

The Building Perspective sheet submitted with the DSP indicates that the roof of the DHCD building is proposed to be white thermoplastic polyolefin (TPO) roofing, which has heat reflective properties. Elevation renderings for the remaining buildings proposed on the site have been provided; however, it is unclear what roofing material is proposed for these buildings. Additional information regarding the proposed roofing material for the remaining buildings on-site must be provided prior to certification of the DSP for evaluation.

Recommended Condition: Prior to certification of the Detailed Site Plan, additional information regarding the proposed roofing material for the on-site buildings, except the DHCD building, shall be provided. The materials shall meet standard 13 of the Metro Core Neighborhood Standards of the TDDP for all applicable buildings.

14. Environmental Site Design (ESD) stormwater management techniques shall be used throughout the Metro Core to provide enhanced water quality controls and additional green space.

A Stormwater Concept Plan (11478-2013-00) was approved by the Department of Permits, Inspections and Enforcement (DPIE) on June 28, 2013. Because the project involves redevelopment of an existing developed site, the stormwater design must include the treatment for 50 percent of water quality volume of the impervious area within the proposed disturbed area, and 100 percent treatment of water quality volume and channel protection volume for all new impervious surfaces using Environmental Site Design (ESD).

The stormwater concept plan shows that a majority of the site will drain to the east thru a series of bioretention facilities connected via an underdrain and will ultimately drain to an existing stormwater management pond located to the east of the site, across Ellin Road. Other bioretention areas are shown on the west side of the property. These bioretention areas are also connected via underdrains that connect to an existing stormdrain system within the West Lanham Drive right-of-way.

Streetscapes Standards:

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

No new public streets are proposed. Improvements along the frontage of West Lanham Drive will be made in accordance with the County stormwater management and street standards. Site drainage is shown on the approved Stormwater Concept Plan to be treated with multiple areas of bioretention connected via underdrains.

Conformance with the Green Infrastructure Plan

According to the Countywide Green Infrastructure Plan, the eastern and southern portions of the property are located within the designated network. The eastern boundary is mapped as Evaluation Area, which is typically mapped for areas adjacent to regulated environmental features; however, there are no regulated environmental features on-site. Further, the area mapped as Evaluation Area is currently an existing

parking lot, which was approved as part of a DSP and permitted. The Network Gap Area is typically mapped in areas that are open and available for planting to enhance buffers related to Regulated and Evaluation Areas associated with stream systems. Based on aerial photos and mapping research, there appears to be short segment of an open system located to the south-west of the subject site, across Harkins Road. The Green Infrastructure network on the subject site may have been mapped in association with that system.

The stormwater concept plan shows that a majority of the site will drain to the east thru a series of bioretention facilities connected via an underdrain and will ultimately drain to an existing stormwater management pond located to the east of the site, across Ellin Road. The stormwater concept was approved under the current regulations requiring Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP) and requires treatment for 50 percent water quality volume for the impervious area within the proposed disturbed area and 100 percent water quality and channel protection for new impervious area.

The Forest Stand Delineation (FSD) indicates that two forested areas are located on-site, totaling 1.28 acres. These wooded areas are isolated, not connected to any other woodland, and not associated with any regulated environmental features. These woodlands have been identified in the FSD report as early successional stage. This has been confirmed via the historic aerials and past approvals which show a majority of the woodland as cleared in 2000.

To find conformance with the Green Infrastructure Plan, the Planning Board must find that the plan adequately addresses the following policies:

Policy 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

Evaluation and Network Gap Areas are mapped on-site; however, they are not associated with any regulated environmental features as described above. The site is located within the Developed Tier, within the Transit District Overlay Zone (TDOZ), and is zoned M-X-T, all of which are associated with high density development that allows multiple uses (residential, retail, office).

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The stormwater concept was approved under the current regulations requiring Environmental Site Design (ESD) to the Maximum Extent Practicable (MEP).

Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The existing wooded areas on-site are isolated, not connected to any other woodland, and not associated with any regulated environmental features. These woodlands have been identified in the FSD report as early successional stage because they were cleared in 2000 in accordance with previous approvals.

Based on a lack of on-site regulated environmental features, the early successional nature of the existing woodland, and the site's location in the Developed Tier and within the Transit District Overlay Zone

(TDOZ), which is associated with high density development, as well as the stormwater concept approval under the current ESD requirements, the proposed clearing of the site is in conformance with the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Notes: As revisions are made to the submitted plans the revision box on each sheet shall be used to describe in detail the revisions made, when and by whom.

1. An approved Natural Resources Inventory, NRI-068-13, was submitted with the application. The NRI indicates there are no streams, wetlands or 100-year floodplain on the subject property. The TCP1 and the preliminary plan are in conformance with the NRI.

   The Forest Stand Delineation (FSD) indicates that two forested areas are located on-site, totaling 1.28 acres. These wooded areas are isolated, not connected to any other woodland, and not associated with any regulated environmental features. These woodlands have been identified in the FSD report as early successional stage.

   Comment: No revisions are required for conformance to the NRI.

2. This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-023-13) was submitted with the Detailed Site Plan application, stamped as received July 1, 2013.

   The subject property was included as a portion of previously approved TCPI/008/96 and TCPII/088/90; however, because this project has a new Preliminary Plan of Subdivision tracking concurrently with the subject application, the project is not grandfathered with respect to the Woodland and Wildlife Habitat Conservation Ordinance effective September 1, 2010.

   The woodland conservation worksheet shown on the TCP as submitted requires revisions. Based on staff's calculations, the Woodland Conservation Threshold (WCT) for this 14.82-acre property is 15 percent of the net tract area or 2.18 acres. The total woodland conservation requirement based on clearing the entire site is 3.46 acres. The woodland conservation requirement is proposed to be met entirely off-site.

   The FSD report identified the on-site forest as early successional stage and also identified several stands of bamboo encroaching into the forested areas. The on-site forest measured a 46 percent covering by invasive species. The FSD report also noted loose trash and discarded waste within the forested area. As part of the clearing and grading of the site, the treatment and removal of invasive species as well as the removal of trash should be performed. Based on the early successional stage of the woodland, the high percent of invasive species, and the presence of trash, staff recommends that the proposed clearing of the entire site be supported. It is also recommended that the proposal to meet the entire woodland conservation requirement off-site should be supported based on the site's location in the Developed Tier and within the New Carrollton TDDOZ, as well as the site's lack of regulated environmental features.

The TCP2 requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The current standard woodland conservation worksheet needs to be shown and must reflect the entire gross tract area of the site consistent with the site area identified in the DSP application (14.82 acres). The notes shown on the plan need to be revised; to remove the general notes shown on the cover sheet, to include the "Standard Type 2 Tree Conservation Plan Notes" labeled as such, to revise TCP2 note 1 to refer to the associated case (DSP-13026), to revise note 10 to remove the first sentence, and to add the standard invasive plant removal notes. The TCP2 details need to be revised; to remove the preservation sign detail from the plan, and to add the standard property owners awareness certification to the cover sheet (per detail 20 of the Environmental Technical Manual). The plan needs to be revised to show the limits of disturbance (LOD) as a darker, more distinct line and to account for off-site clearing, if proposed. Any off-site clearing needs to be reflected in the woodland conservation worksheet. The TCP2 certification block needs to be updated to type-in the assigned plan number (TCP2-023-13). Because the soils information was shown on the NRI, it needs to be removed from the TCP. The plan and woodland conservation summary table need to be updated to show that all woodland is proposed to be removed from the site. The proposed clearing should be graphically shown on the plan as clearing, reflected in the woodland conservation summary table as cleared (not "retained not credited" or " retained assumed cleared"). After all revisions have been completed, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

Recommended Condition: Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:

a. Show the current standard woodland conservation worksheet reflecting the gross tract area consistent with the associated DSP (14.82 acres)
b. Revise the TCP2 notes as follows:
    i. to remove the general notes shown on the cover sheet
    ii. to include the "Standard Type 2 Tree Conservation Plan Notes" labeled as such
    iii. to revise TCP2 note 1 to refer to the associated case (DSP-13026)
    iv. to revise note 10 to remove the first sentence
    v. to add the standard invasive plant removal notes
c. Revise the TCP2 details as follows:
    i. to remove the preservation sign detail from the plan
    ii. to add the standard property owners awareness certification to the cover sheet
d. Show the LOD as a darker more distinct line and account for any off-site clearing
e. Update the certification block to type-in the assigned plan number (TCP2-023-13)
f. Graphically show all woodland on-site as cleared and update the woodland conservation summary table to reflect all woodland as cleared
g. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision

3. Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted County Code effective on September 1,

2010.

TCP2 applications are required to meet all of the requirements of Subtitle 25, Division 2 which includes the preservation of specimen trees, Section 25-122(b)(1)(G). Every effort should be made to preserve the trees in place, considering the different species' ability to withstand construction disturbance (refer to the Construction Tolerance Chart in the Environmental Technical Manual for guidance on each species' ability to tolerate root zone disturbances).

If after careful consideration has been given to the preservation of the specimen trees there remains a need to remove any of the specimen trees, a variance from Section 25-122(b)(1)(G) is required. Applicants can request a variance from the provisions of Division 2 of Subtitle 25 (the Woodland and Wildlife Habitat Conservation Ordinance or WCO) provided all of the required findings in Section 25-119(d) can be met. An application for a variance must be accompanied by a Letter of Justification stating the reasons for the request and how the request meets each of the required findings.

A Subtitle 25 Variance Application and a statement of justification in support of a variance were stamped as received by EPS on July 1, 2013.

The TCP shows the proposed removal of the only specimen tree that exists on-site; a white oak in fair condition. The tree is located within the 10-foot Public Utility Easement (PUE) along West Lanham Drive, which is required in order to underground the existing utility line. Additionally, the tree is located within 10 feet of the proposed building. Construction of the proposed building and associated grading would impact a significant portion of the critical root zone. The building is required to be located within 20 feet of the right-of-way according to the New Carrollton TDDP.

Section 25-119(d) of the WCO contains six required findings [text in bold] to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the specimen tree.

(A) Special conditions peculiar to the property have caused the unwarranted hardship

The specimen tree is located within the required 10-foot PUE and within close proximity to the proposed building, which is required to be located within 20 feet of the right-of-way according to the New Carrollton TDDP.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas

Preservation of the specimen tree would obstruct the standard for undergrounding necessary utility lines for the proposed development. If other constrained properties encounter trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants

The requirement of a public utility easement is standard and required by the code. If other constrained properties encountered trees in similar locations on a site, the same considerations would be provided during the review of the required variance application.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant

The public utility easement is required by code. The existing conditions or circumstances are not the result of actions by the applicant.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property

The request to remove the tree does not arise from any condition on a neighboring property.

(F) Granting of the variance will not adversely affect water quality

All proposed land development activities will require sediment control and stormwater management measures to be reviewed and approved by the County.

The project proposes to meet water quality and quantity requirements in accordance with approved stormwater management concept plan 11478-2013-00 through the use of environmental site design.

Recommended Finding: The required findings of Section 25-119(d) have been adequately addressed for the removal of specimen tree 1.

4. The site has frontage on Harkins Road, which is designated as 'primary' in the Master Plan of Transportation and is not regulated for noise; however, Annapolis Road (MD 450) is a master planned arterial roadway within close proximity to the site that is regulated for noise.

   The proposed site layout has been designed so that the non-residential uses are closest to Annapolis Road and will provide shielding from the traffic generated noise associated with Annapolis Road for the residential portions of the site.

   Comment: No additional information regarding noise is required.

5. Prior to grading of the site, the county requires the approval of an Erosion and Sediment Control Plan. The Tree Conservation Plan must reflect the ultimate limits of disturbance not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure including Erosion and Sediment Control measures. A copy of the Erosion and Sediment Control Concept Plan must be submitted prior to certification of the DSP so that the ultimate limits of disturbance for the project can be verified and shown on the TCP2.

   Recommended Condition: Prior to certification of the Detailed Site Plan, the Erosion and Sediment Control Concept Plan shall be submitted.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan, DSP-13026 and TCP2-023-13 subject to the following findings and conditions:

Recommended Findings:

1. The required findings of Section 25-119(d) have been adequately addressed for the removal of specimen tree 1.

Recommended Conditions:

1. Prior to certification of the Detailed Site Plan, the Lighting Plan sheet of the Landscape Plan shall be revised to provide details for all proposed light fixtures. All light fixtures shall be designed as full cut-off optic light fixtures.

2. Prior to certification of the Detailed Site Plan, additional information regarding the proposed roofing material for the on-site buildings, except the DHCD building, shall be provided. The materials shall meet standard 13 of the Metro Core Neighborhood Standards of the TDDP for all applicable buildings.

3. Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:
   a. Show the current standard woodland conservation worksheet reflecting the gross tract area consistent with the associated DSP (14.82 acres)
   b. Revise the TCP2 notes as follows:
      i. to remove the general notes shown on the cover sheet
      ii. to include the "Standard Type 2 Tree Conservation Plan Notes" labeled as such
      iii. to revise TCP2 note 1 to refer to the associated case (DSP-13026)
      iv. to revise note 10 to remove the first sentence
      v. to add the standard invasive plant removal notes
   c. Revise the TCP2 details as follows:
      i. to remove the preservation sign detail from the plan
      ii. to add the standard property owners awareness certification to the cover sheet
   d. Show the LOD as a darker more distinct line and account for any off-site clearing
   e. Update the certification block to type-in the assigned plan number (TCP2-023-13)
   f. Graphically show all woodland on-site as cleared and update the woodland conservation summary table to reflect all woodland as cleared
   g. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision

4. Prior to certification of the Detailed Site Plan, the Erosion and Sediment Control Concept Plan shall be submitted.

If you have any questions concerning these comments, please contact me at 301-952-3650 or via e-mail at megan.reiser@ppd.mncppc.org .

MKR:mkr

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MEMO

THE MARYLAND-NATIONAL CAPITAL PARKS AND PLANNING COMMISSION,
Department of Parks and Recreation, Prince George's County

August 13, 2013

TO: Henry Zhang
Urban Design Section
Development Review Division

VIA: Raymond B. Palfrey, Jr., Land Acquisition Supervisor
Park Planning and Development Division
Department of Parks and Recreation

FROM: Helen Asan, Planner Coordinator
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: DSP-13026, Carrollton Station

The staff of the Department of Parks and Recreation (DPR) has reviewed the above Preliminary Plan of Subdivision. Our review considered the recommendations of *the Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the* New *Carrollton Metro Area,* current zoning and subdivision regulations and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.

FINDINGS

The subject property is located within the Metro Core of the New Carrollton Metro Transit District Development Plan. The property is 13.67 acres in size and zoned M-X-T. The applicant proposes infill development around the New Carrollton Metro Station including 700 multi-family units, 113,000 s.f. office space and 75,000 s.f. retail space. Using current occupancy statistics for multi-family dwelling units lends to the conclusion that the proposed development will result in a population of 1,890 additional residents in the community.

The Transit District Development Plan (TDDP) includes district-wide requirements and guidelines, which relate to the entire district, rather than to specific subareas. The following intents of the District Development Plan related to greens, open space, parks and plazas:

- To insure safe, attractive and accessible open spaces that provide recreational opportunities and support for public outdoor events.
- To integrate and utilize landscape design to enhance open space and ensure that they function effectively as special places, whether public or private.
- To insure that the creation of attractive greens designed to provide a sense of place and encourage passive and active recreation by residents and visitors

- Parks and Plazas shall be designed to provide pedestrian safety and security.
- All open spaces shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers. Open space shall meet ADA requirements for parks and recreational spaces.
- Public works of art should be considered for all parks and plazas.
- Create safe and visually attractive plazas that enhance adjacent buildings and help create a sense of place.

In order to address recreational needs of the new resident, the applicant proposes a sitting area, picnic area and a pool located within the interior courtyards of the residential building, the use of these facilities and access will be limited to the private residents. DPR staff believes that Detailed Site Plan, DSP-13026 is deficient in public open spaces, plazas, squares or greens that enhance proposed mix development and help create a sense of place. DPR staff believes that Urban Design staff should address the Transit District Development Plan intents, standards and guidelines related to open spaces, plazas, squares and greens within this development.

HEALTH DEPARTMENT
Prince George's County

Division of Environmental Health

Date: July 19, 2013

To: Henry Zhang, Urban Design, MNCPPC

From: Frank L. Wise, Subdivision Review Specialist, Environmental Engineering Program

Re: DSP-13026, Carrollton Station

The Environmental Engineering Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for DSP-13026, Carrollton Station, and has the following comments/recommendations:

1. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light. While the Statement of Justification indicates light fixtures will be full cut-off, the photometric plan shows areas with what appear to be excessive light.

2. The site is located within 200' of an arterial roadway. Several large-scale studies demonstrate that increased exposure to fine particulate air pollution is associated with detrimental cardiovascular outcomes, including increased risk of death from ischemic heart disease, higher blood pressure, and coronary artery calcification. There is an emerging body of scientific evidence indicating that fine particulate air pollution from traffic is associated with childhood asthma. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests. The applicant should consider options to mitigate exposure to fine particulate air pollution.

3. The site is located within 200' of an arterial roadway. Noise can be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. Sleep disturbances have been associated with a variety of health problems, such as functional impairment, medical disability, and increased use of medical services even among those with no previous health problems. The applicant should provide details regarding modifications/adaptations/mitigation as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

Environmental Engineering Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, *Fax* 301-883-7266, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

4. The public health value of access to active recreational facilities has been well documented. While a swimming pool is proposed onsite, the developer should indicate the location of active year-around recreational facilities for residents of all ages within ¼ mile of the proposed office buildings and/or residences.

5. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. Indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.

6. Available Health Department records indicate there are 14 existing carry-out/convenience store food facilities and 3 markets/grocery stores within a ½ mile radius of this site. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. While a grocery store tenant is proposed as a part of the project, the relative density of nearby carry-out/convenience store versus markets/grocery stores could have an adverse impact on the health of occupants and residents.

7. During the demolition/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.

8. During the demolition/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.

If you have any questions or need additional information, please contact me at 301-883-7651 or flwise@co.pg.md.us

Rushern L. Baker, III
County Executive

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

DPIE
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

MEMORANDUM

August 19, 2013

M-NCPPC
P.G. PLANNING DEPARTMENT
RECEIVED
AUG 21 2013
DEVELOPMENT REVIEW DIVISION

TO: Henry Zhang, Urban Design Section
Development Review Division, M-NCPPC

FROM: For Dawit Abraham, P.E., Associate Director
Site/Road Plan Review Division, DPIE

RE: Carrollton Station
Detailed Site Plan No. DSP-13026

CR: Harkins Road, 2-5015
CR: West Lanham Drive, 2-5126

In response to the Detailed Site Plan No. DSP-13026 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at the northeast intersection of West Lanham Drive and Harkins Road.

- The necessary rights-of-way exist along the property frontages. Frontage improvements will be required as determined by the Department of Public Works and Transportation (DPW&T). A six (6) foot sidewalk will be required along the property's frontage.

- Full-width, 2-inch mill and overlay for all County roadway frontages is required.

- Conformance with DPW&T street tree and street lighting standards specification is required.

- Sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the County Road Ordinance.

- All improvements within the public rights-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's Standards and Specifications and the Americans with Disabilities Act.

- Compliance with DPW&T's Utility Policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T's Policy and Specification for Utility Installation and Maintenance Permits" are required.

- The proposed site development is consistent with the approved Concept Plan No. 11478-2013.

- All storm drainage systems and facilities are to be in accordance with DPW&T's Standards and Specifications.

- Bicycle Accommodations- Adequate roadway width for travel lane and bike lane or Shared Road shall be provided.

- Provide traffic analysis of impact of the development on the MD-450/West Lanham Drive intersection at the time of technical plans. Based on the traffic analysis additional traffic safety requirements may apply.

- Provide erosion control matting upslope of ESD on west side of site.

- The proposed street between the parking garages from the north property line to Harkins Road should be a private street.

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

DA:SS:dar

cc: Cipriana Thompson, P.E., Chief, Traffic Engineering, DPIE
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Don Mitchell, Vika, 20251 Century Blvd., Suite 400, Germantown, Maryland 20874
BE Master NC Station, LLC, 5410 Edson Lane, Suite 220, Rockville, Maryland 20852

PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT

M E M O R A N D U M

DATE: July 3, 2013

TO: Henry Zhang, Planner Coordinator
Urban Design Section
Development Review Division

FROM: Corporal Kurt Schnitzenbaumer #2862
Prince George's County Police Department
Community Services Division

SUBJECT: **DSP-13026, Carrollton Station**

After reviewing the SDRC plans and visiting the site, there are a few CPTED recommendations at this time. First recommendation is related to traffic control at the main entrance (between Parcel B and Parcel F) and Harkins Road intersection. Currently there is no traffic light at this intersection. Due to the number of parking spaces, retail space, commercial space and residential space being added, it is my recommendation that a traffic signal be installed because of the increased vehicular traffic projected in this intersection. I have visited this street during rush hour traffic, and Harkins Road is heavily used by the IRS building and the New Carrollton Metro Station.

I have a few recommendations relating to the Lighting Plan. On Parcel H, I recommend exterior lighting attached to the building in the rear and the North/East side of the building. Currently there is no lighting projected for the rear of the building. Parcel A, I recommend lighting for the grassy area near the intersection of West Lanham Drive and Harkins Road. Parcel B, I recommend lighting attached to the building to illuminate the area closest to the building, especially the South, East and West side of Parcel B. Parcel F, I recommend exterior lighting attached to the building, especially the south side, facing Harkins Road. Parcel C (parking garage), I recommend exterior lighting along the North (rear) and West side of the structure. I also do not see any lighting plans for the interior of the parking garage.

I see a note stating the Parking Garage will be for residential use over night for safety. Will the garage be strictly residential use, during the daytime and nighttime hours? If the garage is only for residential use what type of access control will be used? I recommend either a key pad or scan card access, along with either a garage door or moving arm to restrict access.

It is also recommended that a CCTV (closed circuit television) be installed throughout the facility to include the exterior and interior.

CITY of NEW CARROLLTON

6016 PRINCESS GARDEN PARKWAY • NEW CARROLLTON, MARYLAND 20784-2898
(301) 459-6100 Fax (301) 459-8172

27 August, 2013

Please consider these comments from the City of New Carrollton…

On behalf of the Mayor and City Council of the City of New Carrollton; I am writing to express the City's support for the Carrollton Station development. The City has had a chance to thoroughly vet the DSP and attend the preliminary hearing with M-NCPPC planning staff. The City understands the importance of this project to the County and to development around the New Carrollton Metro Station. While we know that this project is time sensitive, we also know that there are a few things that the planning staff have made mention of which need to be addressed by the developer.

It is our understanding that the developer, Berman Enterprises, has been open to these suggestions and they have worked diligently with the planning staff to come to amicable resolutions. However, the City does feel that the New Carrollton TDDP laws and guidelines should be strictly adhered to should there be any irresolvable matters.

Sincerely,

Graham Waters
City Administrative Officer

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

James T. Smith, Jr., *Secretary*
Melinda B. Peters, *Administrator*

August 26, 2013

Mr. Henry Zhang,
Planner
Development Review Division
Maryland-National Capital Park &
Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Prince George's County
Harkins Road east of
MD 450/West Lanham Drive
Carrolton Station
SHA Tracking No: 13APPG024XX
County Tracking No. DSP-13026
& 4-13008
Mile Post: 3.93

Dear Mr. Zhang:

The State Highway Administration (SHA) is in receipt of the detailed site plan and preliminary plan submittal, proposing improvements associated with the Carrollton Station project, located in Prince George's County. SHA completed a cursory review of the plans and offer the following comments:

1. According to the SHA letter dated August 6, 2013 this project after full build of Phase I will not negatively impact traffic operations at MD 450 (Annapolis Road)/ West Lanham Drive intersection. As a result the SHA has no objection to M-NCPPC approval of the Phase I for Carrolton Station.
2. Prior to issuing building permits for Phase II the SHA requests that M-NCPPC condition the applicant to address comments in the SHA letter dated August 6, 2013. An access permit will be required for improvements within the SHA right-of-way as a result of Phase II traffic impacting MD 450 at West Lanham Drive.

In Summation: The SHA requests that M-NCPPC require the above noted as condition of approval for Carrolton Station Detailed Site Plan DSP 13026.

Please include our comments in your staff report to the Planning Board. Kindly reference the SHA tracking number on future submissions. Please reference the SHA tracking number on future submissions. If you have any questions, regarding the plan review process respond directly back to Mr. Steven D. Foster to the attention of Mr. Michael Bailey at 410-545-5593, by using our toll free number in Maryland only at 1-800-876-4742 x-5593 or via email at (mbailey@sha.state.md.us).

Sincerely,

for Steven Foster, Chief/ Development Manager
Access Management Division

SDF/JWR/ MB

Attachment

cc: Mr. Kevin Berman, owner, BE Master NC Station. LLC (kberman@bermanenterprises.com)
Mr. Pranoy Choudhury, Access Management Division, SHA
Mr. Nick Driban, Access Management Division, SHA
Mr. Eric Foster, Transportation Planning Section, M-NCPPC (eric.foster@ppd.mncppc.org)
Mr. Victor Grafton, District 3 Utility Engineer, SHA
Mr. Michael Lenhart, traffic consultant, Lenhart Traffic Consulting, Inc. (mlenhart@lenharttraffic.com)
Mr. Donald B. Mitchell, engineer, Vika Maryland, LLC (byer@vika.com)
Ms. Quynn Nguyen, Subdivision Review Section, M-NCPPC (quynn.ngyen@ppd.mncppc.org)
Ms. Shaneka Owens, District 3 Traffic Manager, SHA

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

(301) 952-3680
www.mncppc.org

August 23, 2013

MEMORANDUM

TO: Henry Zhang, Development Review Division

FROM: Fred Shaffer, Transportation Planning Section, Countywide Planning Division

SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-13026

Name: Carrollton Station

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	___	Public Use Trail Easement	X
PG Co. R.O.W.*	X	Nature Trails	___
SHA R.O.W.*	___	M-NCPPC – Parks	___
HOA	___	Bicycle Parking	X
Sidewalks	X	Trail Access	___

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

The subject application is located on the east/north side of Harkins Road between MD 450 and the New Carrollton Metro Station. The main entrance to the subject property is located approximately 1,900 linear feet from the New Carrollton Metro. The submitted Detailed Site Plan proposes a mixed use development with office, retail, and residential units. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zone Map Amendment* (TDDP). The concurrent Preliminary Plan is also subject to the findings and requirements of CB-2-2012.

Review Comments (Master Plan Compliance and Prior Approvals)

The *Approved Countywide Master Plan of Transportation* (MPOT) includes a complete streets element and several policies related to pedestrian access and the provision of sidewalks within designated

centers and corridors, as well as other areas in the Developed and Developing Tiers. These policies are intended to ensure that all new road construction and frontage improvements are designed to accommodate all modes of transportation, including walking, bicycling, and transit. The MPOT policies regarding sidewalk construction and the accommodation of pedestrians and bicycles include:

Policy 1:
Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

Policy 3:
Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

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

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

Policy 9:
Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

Proposed On-Site Bicycle and Pedestrian Improvements:

Concurrent Preliminary Plan 4-13009 and DSP-13026 meet the intent of many of these policies through the various bicycle and pedestrian accommodations and amenities proposed both on-site and off-site. The subject application is retaining the existing wide sidewalk along Harkins Road, proposes shared-lane markings along Harkins Road to accommodate bicycle movement, and proposes a network of sidewalks along the proposed internal roads, access points, and parking areas. The existing sidewalk along Harkins Road will provide access from the site to the New Carrollton Metro and several existing bus stops. The existing sidewalk along Harkins Road, as well as the existing and proffered sidewalks along West Lanham Drive and Cross Street, provides access to the commercial destinations along MD 450.

In summary, the subject application proposes the following on-site bicycle and pedestrian facilities:

- Retention of the existing six-foot wide sidewalk along Harkins Road
- The addition of on-street parking along Harkins Road, which will serve to buffer the sidewalk from the travel lanes

- Five-foot wide sidewalks along both sides of the main access road into the site, with wider sidewalks shown at some locations
- Sidewalks along both sides of Cross Street; six-foot wide on the north side and five-foot wide on the south side
- Retention of the existing six-foot wide sidewalk along West Lanham Drive
- A pedestrian bridge between Parcel C and Parcel B
- Three covered walkways in the vicinity of the residential units. These covered walkways appear to link the residential building with the surface parking and with Parcel D
- Sidewalks along the proposed parking areas
- ADA curb cuts and designated crosswalks at appropriate locations
- Bicycle parking scattered throughout the site and within the proposed parking structure

The plans have also been revised to include a public use easement along the driveway extending from Harkins Road, through the parking garage and to the north property line, where it will accommodate a planned future connection on the adjacent property. The Transportation Planning Section supports this planned connection as it will provide more of the grid road network envisioned in the master plan, accommodate a road connection recommended in the TDDP, provide more of a grid road network, and better connect the subject site with the adjacent properties and communities. The proposed cross section indicates that 24-feet will be provided for the two travel lanes (one in each direction) and six-foot wide sidewalks will be provided behind a three-foot grass buffer on each side. The design of this driveway for its future extension onto the adjacent property is supported Map 8 (TDDP, page 28), which shows a local street connection at this location, as well as the street type standard copied below:

> 4. Interconnected Street Network: New local streets shall be designed as an interconnected street grid so that traffic capacity can be diffused and maintained across numerous streets (TDDP, page 153).

The development standards of the New Carrollton TDDP require "one bicycle space for every 20 off-street vehicular parking spaces. Single-family dwelling units shall be exempt from all the parking requirements" (TDDP, page 168). The subject application is including 1,075 vehicle parking spaces, per the TDDP requirement. The concurrent DSP also demonstrates that the applicant is providing a total of 54 bicycle parking spaces in the parking garage, adjacent to the retail, and adjacent to the office. This total meets the requirement of the TDDP. The TDDP also includes the following standard regarding bicycle lockers:

> b. Bicycle locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property (TDDP, page 169).

The TDDP also includes standards related to the location of bicycle parking within parking garages, the proximity of the building parking to building entrances, and the relationship of the bicycle parking to the public right-of-way. The location of the bicycle parking included on the DSP meets these standards in that the proposed parking is located both within the parking garage and at locations outside the primary buildings. The rack locations appear to be visible from the major roads and access points and in close proximity to important destinations.

The TDDP also includes the following intent and standard for crosswalks within the TDOZ:

Intent: To create a safe, attractive, and continuous pedestrian environment along all streets and at all street intersections within the TDOZ.

Standards:

1. Crosswalk locations/dimensions: Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum of 14 foot-wide crosswalk with a 2 foot-wide concrete band on both sides of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum ten-foot distance from the crosswalk area and shall be painted with a white reflective paint for high visibility to encourage motorists not to enter the crosswalk area upon stopping at traffic lights (TDDP, 157).

The Bikeway Details portion of the TDDP requires that "bike lanes shall be at least six feet wide" (TDDP, page 157). However, Table 8 of the TDDP further refines this to indicate that bike lanes shall be six-feet wide along arterial/collector roads and five-feet wide along commercial and neighborhood streets (TDDP, page 151).

The Pedestrian/Bike Accessways within Public Street Right-of-Way in the TDDP also includes standards regarding the provision of sidewalks within the TDOZ. These standards address issues like width, the articulation of design features, crossings, and permitted materials. Only standards applicable to the subject site plan are copied below:

2. *Clearly Marked Pedestrian Crossings*: Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.

3. *Articulation of Sidewalk Cross Section*: The different zones (curb, furnishings, through, frontage) of a sidewalk shall be articulated using special paving or concrete scoring.

4. Sidewalks: All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall meet the sidewalk width(s) delineated in the TDDP streetscape sections. Sidewalks not designated in the TDDP shall be at least five feet wide and shall meet county specifications.

5. *Permitted Materials*: Brick, precast pavers, concrete, tinted and stamped asphalt, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff.

6. *Sidewalk Requirements*: Sidewalks are required for all street frontages along which occupied structures (commercial, residential, or mixed-use) occur (TDDP, pages 153-154).

Furthermore, Table 8 of the TDDP further specifies that sidewalks shall be a minimum of 6 feet and a maximum 12 feet wide (TDDP, page 151).

One master plan trails issue is included in the MPOT that impacts the subject application. Harkins Road is designated as master plan bicycle/trail corridor. This has been implemented along most of Harkins Road as a wide sidewalk, which exists along the entire frontage of the subject site. On-road bicycle facilities should also be provided. The existing curb-to-curb construction of the road provides approximately 26 feet of travel lanes in each direction. The two center lanes can be striped at 11 feet and the outside curb lanes can be striped as 15 feet with shared lane markings and R4-11 signs. Photos of the R4-11 sign and the shared-lane marking are included on the following page.

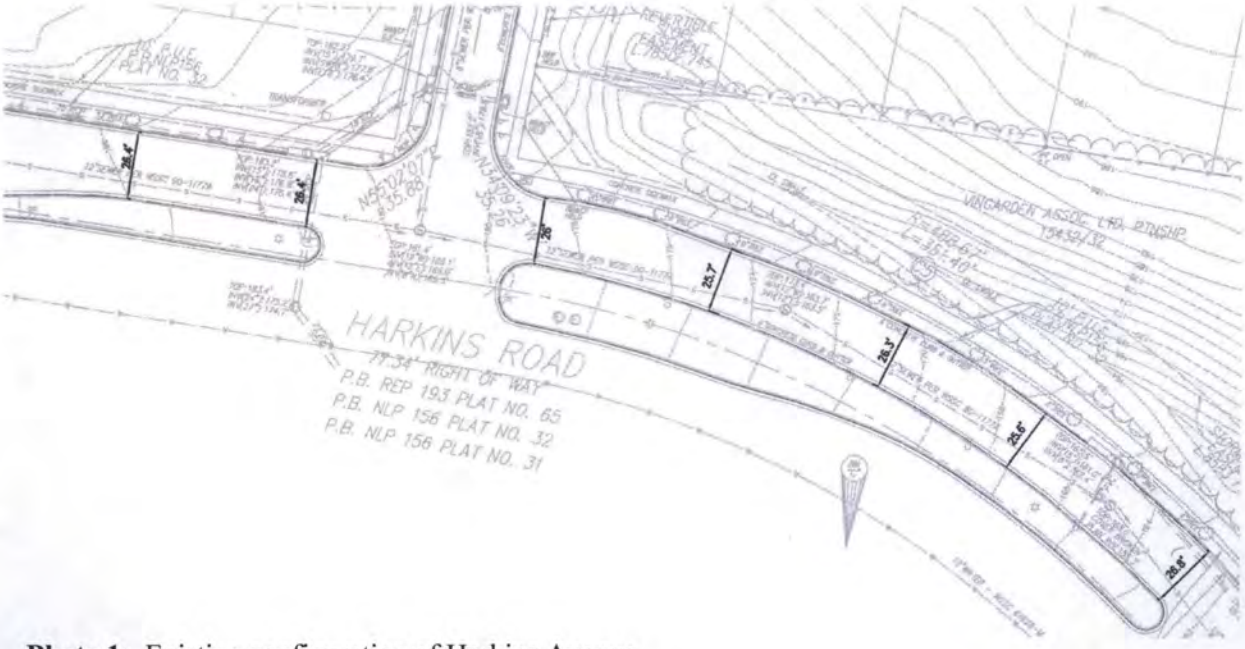

Photo 1: Existing configuration of Harkins Avenue

AASHTO requires that a minimum of 16 feet on the outside curb lanes be provided for full bike lanes to be striped. The TDDP recommends an additional foot of space for bike lanes, requiring six-foot wide bike lanes. The existing curb-to-curb is approximately one foot narrower than the AASHTO required space. Although full bike lanes cannot be accommodated, the road configuration exceeds the current AASHTO guidance for the placement of shared lane markings. Therefore, the placement of both Shared Lane Markings and R4-11 Signs are recommended along both sides of Harkins Road along the frontage of the subject property. These recommended treatments are discussed in more detail below, and Photos 2 and 3 illustrate what these improvements will look like along Harkins Road.

Section 9C.07 of the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) includes the following information on the benefits of Shared Lane Markings (also known as "sharrows").

Section 9C.07 Shared Lane Marking
The Shared Lane Marking shown in Figure 9C-9 may be used to:

A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
D. Encourage safe passing of bicyclists by motorists, and
E. Reduce the incidence of wrong-way bicycling (MUTCD, page 815).

Harkins Road meets the current county and state standards for the placement of shared lane markings due to its speed limit of 35 mph or less, the presence of multiple travel lanes in each direction, and sufficiently wide (approximately 15 feet) outside curb lanes. Given that sufficient space does not exist to construct full bicycle lanes, this is an acceptable alternative for accommodating bicycle traffic along the road. Transportation Planning Section staff supports the placement of Shared Lane Markings and R4-11 signs along Harkins Road as proposed by the applicant.

Photo 2: R4-11 "Bikes May Use Full Lane" Sign

Figure 9C-9. Shared Lane Marking

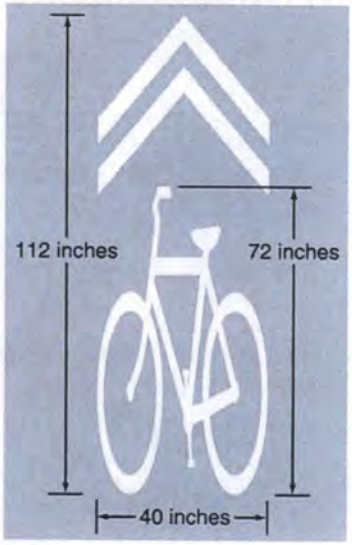

Photo 3: Shared-lane Markings

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

CB-2-2012 requires a finding a bicycle and pedestrian adequacy at the time of Preliminary Plan for subdivision applications within designated Centers and Corridors. Carrollton Station is subject to this legislation. A Bicycle and Pedestrian Impact Statement (BPIS) and a package of proposed off-site improvements were submitted pursuant to the requirements of CB-2-2012. This analysis and the finding of adequacy were made during the concurrent review of the Preliminary Plan. The demonstrated nexus between the off-site improvements and the subject application was also discussed during the review of the Preliminary Plan. As CB-2-2012 was a subdivision bill that amended Section 24-124.01, it is implemented at the time of subdivision only and does not impact the site plan application.

The Crosswalks, Curb Extensions, and Medians Section of the TDDP includes the following standards:

> 2. *Curb Extension for Detailed Site Plan (DSP) Submittal*: Each developer, applicant, and the applicant's heirs, successors and/or assignees shall be responsible for providing curb extensions at signal-controlled and other street intersections adjacent to or within the development site as deemed appropriate by the State Highway Administration or DPW&T. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for DSP and building grading permits. No building or grading permits shall be issued without a DSP that conforms to all curb extension standards in the TDDP.
> 3. *Curb Radii*: Curb return radii on all intersections shall be 15 feet.
> 4. *Medians*: A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrians refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs, and groundcover and shall be designed as ESD stormwater management features to the fullest extent possible. Large expanses of concrete, lawn area and mulch are prohibited (TDDP, page 158).

Additional pedestrian safety features and facilities were evaluated as part of the detailed site plan consistent with these standards. Treatments that were discussed with the applicant at a July 8th meeting or with DPW&T at the coordination meeting included the extension of the median along the main access road to serve as a pedestrian refuge, the striping of additional crosswalks, and curb extensions at various locations. It appears that additional modifications to the turning radii or limits of the median may be prohibited by DPW&T due to operational issues. More specifically, the turning radii included on the submitted plan are necessary to accommodate trucks, emergency rescue vehicles, and transit vehicles. However, additional crosswalk locations and modifications to the sidewalk network are included in the recommended conditions of approval consistent with the requirements of the TDDP.

Conclusion

In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zone Map Amendment,* and the required findings of Section 24.124.01, the applicant and the applicant's heirs, successors and/or assigns shall provide the following:

a. Provide Shared Lane Markings and R4-11 Signs along both sides of Harkins Road for the frontage of the subject site, unless modified by DPW&T.
b. Construct a six-foot wide sidewalk along the north side of Cross Street, unless modified by DPW&T.
c. Amend the plans to include a six-foot wide sidewalk along the south side of Cross Street, unless modified by DPW&T.
d. Prior to the issuance of any building permit for development within the subdivision, the developer/property owner shall show that all required adequate pedestrian and bikeway facilities have full financial assurances, have been permitted for construction through the applicable operating agency's access permit process, and have an agreed-upon timetable for construction and completion with the appropriate operating agency.
e. Provide a public use easement over the internal driveway to accommodate a future local road connection to the north.
f. The internal driveway/future local road shall include six-foot wide sidewalks along both sides.
g. Provide a minimum of ten bicycle lockers with the bicycle racks consistent with the Bicycle Parking Standard 5b.
h. Provide a sidewalk articulation cross section that incorporates the sidewalk features and details included in Pedestrian/Bike Accessways Standards 3 and 5.
i. Provide a crosswalk detail that incorporates dimensions and specifications included in Crosswalk, Curb Extensions, and Median Standard 1.
j. Provide designated crosswalks along Harkins Road at both of the site's ingress/egress points at along West Lanham Drive at Cross Street.

LEED 2009 for New Construction and Major Renovations

Project Checklist

Project Name

Date

Sustainable Sites — Possible Points: 26

Y	?	N			
Y			Prereq 1	Construction Activity Pollution Prevention	
1			Credit 1	Site Selection	1
5			Credit 2	Development Density and Community Connectivity	5
		N	Credit 3	Brownfield Redevelopment	1
6			Credit 4.1	Alternative Transportation—Public Transportation Access	6
1			Credit 4.2	Alternative Transportation—Bicycle Storage and Changing Rooms	1
3			Credit 4.3	Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles	3
		N	Credit 4.4	Alternative Transportation—Parking Capacity	2
		N	Credit 5.1	Site Development—Protect or Restore Habitat	1
		N	Credit 5.2	Site Development—Maximize Open Space	1
	1		Credit 6.1	Stormwater Design—Quantity Control	1
	1		Credit 6.2	Stormwater Design—Quality Control	1
1			Credit 7.1	Heat Island Effect—Non-roof	1
1			Credit 7.2	Heat Island Effect—Roof	1
		N	Credit 8	Light Pollution Reduction	1

Water Efficiency — Possible Points: 10

Y			Prereq 1	Water Use Reduction—20% Reduction	
2			Credit 1	Water Efficient Landscaping	2 to 4
		N	Credit 2	Innovative Wastewater Technologies	2
2			Credit 3	Water Use Reduction	2 to 4

Energy and Atmosphere — Possible Points: 35

Y			Prereq 1	Fundamental Commissioning of Building Energy Systems	
Y			Prereq 2	Minimum Energy Performance	
Y			Prereq 3	Fundamental Refrigerant Management	
1			Credit 1	Optimize Energy Performance	1 to 19
		N	Credit 2	On-Site Renewable Energy	1 to 7
		N	Credit 3	Enhanced Commissioning	2
		N	Credit 4	Enhanced Refrigerant Management	2
	3		Credit 5	Measurement and Verification	3
	2		Credit 6	Green Power	2

Materials and Resources — Possible Points: 14

Y			Prereq 1	Storage and Collection of Recyclables	
		N	Credit 1.1	Building Reuse—Maintain Existing Walls, Floors, and Roof	1 to 3
		N	Credit 1.2	Building Reuse—Maintain 50% of Interior Non-Structural Elements	1
2			Credit 2	Construction Waste Management	1 to 2
		N	Credit 3	Materials Reuse	1 to 2

Materials and Resources, Continued

Y	?	N			
2			Credit 4	Recycled Content	1 to 2
2			Credit 5	Regional Materials	1 to 2
	1		Credit 6	Rapidly Renewable Materials	1
	1		Credit 7	Certified Wood	1

Indoor Environmental Quality — Possible Points: 15

Y			Prereq 1	Minimum Indoor Air Quality Performance	
Y			Prereq 2	Environmental Tobacco Smoke (ETS) Control	
	1		Credit 1	Outdoor Air Delivery Monitoring	1
		N	Credit 2	Increased Ventilation	1
1			Credit 3.1	Construction IAQ Management Plan—During Construction	1
	1		Credit 3.2	Construction IAQ Management Plan—Before Occupancy	1
1			Credit 4.1	Low-Emitting Materials—Adhesives and Sealants	1
1			Credit 4.2	Low-Emitting Materials—Paints and Coatings	1
1			Credit 4.3	Low-Emitting Materials—Flooring Systems	1
	1		Credit 4.4	Low-Emitting Materials—Composite Wood and Agrifiber Products	1
		N	Credit 5	Indoor Chemical and Pollutant Source Control	1
	1		Credit 6.1	Controllability of Systems—Lighting	1
	1		Credit 6.2	Controllability of Systems—Thermal Comfort	1
		N	Credit 7.1	Thermal Comfort—Design	1
		N	Credit 7.2	Thermal Comfort—Verification	1
1			Credit 8.1	Daylight and Views—Daylight	1
	1		Credit 8.2	Daylight and Views—Views	1

Innovation and Design Process — Possible Points: 6

1			Credit 1.1	Innovation in Design: Specific Title	1
1			Credit 1.2	Innovation in Design: Specific Title	1
	1		Credit 1.3	Innovation in Design: Specific Title	1
	1		Credit 1.4	Innovation in Design: Specific Title	1
	1		Credit 1.5	Innovation in Design: Specific Title	1
1			Credit 2	LEED Accredited Professional	1

Regional Priority Credits — Possible Points: 4

		N	Credit 1.1	Regional Priority: Specific Credit	1
		N	Credit 1.2	Regional Priority: Specific Credit	1
		N	Credit 1.3	Regional Priority: Specific Credit	1
		N	Credit 1.4	Regional Priority: Specific Credit	1

Total — Possible Points: 110

37	18		Total

Certified 40 to 49 points Silver 50 to 59 points Gold 60 to 79 points Platinum 80 to 110

HARKER • ROSEN • SULLIVAN • SCOTT • ROMANIC • RIVIELLO
THE MARTIN ARCHITECTURAL GROUP, P.C.
ARCHITECTS AND PLANNERS
PHILADELPHIA ANNAPOLIS COCONUT CREEK

To: Kevin Berman

From: Dan McCauley, AIA, LEED AP

Date: August 22nd, 2013

Subject: New Carrollton Residential/Retail- LEED 2009 BD+C review

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Kevin, attached is the LEED 2009 DD+C Checklist of credits that believe we would achieve, and various credits that may be achieved. The following items are part of our overall Sustainable Practices & Design for the New Carrollton Mixed use project within the Residential & Retail Buildings and credits that can be obtained:

- SSc2-Development Density
- SSc4.1-Access to Public Transportation
- SSc4.2- Bicycle storage for 15% of residents
- SSc4.3-Prefereed parking spaces for Energy efficient vehicles
- SSc7.1 Heat Island Effect Non-Roof
  - Parking garages and courtyard surfaces provide shade and high SRI
- SSc7.2- Heat Island Effect-Roof
  - White TPO roofs on all buildings
- WEc1- Water Efficient landscaping
  - NO landscape irrigation provided
- WEc3- Water Use Reduction:
  - Use faucet & shower aerators
  - Possibly use "High efficiency toilets" or other Water Sense Approved fixtures
- EAc1- Optimize Energy Performance (Between 1 and 19 Credits)
  - many variables to discuss from insulation, windows, solar orientation of buildings, roof systems, HVAC systems
- EAc5- Measurement & Verification
  - verification after construction of systems functioning as specified
- MRc2- Construction Waste Management
  - During construction, waste accountability protocol
- MRc4- recycled content
  - Specifications to maximize use of recycled products (whole or partially) to include:
  - Steel, concrete, glass, synthetic countertops, gypsum, doors, carpet & padding, brick, hardi-panels
- MRc5-regional materials
  - Specifications will require that the majority of products be produced and manufactured within a 500 mile radius of the project.

- IAQc3.1- Construction Indoor Air Quality- During Construction
    - Contractor documentation of properly sealed ductwork with plastic, vents, etc. during construction
- IAQ4.1-4.3- Low Emitting Materials
    - Specified low VOC:
    - sealants, finishes, flooring, paints
- IAQc8.1- Daylight & Views- Daylight
    - Lighting size/location to meet requirements for maximum daylight

Please do not hesitate to call if you have any questions.

Regards,

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