



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

Detailed Site Plan DSP-17035

Phil Matt Shopping Center

Expedited Transit-Oriented Development

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

Location: In the southwest quadrant of the intersection of MD 450 (Annapolis Road) and West Lanham Drive.	
Gross Acreage:	0.44
Zone:	C-S-C and T-D-O
Dwelling Units:	N/A
Gross Floor Area:	3,953 sq. ft.
Planning Area:	69
Council District:	03
Election District:	20
Municipality:	N/A
200-Scale Base Map:	206NE07
Applicant/Address: PCE, LLC 14540 Edgewoods Way Glenelg, MD 21737	
Staff Reviewer: Jeremy Hurlbutt Phone Number: 301-952-4277 Email: Jeremy.Hurlbutt@ppd.mncppc.org	



Planning Board Date:	10/24/19
Planning Board Action Limit:	10/28/19
Staff Report Date:	10/08/19
Date Accepted:	08/29/19
Informational Mailing:	01/19/18
Acceptance Mailing:	08/23/19
Sign Posting Deadline:	09/24/19

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17035
Phil Matt Shopping Center
Expedited Transit-Oriented Development

The Urban Design staff has reviewed this detailed site plan and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

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

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

FINDINGS

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

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

2. Development Data Summary:

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

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

OVERALL PARKING AND LOADING DEVELOPMENT DATA

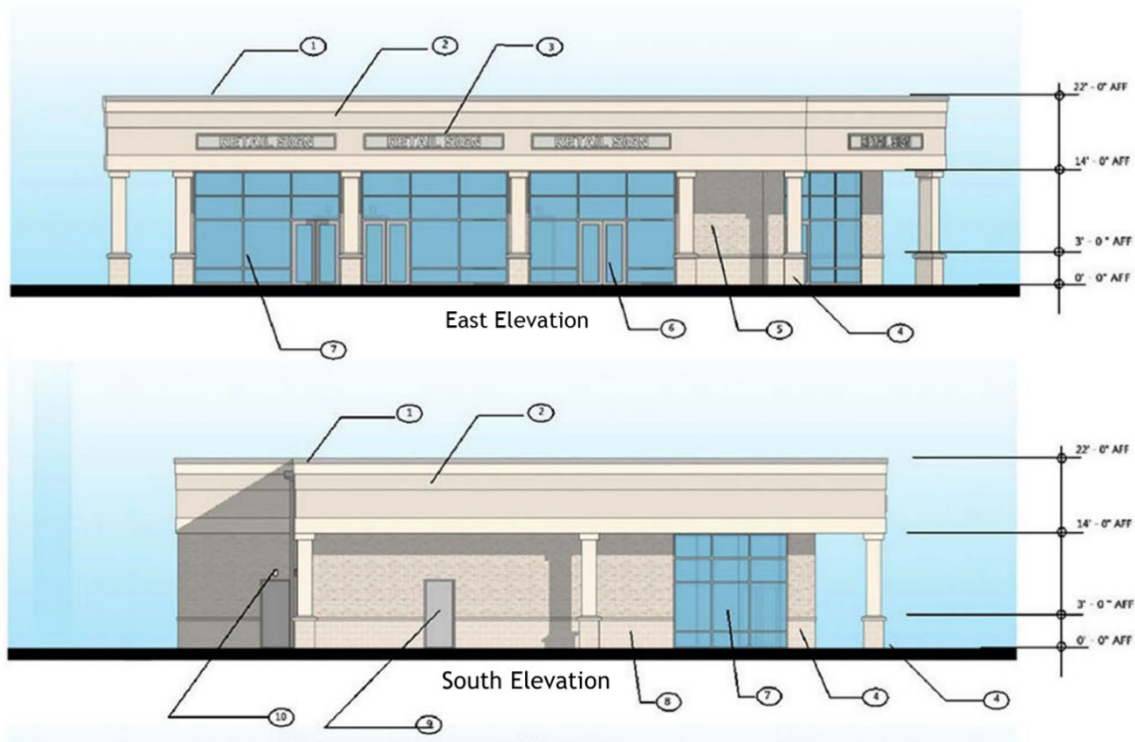
Parking Spaces	Max. Allowed by the T-D-O Zone	Provided
Commercial/Retail (3,953 @ 2.75 spaces/1,000 sq. ft.)	10	10
Total	10	11 (including 1 handicap-accessible)
Loading Spaces		
Commercial/Retail (3,953 sq. ft.)	1 space for 2,000– 10,000 sq. ft.	1
Total	1	1
Required Bicycle Parking Spaces	1	4
Residential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

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

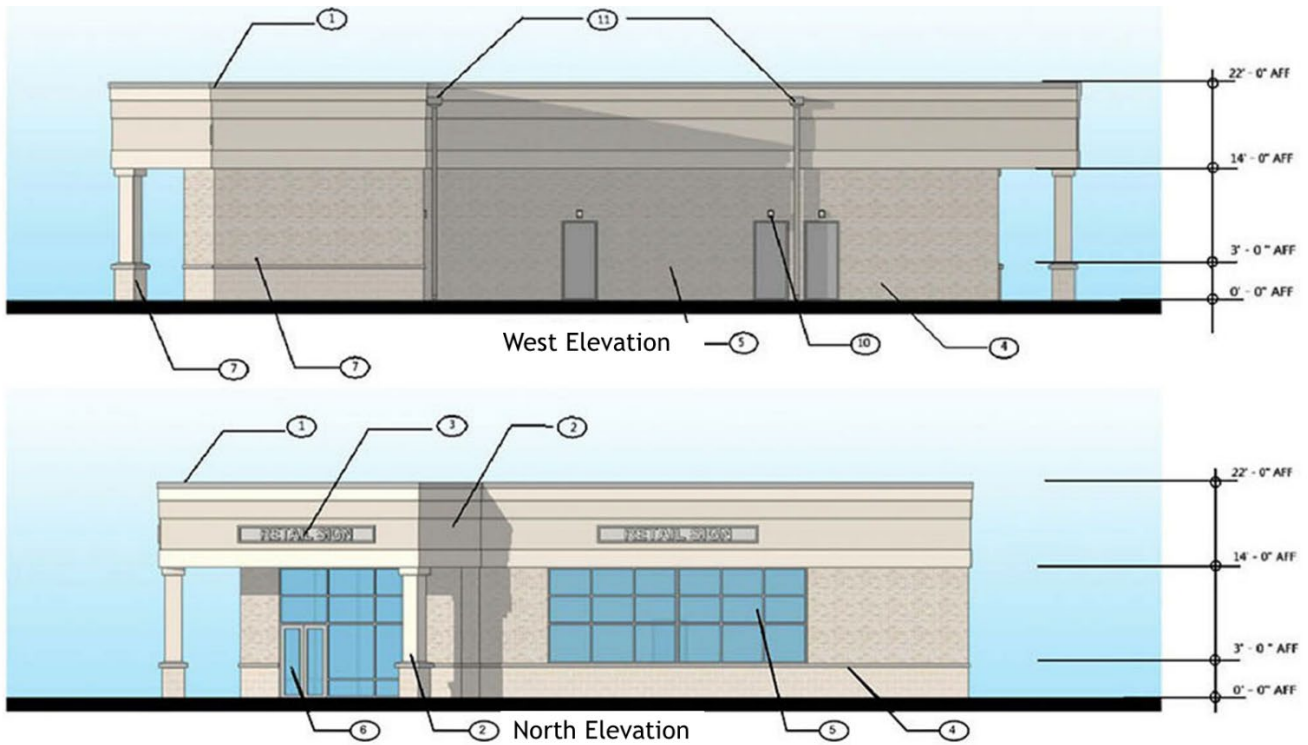
5. **Previous Approvals:** There is no previously approved preliminary plan of subdivision (PPS) for the property.
6. **Design Features:** The applicant has submitted this DSP for development of a one-story, 3,953-square-foot, commercial retail building. The subject property is made up of two lots that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

Architecture

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



East and South Elevations



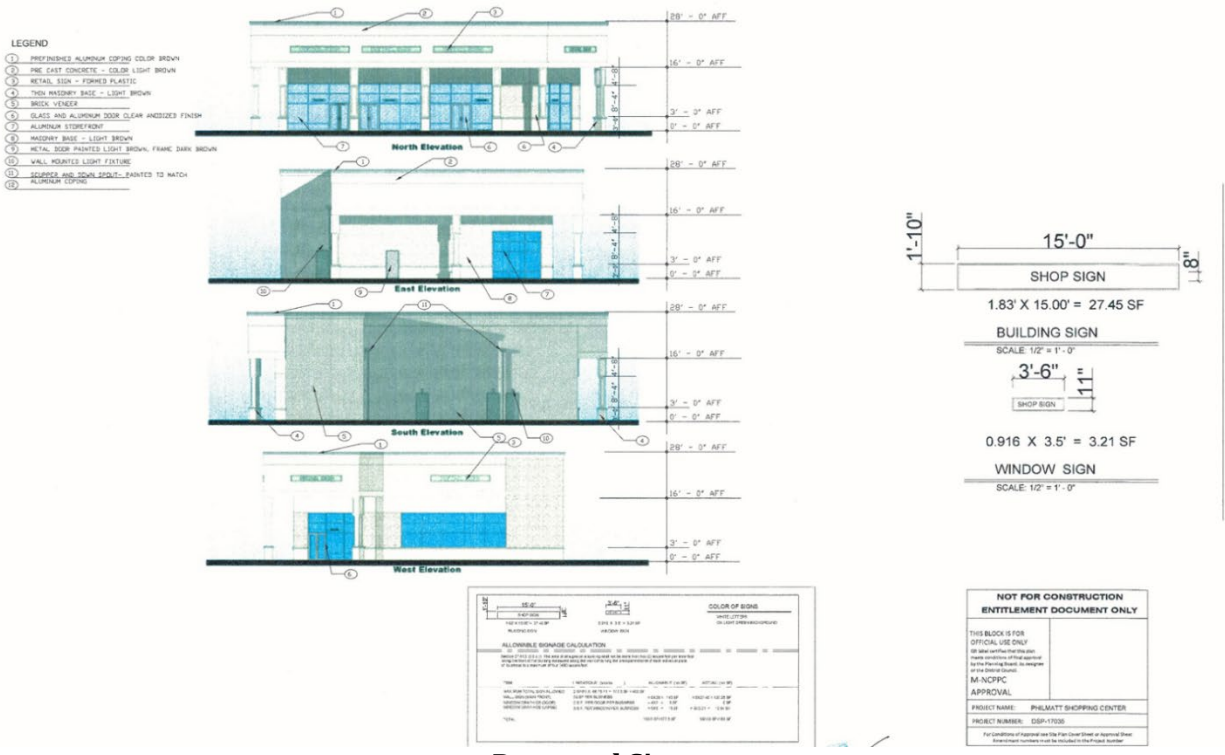
North and West Elevations

Lighting

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

Signage

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



COMPLIANCE WITH EVALUATION CRITERIA

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

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

Annapolis Road Neighborhood (TDDP page 138)

Standards

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

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

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

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

General Parking Facilities Standards and Guidelines (TDDP page 163)

Standards

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

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

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

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

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

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

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

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

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

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

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

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

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

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

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

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

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

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

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

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

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

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

None of the above uses are proposed with this DSP.

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

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

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

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

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

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

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

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

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

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

Unless stated otherwise, these design standards and guidelines replace the standards and regulations contained in the Landscape Manual and the Zoning Ordinance of Prince George's County.

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

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

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

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

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

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

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

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

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

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

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

13. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2), the following findings may be made:

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

The subject DSP consists of retail uses and is consistent with the land use vision of the Annapolis Road Neighborhood, which is to provide community-serving commercial activity. The DSP conforms to most of the mandatory requirements of the New Carrollton TDDP/TDOZMA. The applicant has requested that the Planning Board apply transit district development standards that are different from the mandatory requirements in the TDDP/TDOZMA, in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3).

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

The subject site is within the Annapolis Road Neighborhood and the development proposal is consistent with the development standards and guidelines of the New Carrollton TDDP/TDOZMA.

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

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the C-S-C Zone. Staff concludes that the DSP meets the requirements of the T-D-O and C-S-C Zones.

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

The one-story commercial building is oriented toward both MD 450, which is the main street of the neighborhood, and West Lanham Drive. The façade design of the building incorporates many contemporary architectural design elements that enhance the streetscape. The parking and loading areas are placed behind the building. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

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

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

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

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

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

RECOMMENDATION

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

A. APPROVE the alternative transit district standards for:

Annapolis Road Neighborhood (page 138)

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

General Parking Facilities Standards and Guidelines (page 163)

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

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

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

ITEM: 5

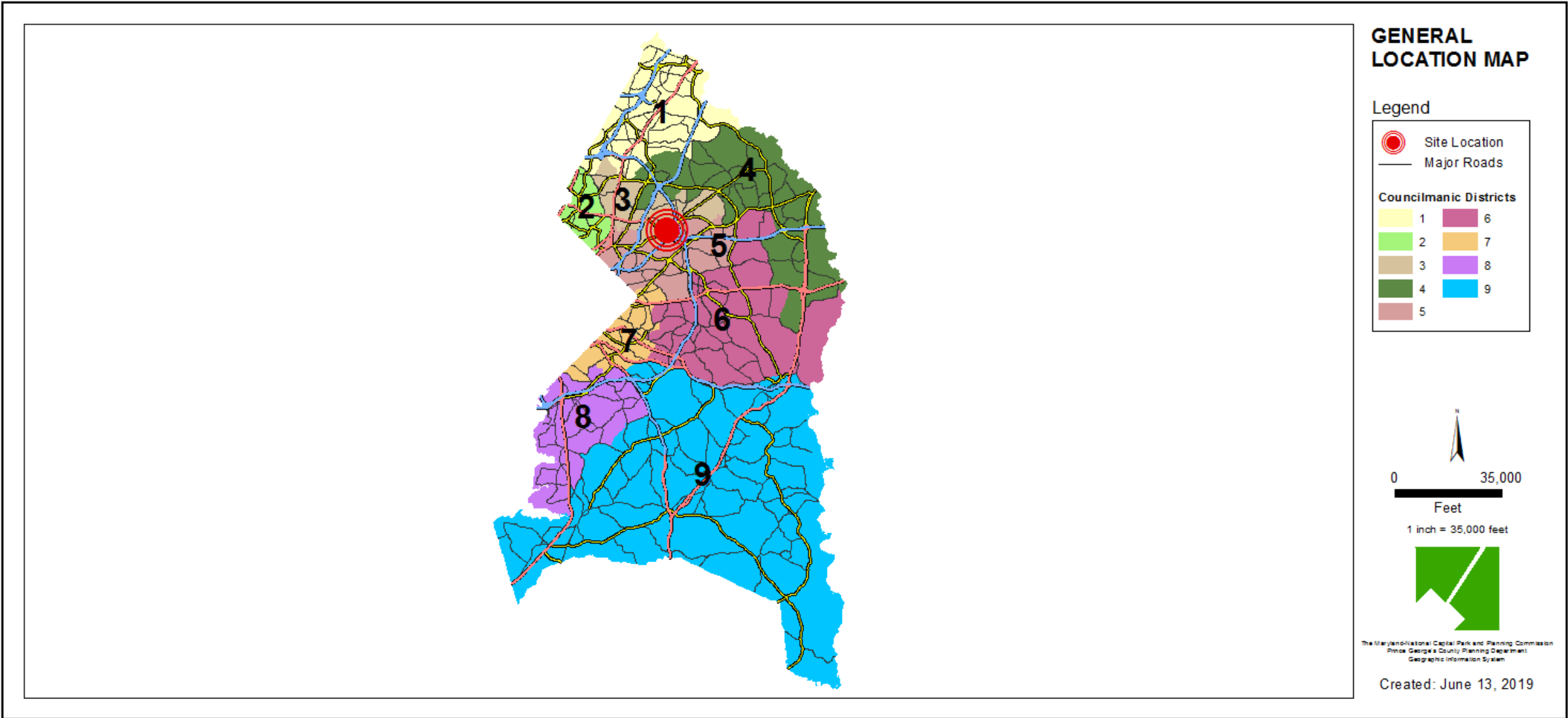
CASE: DSP-17035

PHIL MATT SHOPPING CENTER (ETOD)

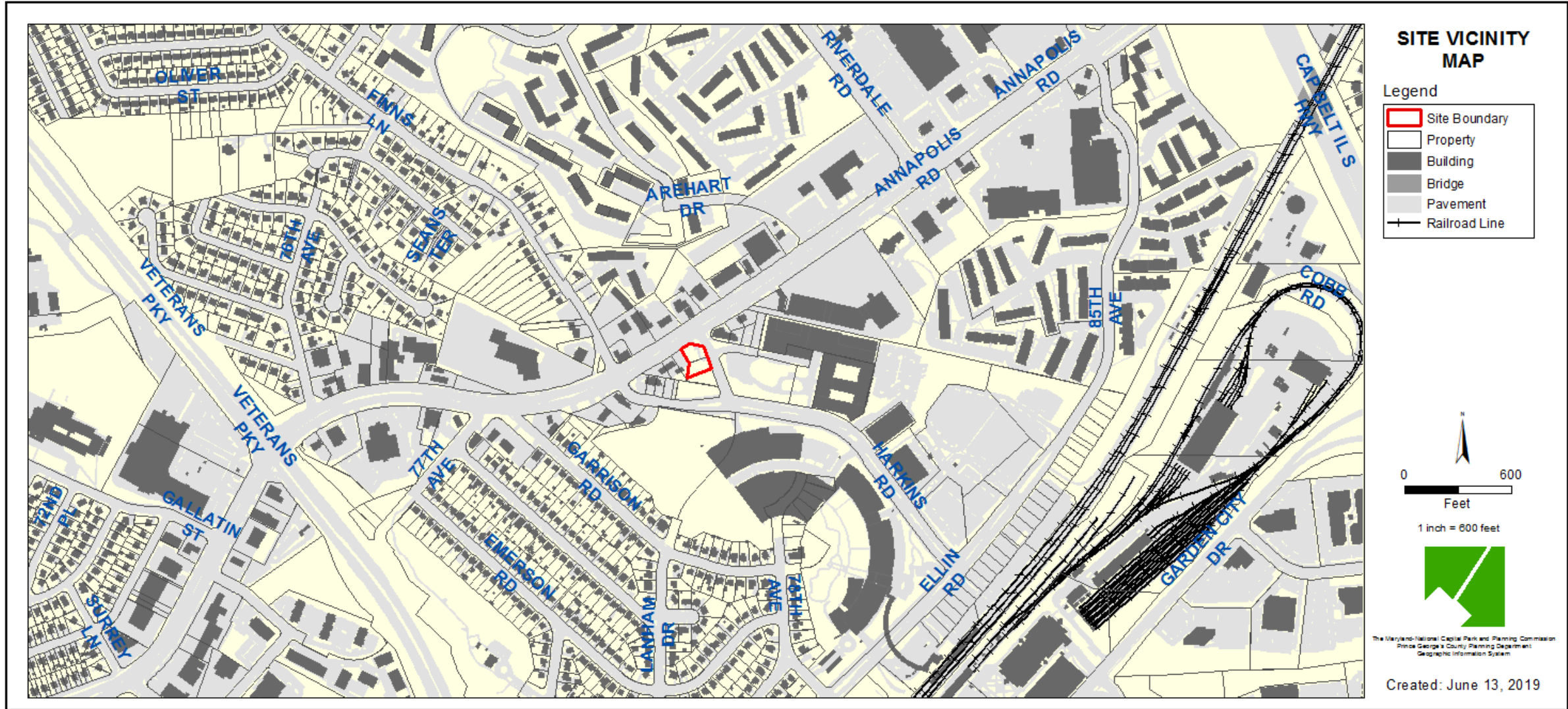
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



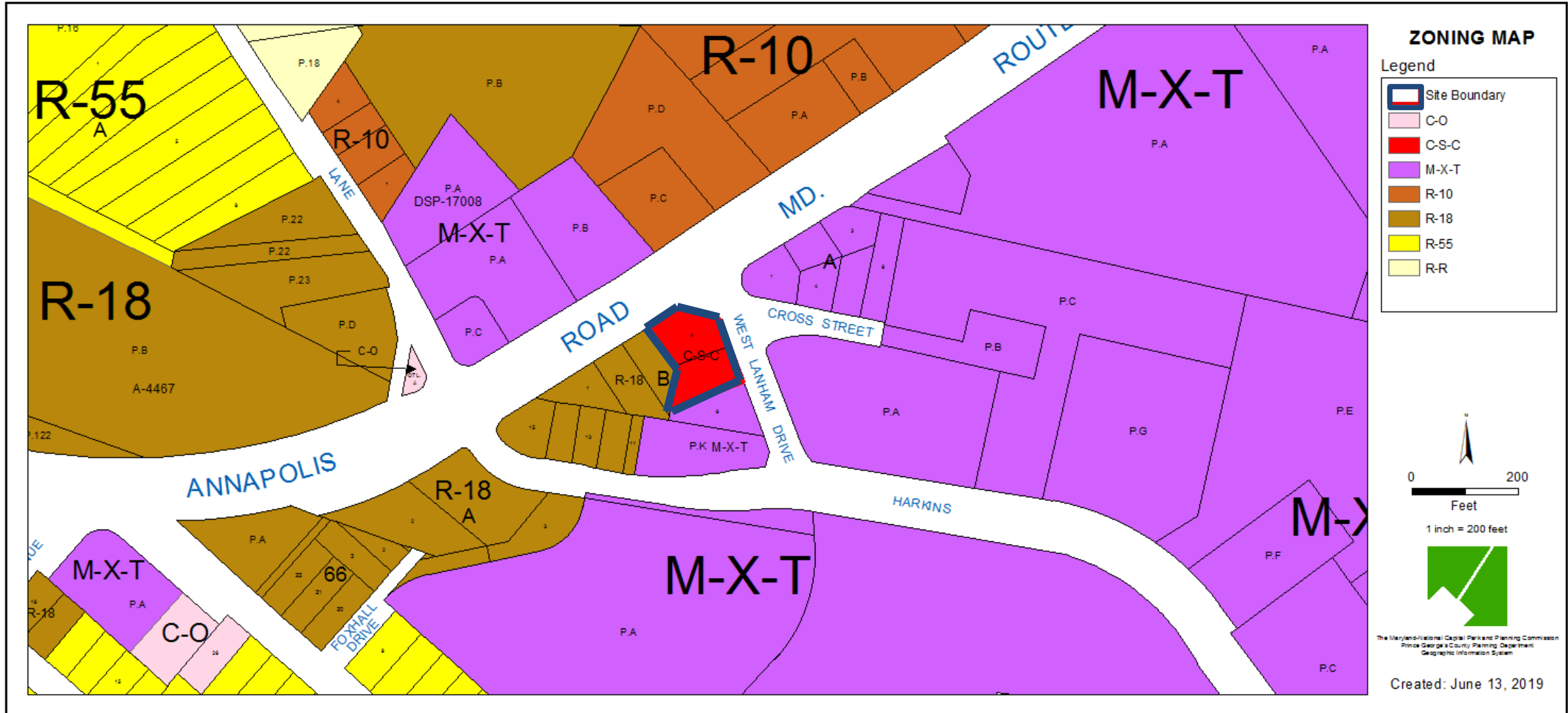
GENERAL LOCATION MAP



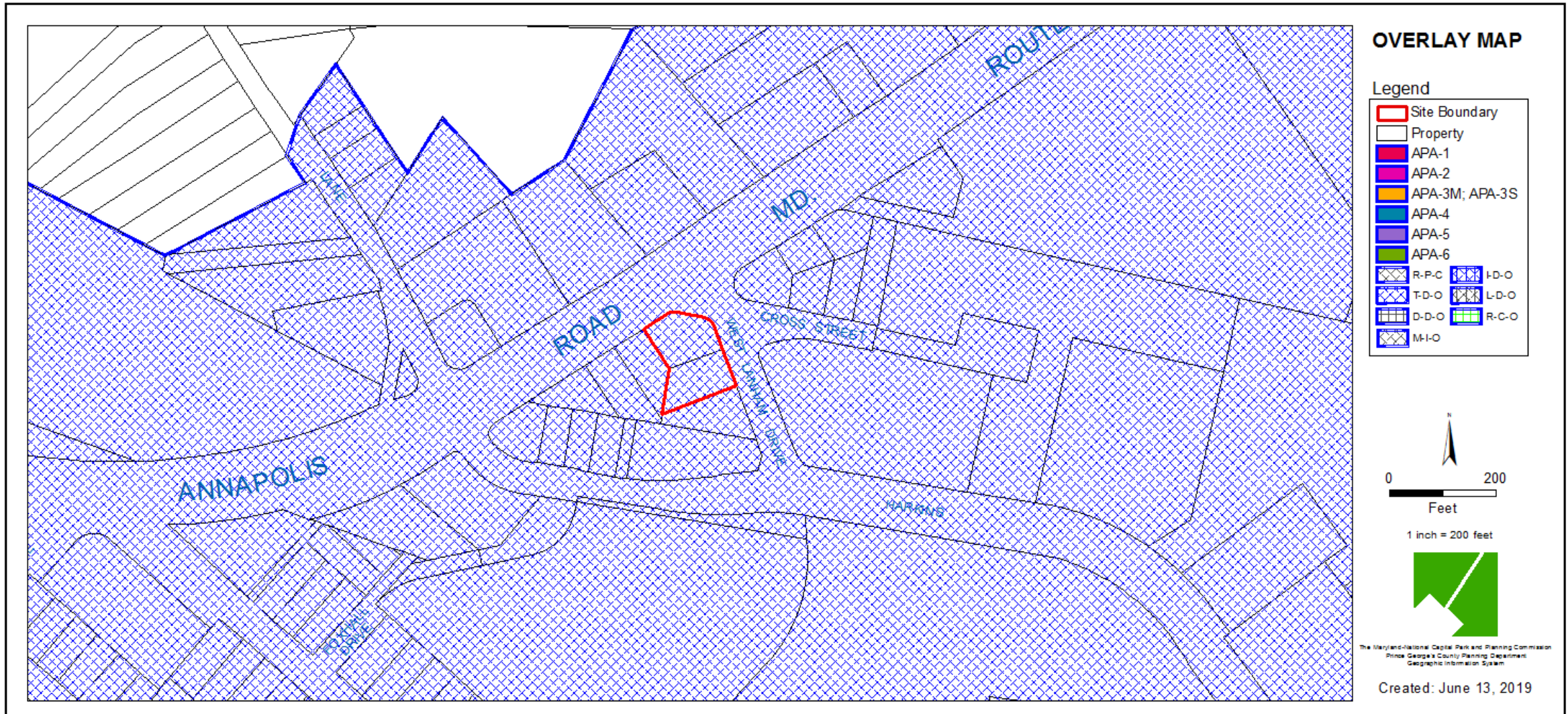
SITE VICINITY



ZONING MAP



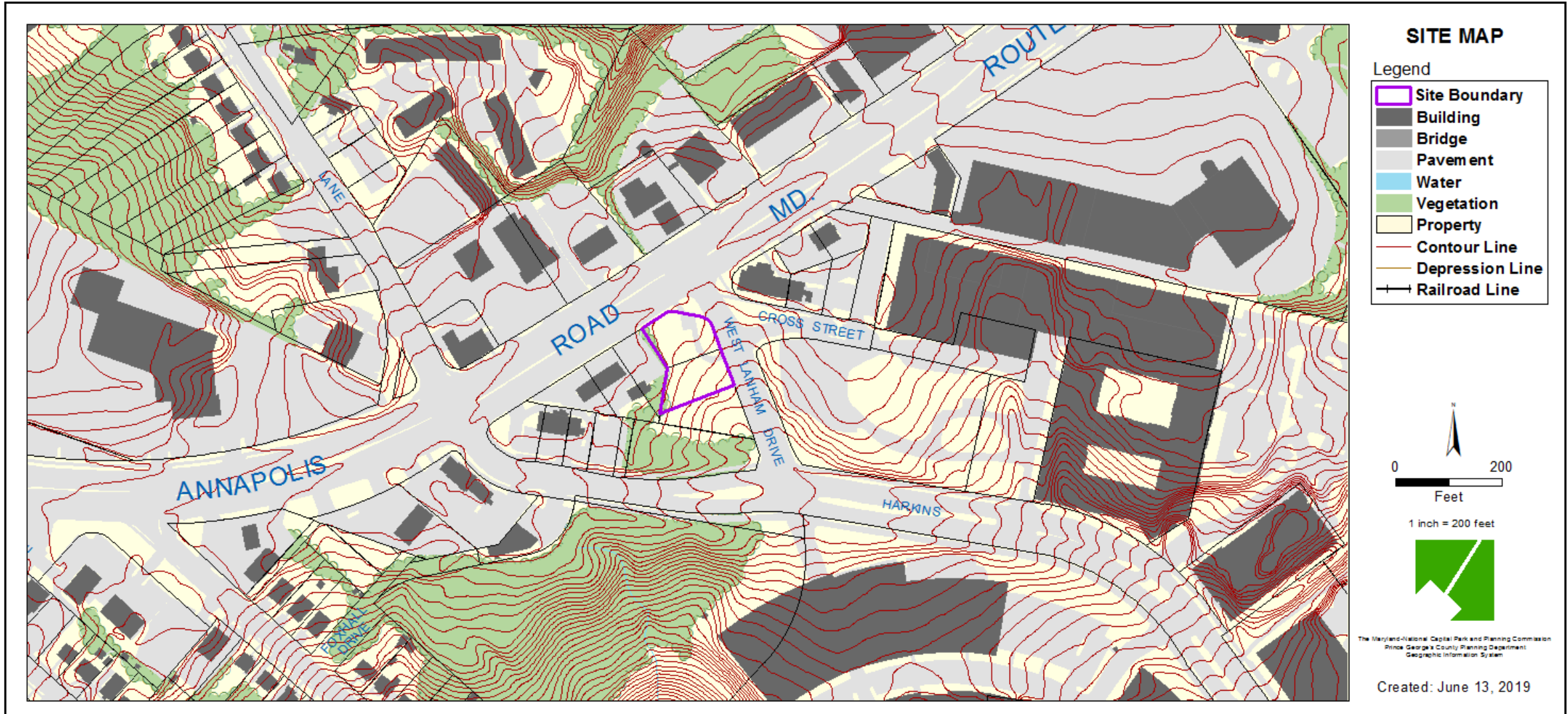
OVERLAY MAP



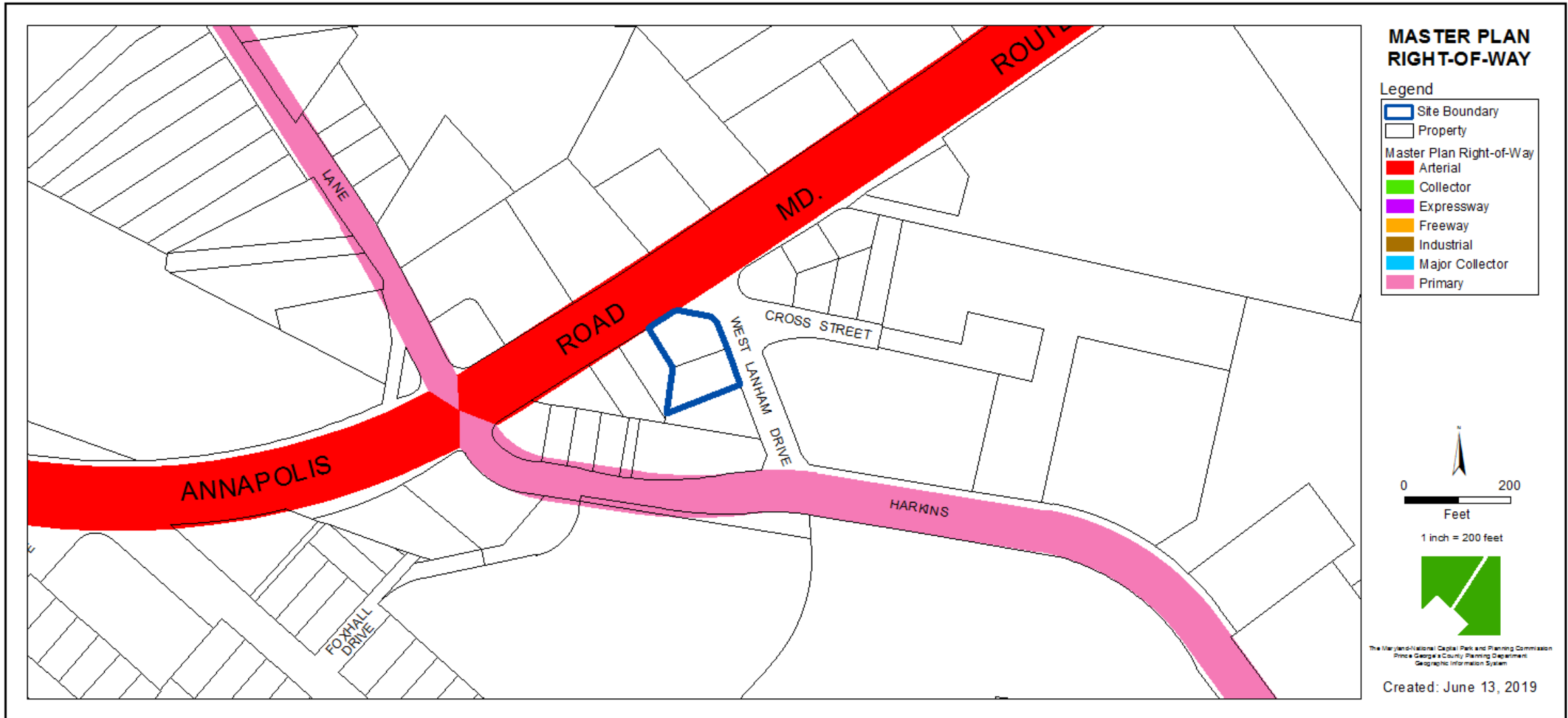
AERIAL MAP



SITE MAP



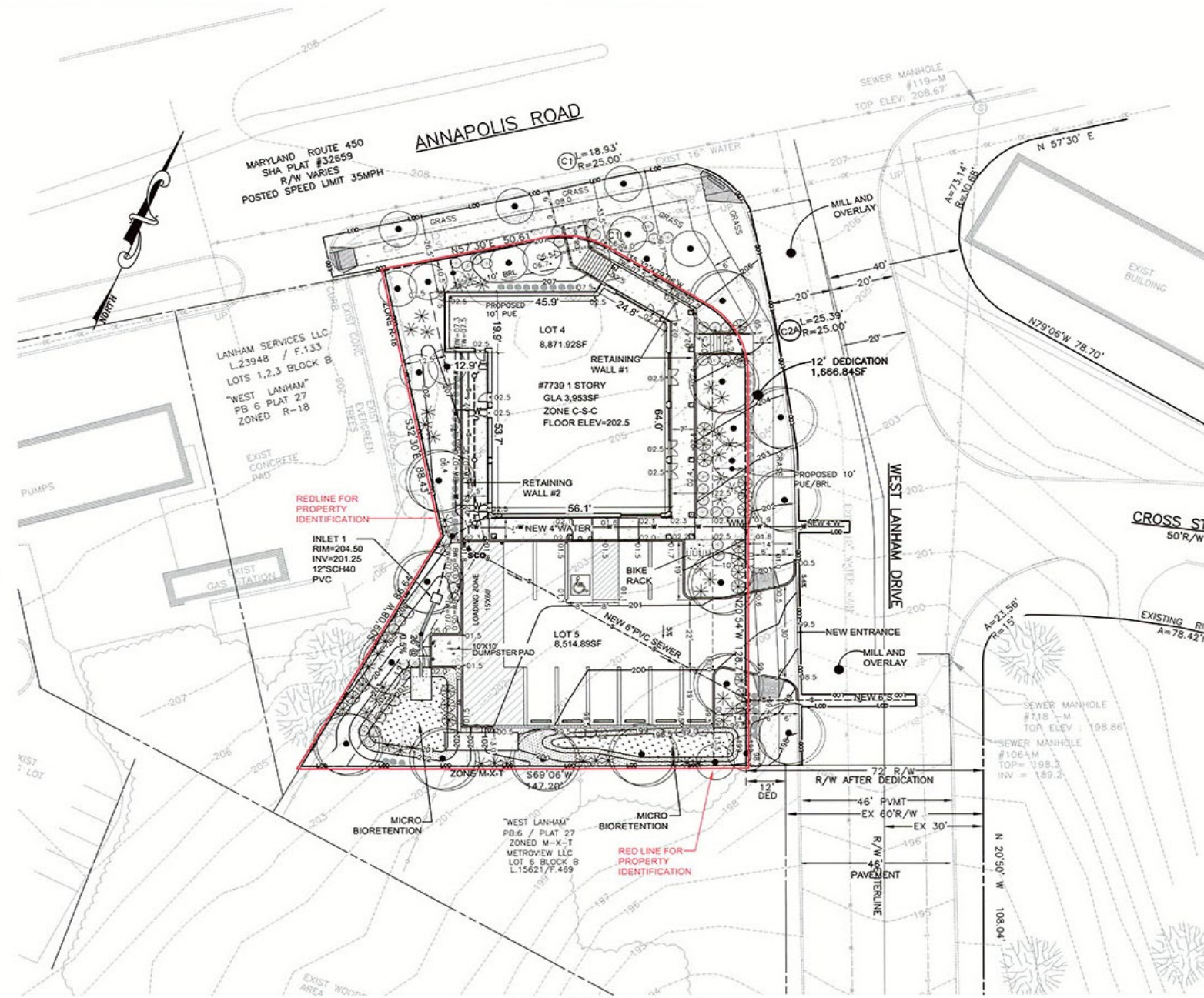
MASTER PLAN RIGHT-OF-WAY MAP



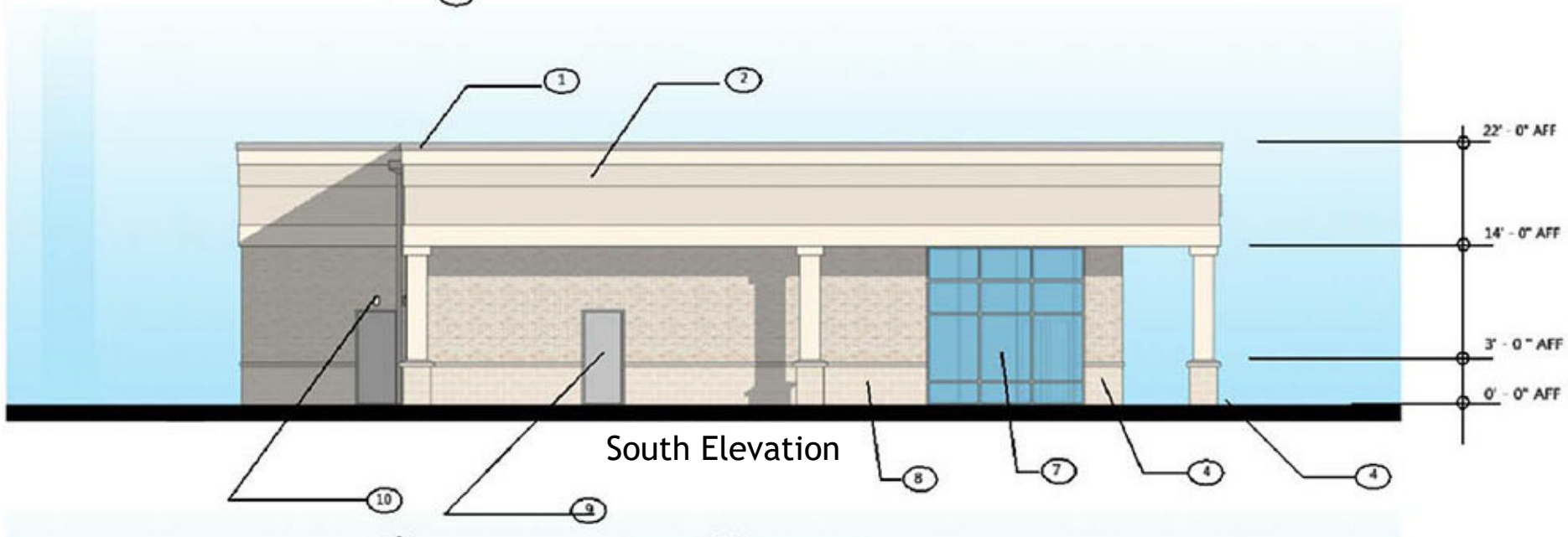
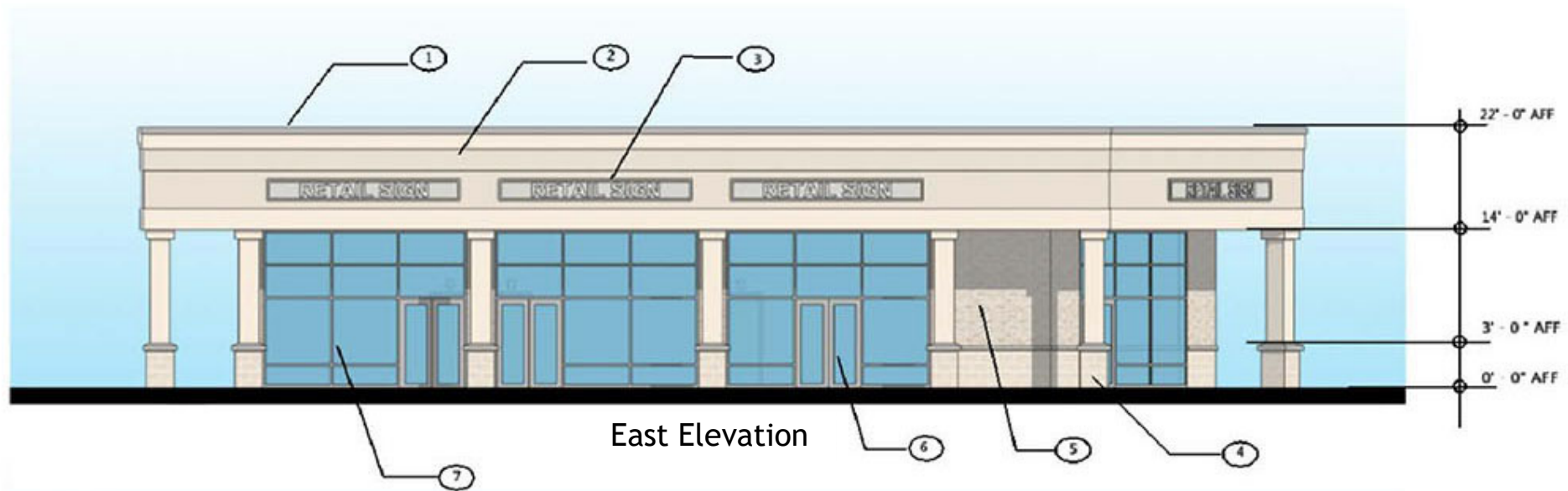
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



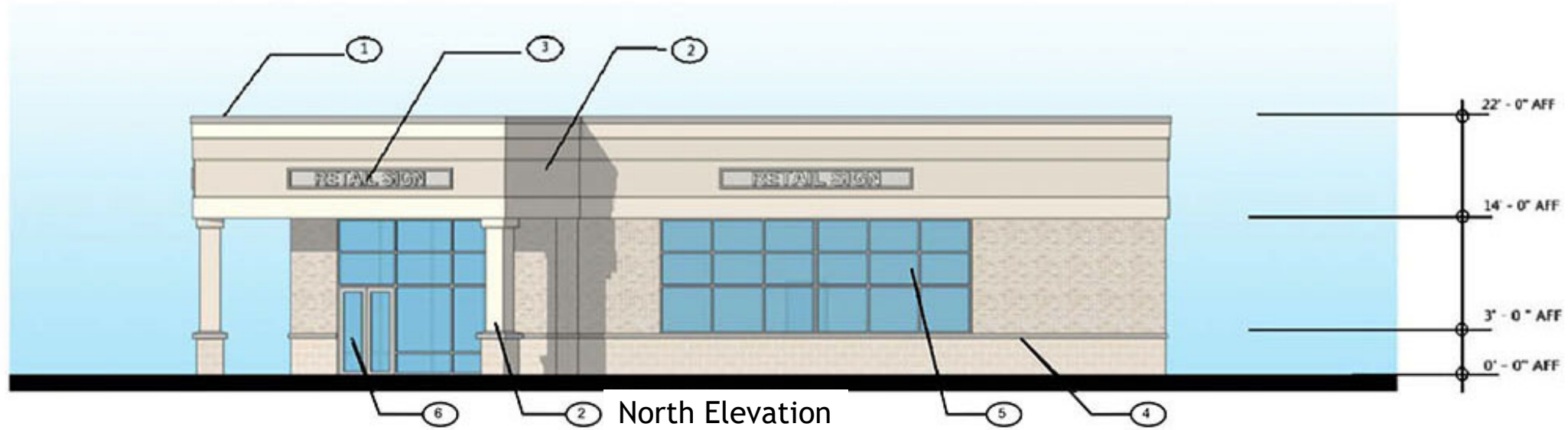
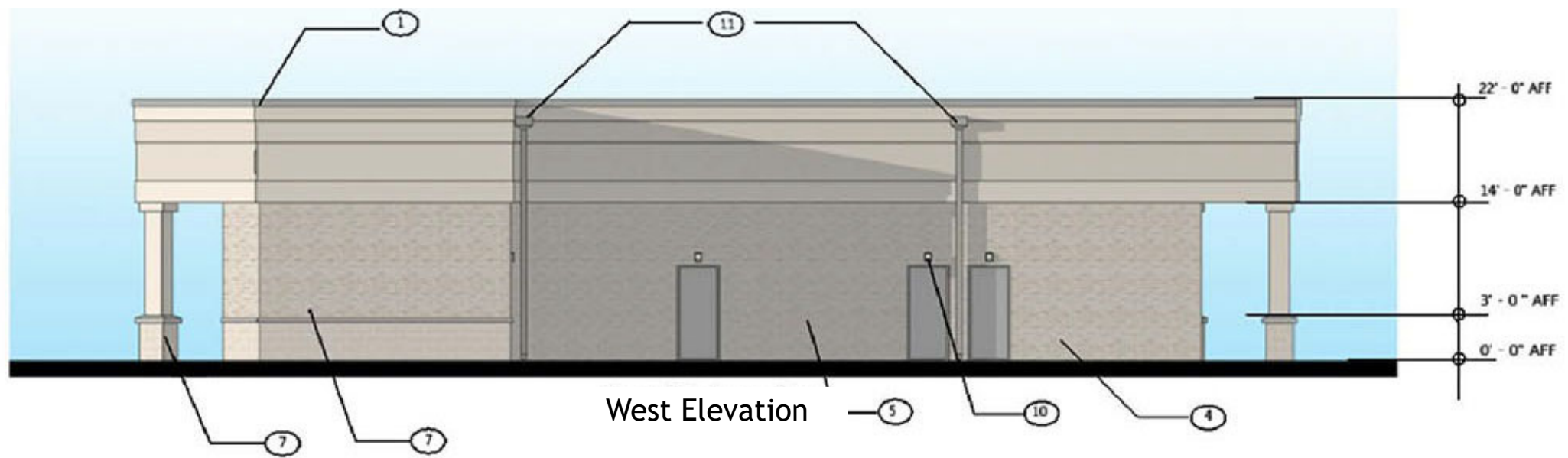
SITE PLAN



SOUTH AND EAST ELEVATIONS



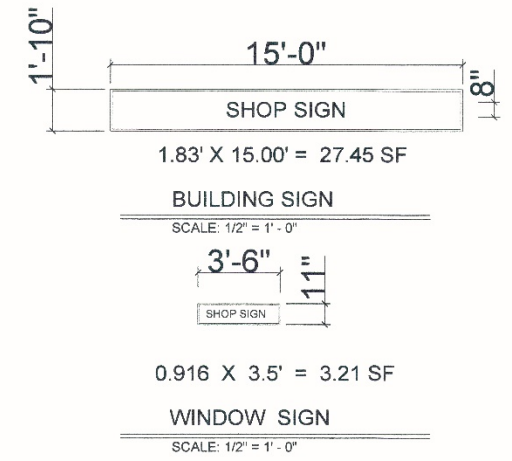
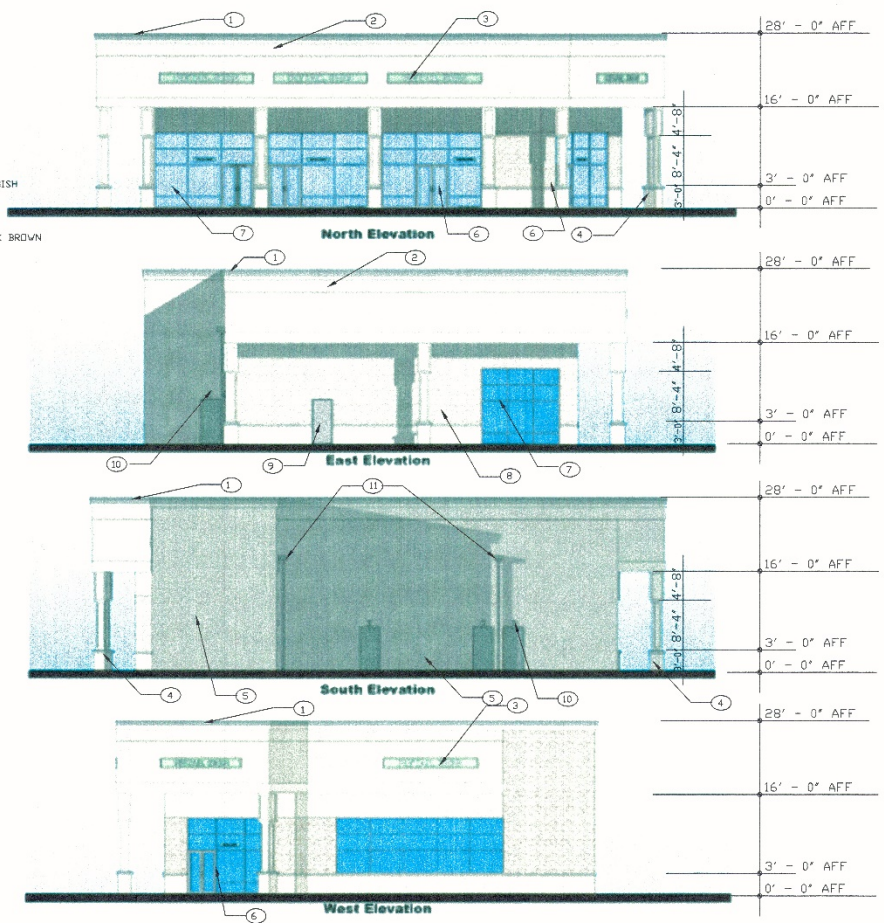
NORTH AND WEST ELEVATIONS



SIGNAGE

LEGEND

- 1 PREFINISHED ALUMINUM COPING COLOR BROWN
- 2 PRE-CAST CONCRETE - COLOR LIGHT BROWN
- 3 RETAIL SIGN - FORMED PLASTIC
- 4 THIN MASONRY BASE - LIGHT BROWN
- 5 BRICK VENEER
- 6 GLASS AND ALUMINUM DOOR CLEAR ANODIZED FINISH
- 7 ALUMINUM STOREFRONT
- 8 MASONRY BASE - LIGHT BROWN
- 9 METAL DOOR PAINTED LIGHT BROWN, FRAME DARK BROWN
- 10 WALL MOUNTED LIGHT FIXTURE
- 11 SCUPPER AND DOWN SPOUT - PAINTED TO MATCH ALUMINUM COPING
- 12



TYPE	1 (MATERIAL) (sq. ft.)	ALLOWABLE (sq. ft.)	ACTUAL (sq. ft.)
MAX. SIGN TOTAL SIGN ALLOWED	2,500	2,500	2,500
MAX. SIGN OVER PROJECT	2,500	2,500	2,500
WINDOW SIGN OVER PROJECT	2,500	2,500	2,500
TOTAL	140.0	140.0	140.0

COLOR OF SIGNS
WHITE LETTERS ON LIGHT GREEN BACKGROUND

NOT FOR CONSTRUCTION ENTITLEMENT DOCUMENT ONLY

THIS BLOCK IS FOR OFFICIAL USE ONLY. I/We certify that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NPPPC APPROVAL

PROJECT NAME: PHILMATT SHOPPING CENTER
PROJECT NUMBER: DSP-17035

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Amend ment numbers must be included in the Project Number.



Phillmatt Shopping Center

Statement of Justification

September 19, 2019 (revised)

PREPARED FOR:

PCE, LLC

14540 Edgewoods Way

Glenelg, MD 21737

Attn: Pius Ezeigwe

240.882.6149

PREPARED BY:

CDC Design Associates, LTD

7903 Echols Avenue

Lanham, MD 20706

301.773.3000

STATEMENT OF JUSTIFICATION

CASE NAME, APPLICATION NUMBER:

Phillmatt Shopping Center
DSP-17035

OWNER / APPLICANT:

PCE, LLC
14540 Edgewoods Way
Glenelg, MD 21737
Attn: Pius Ezeigwe
(240) 882.6149

CORRESPONDENT:

C. Dominic Chidozie
CDC Design Associates, LTD.
(301) 408.8336

DESCRIPTION OF REQUEST:

The Applicant hereby requests approval of a Detailed Site Plan (“DSP”) for the purpose of developing a commercial/retail building with some parking located at the southwest quadrant of the intersection of Annapolis Road (MD 450) and West Lanham Drive and is shown as Lots 4 and 5 on Tax Map 51, Grid F-1 in Prince George’s County, Maryland. The property contains 0.44 acres and is zoned C-S-C with a Transit District Overlay Zone (“TDOZ”) established by the 2010 Approved New Carrollton Transit District Development Plan (“TDDP”). A detailed site plan is required for development in the C-S-C Zone pursuant to Section 27-546 of the Prince George’s County Zoning Ordinance (“ZO”). Furthermore, in accordance with Section 27-107.01(a).242.2(B) of the Zoning Ordinance, the DSP is eligible for Expedited Transit-Oriented Development (“ETOD”).

The Applicant does not wish to proceed with PPS approval because the proposed development is less than 5,000 square feet therefore meets exemption criteria of 24-111(c) of Subdivision Regulation.

DESCRIPTION AND LOCATION OF SUBJECT PROPERTY:

- 1. Address:** 7739 Annapolis Road, Lanham, MD 20706
- 2. Proposed Use:** Retail Store
- 3. Election District:** 20
- 4. Parcel:** Plat Book 6 Plat 27 – Lots 4 & 5 Block “B”
- 5. Area:** 0.44 ac.

6. **Tax Map:** 051, Grid: F1
7. **Zoning:** C-S-C
8. **WSSC Grid:** 206NE07

Location Description: The subject property is known 7739 Annapolis Road. Lanham, MD 20706. The property is located at the southwest quadrant of the intersection of Annapolis Road (MD 450) and West Lanham Drive and is shown as Lots 4 and 5 on Tax Map 51, Grid F-1 in Prince George's County, Maryland. The property contains 0.44 acres and is zoned C-S-C with a Transit District Overlay. The property is bounded to the North by Annapolis Road (MD 450), to the south by an undeveloped parcel zoned M-X-T, to the East by West Lanham Drive and to the West by property zoned R-18 and currently used as a gas station.

DESCRIPTION OF EACH REQUIRED FILING:

The applicant is requesting a Detailed Site Plan for the construction of a commercial shopping center, pursuant to Section 27-461(b), which permits a shopping center within the C-S-C zone.

A Preliminary Plan (4-09027) was previously filed for the subject property and was denied due to issues that we believe have now been resolved and are no longer a concern. A Preliminary Plan (4-13027) which was previously filed and a subdivision to combine two lots: Lot 4 and Lot 5 into a single buildable lot is no longer required with this proposed plan. With this new plan, the building is less than 5,000 SF and is entirely contained within the boundaries of Lot 4. The existing site was razed by a previous permit and currently is stabilized with grass and contains a gravel drive.

Natural Resource Inventory (NRI), NRI-083-11-01, was previously approved on 04/09/09 and a Woodland Conservation Letter of Exemption dated 06/13/19 and approved 06/17/2019.

The proposed project is a new 3,953 square feet retail building with ten (10) 9.5'x19' parking spaces, one (1) 8'x19' Handicap Van Accessible space and one 15'x30' Loading Zone with a dedicated turn around area. The property is located in an overlay zone - Transit District Overlay based on its proximity to the New Carrollton Metro Station. The site will take advantage of the opportunities provided by the TDO Overlay in satisfying parking requirements based on the zoning.

New Water and Sewer lines will be connected to the site from the West Lanham Drive location. The connections will be made to an existing 10-inch water line and 8-inch sewer line.

The proposed site is in compliance with the requirements of the landscape manual. Proposed Landscaping will consist of a mixture of deciduous and evergreen trees and shrubs on site and are shown on the site plan. The buffer guidelines, outlined in section 4.7 of the landscape manual and compliance are shown on the plan. Interior

parking lot landscaping and parking islands are not required because the area of the parking lot is less than 7,000 square feet.

Public Space improvements include a new 6-foot-wide concrete sidewalk and street trees along West Lanham Drive along with mill and overlay for a half section of West Lanham Drive for the entire length of the property.

As shown on the plans, stormwater management is provided. Stormwater Management Concept, 7097-2009-01 has been approved.

For treatment of the new building impervious area, a micro-bioretenion with infiltration is proposed near the southwest corner of the property with a drainage area of 0.22 acres. Roof drains for the new building will be connected at the top of the filter bed elevation. Based on the ESD calculations the micro-bioretenion will provide the required water quality treatment for the new building impervious area.

For treatment of the new parking lot impervious area, a micro-bioretenion with infiltration is proposed along the south property line with a drainage area of 0.11 acres that sheet flows across the parking lot.

Both the micro bioretention and infiltration trench are sized to capture the 1yr storm and to infiltrate over a 48hour period. Infiltration rate per Geotechnical Report is 0.61 inches per hour.

The County requires a 100yr control for projects in the Lower Beaver Dam Creek Watershed. However, due to the size of this project and more importantly the limited space to accomplish the 100-year flood control, a Fee-in-Lieu of the required 100yr flood control has been approved with this project.

STATEMENT OF PLANNING OBJECTIVES FOR DETAILED SITE PLAN APPROVAL:

Development of property located upon land with a TDOZ is required to conform with mandatory development standards and guidelines promulgated within the TDDP in accordance with Section 27-548.07 of the Zoning Ordinance; however, modification of these standards is permitted pursuant to Section 27-548.08(c)(3). The subject property conforms to these mandatory standards and guidelines as described and explained below, except where modifications are requested.

STATEMENT OF CONFORMANCE WITH THE PLAN ELEMENTS SECTION FOR DEVELOPMENT WITHIN THE ANNAPOLIS ROAD CORRIDOR NEIGHBORHOOD.

The proposed development is in conformance with the plan vision for developments within the Annapolis Road Corridor Neighborhood.

A. Neighborhoods Element (TDDP pg. 22)

- i. Annapolis Road will continue to serve as an important transportation route. However, the road will also acquire the look and function of an urban boulevard and become the setting for a lively, community- serving commercial activity. (TDDP pg. 22)

The proposed Detailed Site Plan will feature commercial/retail building designed to serve the community with the basic needs of small scale retail in this area.

- ii. Annapolis Road Corridor plan envisions a small, commercial shopping center or similar office retail use on the southwest corner of Annapolis Road and West Lanham Drive. However, a building with more than one story will be needed to conform to the plan vision. (TDDP pg. 23)

The proposed Detailed Site Plan is for the property referenced in the plan and meets for all intent and purposed the vision of the plan. However, the Detail Site Plan will require a modification for the requirement to have more than one story at this location.

- iii. Parking will be located to the rear or side of buildings, mostly in structures. Buildings will have little or no setback from Annapolis Road. The limited setbacks will help to create high -quality edges, urban streetscapes and public space. (TDDP pg. 23)

The proposed limited parking associated with the Detailed Site Plan is located to the side of the building and not visible from Annapolis Road. High quality edges are proposed with this DSP.

B. Transportation Systems Element (TDDP pg. 25)

- i. Streets and Roadways. (TDDP pg. 26)
 1. Streets: (TDDP pg. 27)
 - i. Well-marked crosswalks will be standard at all intersections.
 - ii. Time crossing signals with countdown displays will be located at most, if not all signal-controlled intersections.

The proposed Detailed Site Plan is located off West Lanham Drive and does not encompass any streets.

2. Motorists: (TDDP pg. 27)

- i. Vehicles will be accommodated within an integrated network of pedestrian and bicycle friendly streets with motorists having easy access to on and off-street parking.

The proposed Detailed Site Plan is located off West Lanham Drive and does not encompass any streets.

- ii. Off-street parking will be accessed generally from the side or rear of properties.

The proposed Detailed Site Plan is located off West Lanham Drive and does not encompass any streets.

- iii. Street front curb cuts for off-street parking access will strictly be limited within the Metro Core, Annapolis Road and Garden City neighborhoods.

The proposed development is located on Annapolis Road and accessed via a curb cut on West Lanham Drive.

3. Integrated Network: (TDDP pg. 27)

- i. New TOD in the New Carrollton TDOZ will link the Annapolis Road Corridor and Garden City neighborhood with the Metro Station while respecting the attractive character of the West Lanham Hills neighborhood.

Pedestrian linkage to the Metro Station is provided via public sidewalk along West Lanham Drive.

- ii. An enhanced pedestrian linkage will connect the northern and southern halves of the TDOZ area.

Pedestrian linkage to the Metro Station is provided via public sidewalk along West Lanham Drive. A pedestrian connection is also provided from MD 450 to the site.

- iii. A vehicular connection will be built to cross the shared rail alignment via an overpass or in a tunnel during the later stages of redevelopment.

This does not apply to this Detail Site Plan.

- iv. The proposed extended Purple Line light rail transit service may share the grade-separated rail crossing alignment as its vehicles travel through the TDOZ.

The Purple Line does not affect this project.

4. Pattern: (TDDP pg. 27 - 29)

- i. The plan envisions significantly improved connectivity with the Ardwick-Ardmore industrial district, the Town of Glenarden and other areas south of the TDOZ area as part of the redevelopment of Garden City business district.

The proposed Detailed Site Plan is affected by this condition.

5. Functional Hierarchy: (TDDP pg. 29)

- i. The plan envisions primary connections to the surrounding region that will feature extensive landscaping and distinctive streetscapes.
- ii. Secondary routes that link neighborhoods and connect to community destinations will form the internal spine of the community.
- iii. Internal streets for local access will be designed to impose slower vehicle speeds and function as places of shared use.

The proposed Detailed Site Plan is located on the southwest corner of Annapolis Road and West Lanham Drive and is envisioned a small commercial shopping center. This condition has no impact on this DSP.

6. Parking: (TDDP pg. 29)

- i. Properly sited on-street parking will serve as a pedestrian safety buffer along Annapolis Road, Harkins Road, Ellin Road, 85th Avenue and Garden City Drive.

The proposed Detailed Site Plan is accessed off West Lanham Drive and does not envision patrons parking along Annapolis Road.

- ii. On-Street parking on Annapolis Road will be restricted to off-peak hours.

The proposed Detailed Site Plan is accessed off West Lanham Drive and does not envision patrons parking along Annapolis Road.

- iii. Off-street parking facilities, whether surface lots or structure parking will be accessible without being unattractive or unsafe for pedestrians and will be designed to complement the surrounding building environment of the TDOZ.

The proposed Detailed Site Plan is accessed off West Lanham Drive and does not envision patrons parking along Annapolis Road. Limited parking associated with this development is tucked area from the Annapolis Road frontage and will complement the environment of the TDOZ.

- iv. The plan envisions preferential parking for car-sharing vehicles in public parking garages and at selected on-street locations throughout the TDOZ area subject to the approval of DPW&T and /or SHA.

The proposed Detailed Site Plan is located on the southwest corner of Annapolis Road and West Lanham Drive and is envisioned a small commercial shopping center. The limited parking proposed with this DSP required to support the retail envisioned in the plan.

- v. The plan envisions the use of advanced parking management measures including shared parking arrangements and electronic parking management systems for structure parking facilities located within the New Carrollton TDOZ as part of an overall strategy for TDM in the area based on technical and economic feasibility.

The proposed Detailed Site Plan does not propose a structured parking facility.

- vi. Temporary surface replacement parking for existing buildings may be allowed on undeveloped land. TDDP parking standards for landscaping, lighting and stormwater may be modified at the time of DSP to address the temporary nature of the parking. Such parking shall not exceed 30 months of use from date of completion

This is not applicable to this Detailed Site Plan.

ii. Bus and Rail Transit: (TDDP pg. 29)

1. Transit: (TDDP pg. 29-32)

- i. The plan envisions preferential parking for car-sharing vehicles within WMATA-owned parking facilities subject to WAMATA approval.

This is not applicable to this DSP.

- ii. The plan envisions bus stops along Annapolis Road, Harkins Road, Ellin Road, 85th Avenue and Garden City Drive being upgraded with attractive lighted shelters, posted route maps and schedules, and variable message signs that tell waiting passengers when the next bus will arrive and what route it serves.

The proposed Detailed Site Plan is located off West Lanham Drive and does not encompass any new streets.

iii. Pedestrian/Bicycle Trail Facilities: (TDDP pg. 34)

- i. The plan envisions a comprehensive pedestrian and bike network with the following primary features:

1. A pedestrian focus in the Metro Core to complement the intermodal transportation services and urban development in this area.

This guideline does not apply. The subject property is located in the Annapolis Road Corridor Neighborhood.

2. A safe and attractive pedestrian environment in Garden City.

This guideline does not apply. The subject property is located in the Annapolis Road Corridor Neighborhood.

3. Bicycle facilities and access throughout the New Carrollton Metropolitan Center, especially at the Metro station, where on-street bicycle parking might be consolidated in a comprehensive bicycle parking and service facility similar to the one constructed and opened at Washington, DC's Union Station in 2009 (such a facility would be developed and operated privately or through a public-private partnership between WMATA and private developers, all subject to WMATA approval.

This guideline does not apply to this DSP.

4. Pedestrian and bicycle access improved along Annapolis Road.

A 6-foot sidewalk along the frontage of the proposed development connected to the existing sidewalk system on Annapolis Road.

5. Open space utilized to provide pedestrian/bicycle linkages where appropriate to connect Metro station and other points of interest within TDOZ.

The proposed Detailed Site Plan proposes bicycle linkages on site in support of this guideline.

6. Potential pedestrian access across the Capital Beltway to link TDOZ to neighborhoods and recreational facilities east of the freeway.

This guideline does not apply to this DSP.

7. A well-designed network of installed wayfinding signs along the streets and pedestrian/bicycle pathways of the TDOZ to help travelers to get to and from the Metro station, employment/retail centers, and other points of interest.

This guideline does not apply to this DSP.

8. Green pedestrian links along landscaped boulevard-style streets north and south of the Metro station and enhanced arcade-style pedestrian linkage through the station lined with traveler-oriented retail services.

This guideline does not apply to this DSP.

C. Environmental Infrastructure Element (TDDP pg.36)

- i. The plan envisions several environmental infrastructure zones and related features within TDOZ:

1. Metro Core: most formal in character.

This guideline does not apply to this DSP.

2. Annapolis Road (MD 450) Corridor: somewhat formal, with informal edges.

The proposed Detailed Site Plan supports this guideline.

3. Garden City: somewhat formal development areas and natural open space.

This guideline does not apply to this DSP.

4. North Hillside Residential: formal streets, informal development.

This guideline does not apply to this DSP.

5. West Lanham Hills: retained existing large canopy trees, residential yards, gardens, and lawns.

This guideline does not apply to this DSP.

6. Major Tree-Lined Streets; Several streets form the primary access routes within TDDP and are envisioned as being heavily planted with canopy shade trees and/or other green street/stormwater management devices.

The proposed Detailed Site Plan supports this guideline.

- ii. Public Spaces, parks and Open Spaces: (TDDP pg. 38)

1. A range of public spaces, parks and open spaces will be distributed throughout the New Carrollton TDOZ.

This guideline does not apply to this DSP.

2. Streets as Open Space: (TDDP pg. 40)

- i. Streets directly affect the quality of life within the TDDP, and ideally, should be designed to promote livability and safe options for travel.

The proposed Detailed Site Plan supports this guideline.

D. Sustainable Stormwater Management (TDDP pg. 41)

- i. Techniques to be employed as part of overall TDOZ environment site design stormwater management infrastructure should include: (TDDP pg. 41-42).

1. Green Streets,
2. Bio-swales,
3. Filter strips, and
4. Sidewalk planting trees.

The project will provide the necessary stormwater management measures. A SWM Concept has been approved for this development.

- iii. Techniques to be considered for use in individual development projects may include: (TDDP pg. 42-43)

1. Green Roofs,
2. Rain Gardens,
3. Tree Plantings,
4. Rain water Storage and Reuse,
5. Permeable pavement,
6. Building Downspout Planters.

The project will provide the necessary stormwater management measures. A SWM Concept has been approved for this development.

It is expected that a combination of these techniques will be employed by new development projects to achieve up to 100 percent retention of stormwater run-off with little or no discharge into local storm sewers.

The project will provide the necessary stormwater management measures. A SWM Concept has been approved for this development.

E. Urban Design Element (TDDP pg. 43)

- i. Urban design criteria for new development within the New Carrollton TDOZ will require that the new development or redevelopment: (TDDP pg. 43)
 1. Maintain or enhance the character of existing stable residential areas.
 2. Create a pedestrian and bicycle-friendly environment.
 3. Create compact, missed use areas.
 4. Accommodate pedestrians and bicyclists in the design of new and reconstructed streets throughout the TDOZ.
 5. Feature quality design and material in the installation of signage, lighting, landscaping, street furniture, and architecture.
 6. Include parking that serves the Metro station complex and nearby uses without dominating public spaces or disrupting the visual appearance of the built environment.

The proposed development will conform to this guideline.

- ii. The plan envisions the use of a comprehensive urban design process that will incorporate the following principles: (TDDP pg. 43-45)
 1. Use and Respect Context – Acknowledge and make use of existing assets such as stable and attractive residential areas, commercial districts, institutional uses, and public spaces.

The proposed development will conform to this guideline.

2. Create Urban Structure – Develop the pattern and character of buildings and spaces that will constitute the structure of an urban place.

The proposed development will conform to this guideline.

3. Make connections – Create circulation networks that move people efficiently without compromising the quality of the surrounding built environment or endangering the safety of pedestrians and bicyclists.

The proposed development will conform to this guideline.

4. Detail the Place – Fill in the built environment with appropriate and attractive landscaping, street furniture, public art, façade treatments, signage, etc.

The proposed development will conform to this guideline.

5. Manage Implementation – Create or assign an entity to manage the development of the new urban place according to the vision presented in this plan.

It is expected that M-NCPPC will manage the vision of the TDDP plan via the Detailed Site Plan approval process.

- iv. In order to implement these principles, the plan expects that individual projects will demonstrate compliance with the urban design criteria (described above) and, where possible, commitment to the need to: (TDDP pg. 45-54)
 1. Create a great station – Performance criteria for the station should include:
 - i. Public spaces provided at both the north and south entries that incorporate active ground floor uses, seating areas, partial or complete weather protection, landscaping, and public art that are not dominated by bus transit functions.
 - ii. Inspiring modern architecture befitting the transit heart of a General Plan – designated metropolitan center.
 - iii. Enhanced pedestrian and bicycle connections provided throughout the station to locations north and south of the station.

- iv. Visibility from other parts of the TDOZ and surrounding areas.
- v. Ease of wayfinding (intuitive, clearly marked routes) between transportation modes and land uses, and between the Metro station and other locations within the TDOZ.
- vi. A station environment that promotes a positive pedestrian experience; in other words, elements of visual surprise such as unexpected vistas, opportunities for people-watching, convenient, convenient traveler-serving retail services, and attractive public areas.
- vii. Bus transfer, park and ride, kiss-and-ride, and taxi services are within a reasonable walk but do not inconvenience or threaten the safety of travelers who have not driven to the station.

The development proposed on this DSP is not affected by these guidelines. However, it is the intent of this project to support the vision of this plan.

- 2. Incorporate public art:
 - i. The plan envisions works of art installed at strategic public locations at the Metro station and throughout the TDOZ.

The area that is the subject of the Detailed Site Plan does not contain any strategic public locations and therefore this standard does not apply.

- 3. Promote wayfinding:
 - i. The plan envisions a combination of signs throughout the TDOZ to provide directional assistance and guidance to people traveling to and through the area.

This guideline does not apply to this DSP.

- ii. The wayfinding system will be designed to:
 - 1. Provide direction to all residents, workers, and visitors to the area.
 - 2. Promote the community's identity.
 - 3. Serve pedestrians, bicyclists, public transit users, and motorists through their appropriate scale and forms.
 - 4. Coexist harmoniously with street and traffic control signage.

This guideline does not apply to this DSP.

- iii. This system will include:
 - 1. Highway directional signs,

2. Gateway/landmark signs,
3. Directional signage,
4. Destination signs, and
5. Station area signs.

This guideline does not apply to this DSP.

4. Create appropriate gateways:
 - i. The plan envisions three gateways along Annapolis Road that will guide vehicular and pedestrian travelers to the New Carrollton Metro Station and the surrounding area. The first two are located at major intersections with Harkins Road – which provides the most direct access to the Metro station - and 85th Avenue – which accesses the North Hillside multifamily neighborhood and the Metro station. The third gateway is at the intersection of Veterans Parkway (MD 410) and Annapolis Road.

The proposed gateways are neither within the subject Detailed Site Plan nor adjacent to the subject property.

5. Introduce and iconic building:
 - i. The plan envisions an iconic office building located at the eastern terminus of Corporate Drive.

This guideline does not apply to this DSP.

6. Utilize Crime Prevention Through Environmental Design (CPTED)

The proposed Detailed Site Plan will comply with this guideline through the incorporation of well-lit surroundings, CCTV monitoring and quality environment.

COMPLIANCE WITH MANDATORY DEVELOPMENT REQUIREMENTS AND DEVELOPMENT GUIDELINES AND OTHER ZONING ORDINANCE PROVISIONS.

The proposed development is in compliance with the requirements of the Transit District Development Plan. The following is a list of the TDOZ standards and guidelines and the other provisions of the Zoning Ordinance pertaining to C-S-C projects with a discussion of compliance:

A. General Building Envelope and Site Standards and Guidelines (TDDP pg. 129)

- i. General Intent: (TDDP pg. 129)
 1. To ensure the development of appropriate building forms that reinforce safe and attractive streets and ensure consistent siting of buildings close to the right-of-way, within an attached row or block of mixed-use, multifamily or commercial buildings, to create a comforting sense of enclosure that defines public space and contributes to a pedestrian-friendly environment.
- ii. Standards: (TDDP pg. 129)
 1. *Building Siting*: Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for siting buildings according to the New Carrollton TDDP requirements and shall be obligated to meet these requirements as part of any application for detailed site plan (DSP) and building/grading permits. No building or grading permits shall be issued without a DSP that conforms to all building envelope and site standards in the TDDP.

Responses to these standards are found in the Annapolis Road Corridor Neighborhood section below.

2. *Alleys*: 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.

These standards do not apply. No alleys are being proposed in this plan.

3. *Dedicated Rights-Of-Way for Alleys: Where an alley does not exist and is not constructed at the time of development, the developer shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:*

- *Sodding and providing routine landscape maintenance to the area.*
- *Keeping the area clear of debris, litter, stored materials, and vehicles.*

These standards do not apply. No alleys are being proposed in this plan.

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

The building plan associated with this development consists of store fronts and conform generally to this guideline.

5. *Treatment of Building Facades on Arterial and Collector Streets: Building facades facing Annapolis Road, Ellin Road, Harkins Road, 85th Avenue, and Garden City Drive shall be the primary entry facade or shall be of comparable quality in terms of architecture, materials, and detailing.*

The building façade that faces Annapolis Road and West Lanham Drive have incorporated higher quality materials and detailing as described in later sections.

6. *Utility Connections and Service Areas: Utility boxes, meters, and service areas such as trash enclosures shall*

not be visible from the street. If these features must be placed near the public street or other space, they shall be screened from direct public view.

All utility connections will be located in the side and rear of the building. Service areas such as trash and loading areas will be at the rear side of the building away from Annapolis Road.

7. *Applicability of Neighborhood Boundaries:* Where necessary, building projects that straddle neighborhoods shall comply with the requirements for building placement, parking, and landscape of the most restrictive neighborhood to provide reasonable compatibility with adjacent development.

This development will be separated from the adjacent Metro Core Neighborhood by a parking area comprising of landscaping and SWM thereby providing screening and suitable and reasonable compatibility in accordance with this standard.

8. *Visual Surveillance:* Mixed-use, educational/institutional, commercial, and multifamily residential buildings that face streets or other public space shall be designed to allow visual surveillance of the open space by building occupants.

Building occupants will have a 360 degree surveillance of any proposed open space depending on which unit one is in.

9. *ADA-Compliant Street Intersection Curb Cuts:* Street intersections shall have curb cuts for American with Disabilities Act access on all corners. Sidewalk obstructions such as utility poles and streetlights are prohibited at these locations.

The subject application complies with this requirement.

iii. Guidelines: (TDDP pg. 130)

1. Uses that include non-pedestrian or auto-oriented uses, including garage entries, service bays, or similar functions, should orient those functions away from primary street frontage, wherever possible, placing active, populated

functions toward the street.

This guideline does not apply to this development.

2. Buildings should be designed with an understanding of their role in achieving the overall planning goals of the TDDP, such as providing edges or enclosure to streets and open space, creating linkages and gateways, reinforcing pedestrian connections, as well as shaping views.

The proposed buildings are designed to create a focal point and a place of destination by siting the building along Annapolis Road and by creating pedestrian access from all directions.

3. Consideration should be given to adjoining sites allowing buildings to share access, amenities, and relationships of form that will create a stronger overall identity for the TDDP area.

This location of this development does not lend itself to this guideline.

4. Multifamily and non-residential buildings should face the street and be located along a consistent build-to line to create a continuous street wall. The street wall should clearly define the urban space in front of it. In selected locations within commercial and mixed-use areas, the street wall should sit far enough back from the street curb to permit amenities such as cafe seating, street furniture, and a variety of street-side activities.

This plan complies with this guideline.

B. Annapolis Road Neighborhood (TDDP pg. 138)

i. General Intent: (TDDP pg. 138)

1. To create a revitalized and enhanced moderate density, mixed-use commercial district along Annapolis Road (MD 450).

This plan complies with the intent.

ii. Standards: (TDDP pg. 138)

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

The proposed development will require a modification for the requirement to have more than one story at this location. However, the development plan calls a two-story façade which for all intents and purposes will meet the standards called for in this plan.

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

The proposed development has a primary frontage along West Lanham Drive. The proposed development will require a modification for the requirement to have the building sit along the established build-to-line. This is primarily because of site grade challenges. There is approximately an eight (8) feet difference in grade from MD 450 to the back side of the site where the parking area is located. The size of the site and the proposed development does not lend itself to feasibly eliminating the grade difference on-site or within the proposed one level development. However, a pedestrian connection directly from MD 450 to the development has been introduced to activate the frontage of the development. Opportunities to further activate the area by making use of the building's open corridor system for outdoor sitting shall be explored as the space is leased out depending on users.

3. Buildings shall cover between 60 percent and 80 percent of their lot and shall occupy at least 70 percent of their street frontage.

The proposed development complies with this standard.

4. Buildings without rear parking shall have rear yards no less than ten feet deep.

The proposed development complies with this standard.

5. Off-street parking lots and structures shall be placed

behind their on-site uses.

The proposed development is on a corner property and complies with the standard from an Annapolis Road perspective.

6. Service areas shall be placed behind their on-site uses, screened from public view, and well-lit at night.

The proposed development is on a corner property and complies with the standard from an Annapolis Road perspective.

7. Mixed-use and non-residential buildings with public street or civic space frontages shall reserve at least 50 percent of their ground floor frontage for retail uses.

This standard does not apply to this development.

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

The proposed development complies with this standard.

9. 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 photo voltaic energy systems shall be exempt from this requirement.

The proposed building is less than 5,000 square feet and is not required to comply with this standard.

10. Environmental Site Design (ESD) stormwater management techniques shall be used throughout the Annapolis Road Neighborhood to provide enhanced water quality controls and additional green space.

This development complies with this standard and a SWM Concept has been approved for this project.

11. Streets that are part of a development proposal shall be designed as green street.

This standard does not apply to this project.

12. Public plazas and other civic spaces shall be designed to be safe, sunny and attractive with:

- a. No “dead”, poorly lit or hidden areas
- b. Maximum feasible southern exposure
- c. Use of at least two of the following options as decorative amenities: vegetation planters, special pavement treatments, public art or street furnishings.

This standard does not apply to this project.

iii. Guidelines: (TDDP pg. 140)

1. Off-street parking lots and structures should be accessed from the side or rear.

The proposed development complies with this guideline.

2. Building facades should form a definite street wall on block faces along Annapolis Road.

The proposed development complies with this guideline.

3. All loading docks and other service areas should be located to the side or rear of their development and accessed from the side or rear as appropriate.

The proposed development complies with this standard.

4. Developers of mixed-use residential and non-residential projects should be encouraged to include Leadership in Energy and Environmental Design (LEED) features such as green roofs, renewable energy system, and energy conservation features in their developments to reduce environmental impacts and utility service costs. They

should also be encouraged to seek LEED certification as a potential marketing tool for their projects.

The guideline is acknowledged and will be explored as the project progresses.

5. Public streets and spaces should be well lit at night.

This project does not contain any public spaces or streets.

6. Signal-controlled street intersections should be designed for traffic calming in order to make them safer for pedestrians. Considerations should be given to such devices as specially marked crosswalks, signage, median pedestrian refuges (on Annapolis Road), traffic signal phasing, timed pedestrian signals with countdown displays and curb extensions and bump outs.

The proposed development does not contain any intersections and this guideline does not apply.

Ground Cover (TDDP pg. 144)

i. Intent: (TDDP pg.144)

1. To ensure healthy and attractive ground cover that is visually and functionally compatible with other landscaping plant materials used at development sites.

ii. Standards: (TDDP pg. 144)

1. *Sod*: All permanent turf grass areas and disturbed areas not proposed for construction shall be sodded at the time of development. Seeding, sprigs, or sod plugs shall be prohibited for permanent ground stabilization. Sod specifications shall be provided on the landscape plan.

Sod will be used in designated areas.

2. *Groundcover*: Groundcover specifications including name, species, quantity, and spacing shall be provided on the landscape plan. Groundcover shall be planted at a minimum spacing of four inches on center.

Standards will be adhered to.

3. *Mulch:* Mulch shall be shredded hardwood mulch that is brown in color and shall be specified at a two- to three-inch depth on landscape plans. Red cedar mulch or rubber mulch shall be prohibited.

Standards will be adhered to.

4. *Unplanted Mulch Beds:* Unplanted mulch beds shall not exceed ten square feet in area; large mulch beds shall be prohibited.

Standards will be adhered to.

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

Irrigation techniques for the ground cover will be provided to the extent that they are practical.

iii Guidelines: (TDDP pg. 144)

1. Ground cover and landscaping with other woody plants may be used in place of turf grass to provide visual variety and support stormwater control features in site landscapes.

Guidelines will be adhered to.

Open Spaces (TDDP pg. 144)

i. Intent: (TDDP pg. 144)

1. To ensure safe, attractive and accessible open spaces that provide recreational opportunities and support for outdoor public events.
2. To integrate and utilize landscape design to enhance open spaces and ensure that they function effectively as special places, whether public or private.

ii. Standards: (TDDP pg. 144-45)

1. *Open Space Elements:* At the time of preliminary plan of subdivision and detailed site plan (DSP), the DSP shall be reviewed for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (examples: fountains, chess tables), play equipment, artwork, lighting, and irrigation. The DSP shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreational/children's play equipment, and artwork.

Recreational or large open space areas are not part of the project.

2. *Parks and Plazas CPTED Guidelines:* Parks and plazas shall be designed in accordance with CPTED guidelines for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with these guidelines shall be placed in the general notes section of the DSP.

Recreational or large open space areas are not part of the project.

3. *Open Space Landscape:* Landscape beds for parks, plazas, and other open spaces shall cover a minimum area of 500 square feet, and a note indicating compliance with this standard shall be included in the general notes on the DSP. ESD stormwater management features and related conservation landscaping measures shall be incorporated into the landscape design, and a note stating compliance with this standard shall be included in the general notes section on the DSP.

This standard does not apply to project.

4. *Open Space Shade Trees:* Parks, plazas, and other open spaces shall have at least one shade tree per 1,000 square feet of open space area.

This standard does not apply to project.

5. *Irrigation:* All open space landscaping shall include an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the landscape plantings. A note stating compliance with this standard shall be included in the general notes section on the DSP.

Irrigation techniques for the ground cover will be provided to the extent that they are practical.

6. *Open Spaces-Americans with Disabilities Act (ADA) Accessibility:* All open spaces shall be barrier-free and accessible to persons with disabilities, the elderly, people with strollers, and vendors with pushcarts. Open spaces shall meet ADA requirements for parks and recreation spaces.

This standard does not apply to project.

7. *Open Space Lighting:* Parks, plazas, and other open spaces shall be illuminated to a minimum 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with ADA requirements for parks and recreation spaces. Full cut-off optics shall be used to direct lighting downward. No up-lighting shall be used.

This standard does not apply to project.

8. *Open Space Seating*: Open spaces shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. Outdoor seating associated with cafes shall not count toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.

This standard does not apply to project.

9. *Open Space Trash and Recycling Receptacles*: Open spaces shall provide one trash receptacle and at least one recycling receptacle for each bench seating area. Trash and recycling receptacle detail, quantity, and locations shall be delineated on the DSP.

This standard does not apply to project.

10. *Open Space Service Areas*: Loading and service areas within parks and plazas shall be screened from public view with appropriate landscaping and opaque walls designed to fit in with the surrounding open space environment.

This standard does not apply to project.

11. *Open Space Emergency Accessibility*: Open spaces shall be free of vehicular traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the DSP and shall conform to TDDP development standards. If a dedicated emergency access is needed, it shall be provided using soil stabilization methods that provide an adequate sub-base covered with turf or mulch. A note indicating compliance with this standard shall be placed in the general notes of the DSP.

This standard does not apply to project.

iii Guidelines: (TDDP pg. 145-46)

1. Open space should be used to enhance the value and amenity of surrounding development.

This standard does not apply to project.

2. Open space should bind various projects into cohesive interrelated districts wherever possible.

This standard does not apply to project.

3. Open spaces should provide a variety of seating options, including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas.

This standard does not apply to project.

4. Public works of art should be considered for all public parks and plazas. Drawings and illustrations shall be provided to M-NCPPC staff for review and comment.

This standard does not apply to project.

5. Paved surfaces should provide a coordinated, distinctive special paving pattern to provide interest to the public art area.

This standard does not apply to project.

6. There should be clear sight lines through the park or plaza and clear views of surrounding areas. Avoid features that block sightlines and major access points.

This standard does not apply to project.

Plazas (TDDP pg. 146)

i. Intent: (TDDP pg. 146)

1. To create safe and visually attractive plazas that enhance adjacent buildings and help create a sense of place.

II Standards: (TDDP pg.146-47)

1. *Plaza Height:* The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.

This standard does not apply to project.

2. *Plaza Size:* Plaza spaces shall be no less than 40 feet across nor more than 300 feet across. (Source: Watson, Platus, and Shibley. Time Saver Standards for Urban Design. McGraw Hill: 2003)

This standard does not apply to project.

3. *Parking Structures Near Plazas:* Parking structures that abut plazas shall not be allowed unless the parking structure contains ground floor retail or full-height liner retail/commercial uses.

This standard does not apply to project.

4. *Plazas as ESD Stormwater Management Amenities:* Plazas shall be designed as stormwater amenities using ESD stormwater management techniques.

This standard does not apply to project.

5. *Plaza Shade Trees:* Plaza shade trees shall be a maximum caliper size of 2Yi inches at the time of installation. Trees shall be planted either with gratings flush to grade or in a planting bed with a continuous area of at least 100 square feet exclusive of bounding wall.

This standard does not apply to project.

6. *Plaza Electrical Outlets:* The plaza shall be equipped with 115- and 220-volt outlets appropriate for use in terraced or paved areas that are designed to accommodate outdoor artistic performances. All electrical outlets shall be three-prong grounded with weatherproof protective covers to meet United Laboratories safety requirements.

This standard does not apply to project.

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.

This standard does not apply to project.

8. *Plazas in Commercial Areas:* Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.

This standard does not apply to project.

iii. Guidelines: (TDDP pg.147)

1. Plazas should be durable, safe, and inviting spaces that can function as outdoor "living rooms" for the tenants of, and visitors to, nearby buildings.

This standard does not apply to project.

2. Plazas should provide amenities that support a variety of activities and functions. These may include:
 - a. Entertainment
 - b. Bus waiting area
 - c. Pedestrian links between buildings
 - d. Cafe seating
 - e. Seating walls
 - f. Fountains
 - g. Passive recreation areas

This standard does not apply to project.

3. A plaza should be designed to fit in with and enhance the architectural appearance of adjacent buildings, using such measures as compatible paving materials and structural features that echo the design of prominent nearby buildings.

This standard does not apply to project.

4. A minimum plaza width to building height ratio of 2:1 should be incorporated into the design of any plaza to eliminate claustrophobic and unsafe pedestrian spaces.

This standard does not apply to project.

General Squares and Greens Guidelines and Standards (TDDP pg.147)

i. Intent: (TDDP pg. 147)

1. To ensure attractive, safe and healthy public squares and greens that can serve as places of rest and relaxation as well as support outdoor public events.

ii. Standards: (TDDP pg.147)

1. *Submission of Landscaping Plan Documents:* Landscape plan documents shall be required for all proposed public squares and civic greens. Drawings and illustrations shall be provided to M-NCPPC staff for review and comment per the submission requirements of the New Carrollton TDDP.
2. *Irrigation and Maintenance of Landscaping:* Landscape materials provided in a square or civic green shall be irrigated with an automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) to the fullest extent possible to maintain the health and vigor of the landscape plantings, and a note stating compliance with this standard shall be included in the general notes section on the DSP. Landscaping areas shall receive regular maintenance to remove dead and diseased plants, prune healthy plants, and treat planted area for pests and diseases.
3. *Selection of Landscaping Plant Materials:* A variety of evergreen, ornamental, and flowering landscape materials shall be provided for visual variety and attractiveness in accordance with ESD stormwater management best practices and the Landscape Manual. All plant material shall conform to CPTED guidelines.

These standards do not apply with this project. Squares and greens are not part of this project.

iii. Guidelines: (TDDP pg. 148)

1. Public works of art shall be considered an integral part of the design for all public plazas.
2. Pave surfaces shall provide a coordinated, distinctive special paving pattern to provide interest to the public art area

This standard does not apply to project.

Squares (TDDP pg. 148)

i. Intent: (TDDP pg. 148)

1. To create a visually interesting and attractive square that serve, along with the buildings and streets that border them, to create a distinct sense of place.
2. To create easily accessible public spaces large enough to host neighborhood or community outdoor public events.

ii. Standards: (TDDP pg.148)

1. *Minimum Design and Performance Requirements for Squares:* Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public art, or monument footprint) shall provide a minimum of 30 percent permeable surface area (turf, groundcover, soil, or mulch). The remaining area shall be paved surface.
2. *Parking Structures Near Squares:* Parking structures that abut squares shall not be allowed unless the parking structure contains ground floor retail or full-height liner retail/commercial uses.
3. *Lighting of Public Square Areas:* Lighting of public art, paved areas, and landscaping shall conform to CPTED guidelines. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements.

This standard does not apply to project.

iii. Guidelines: (TDDP pg. 148)

1. A square should be surrounded or enclosed by buildings, even if streets separate those buildings from the square. This relationship of buildings to space helps create a sense of enclosure; i.e., the square becomes an outdoor "living room" for the surrounding uses.
2. Squares should be located near clustered destination uses, such as civic centers or shopping districts, that can generate constant foot

traffic into and through these public spaces.

3. Squares should be located at major public transit stops to be easily accessible for those who cannot drive or do not have access to an automobile
4. A square should be designed for easy surveillance from any point within it. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

This standard does not apply to project.

Greens (TDDP pg.149)

i. Intent: (TDDP pg. 149)

1. To ensure the creation of attractive civic greens designed to provide a sense of place and encourage passive and active recreation by residents and visitors.

ii Standards: (TDDP pg. 149)

1. *Minimum Design and Performance Requirements for Civic Greens:* Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any civic building, public, art or monument footprint) shall provide a minimum 60 percent permeable surface area (turf, groundcover, soil, or mulch). The remaining area shall be paved surface. ESD stormwater management features shall be incorporated into the green design to minimize off-site run-off and streambed erosion.
2. *Lighting of Public Greens:* Lighting of public art, paved areas, and landscaping shall conform to CPTED guidelines. Full-cutoff optics shall be used to direct lighting downward. Up-lighting shall be prohibited. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements.

This standard does not apply to project.

iii. Guidelines: (TDDP pg. 149)

1. Greens should be designed to function like manicured grassy meadows that invite visitors to sit, recline, people-watch, or engage in active sports.

2. Greens should be located at major public transit stops to be easily accessible for those who cannot drive or do not have access to an automobile.
3. A green should be designed for easy surveillance from any point within it. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

This standard does not apply to project.

Parks (TDDP pg. 149)

1. Intent: (TDDP pg.149)

1. To ensure the creation of attractive public parks that feature natural environments and/or recreational facilities that support both active and passive recreation.

11. Standards: (TDDP pg.149)

1. *Minimum Design and Performance Requirements for Parks:* Parks shall preserve natural areas as primary environmental features. Paved surfaces shall be kept to the minimum required to provide access, required parking, service areas, and team sports that require a paved surface, e.g., basketball and tennis. New parks that are to become part of the M-NCPPC green infrastructure system shall be coordinated with the Department of Parks and Recreation during their planning, design and construction phases.
2. *Community and Recreational Centers:* The location of these facilities shall be determined by M-NCPPC based on the recommendations of the applicable master plan (Landover or Bladensburg-New Carrollton).
3. *Lighting of Parks:* Lighting of public art, paved areas, and landscaping shall conform to CPTED guidelines. Lighting details and specifications shall be provided on the landscape plan. Lighting levels shall be specified according to the TDDP requirements. Lighting in public parks shall be designed to minimize glare in natural areas and nearby residential communities.

This standard does not apply to project.

iii. Guidelines: (TDDP pg. 150)

1. Large parks should include well-kept areas that invite visitors to sit, recline, people-watch, or engage in active sports. Nature trails, activity centers, and playgrounds should be considered for smaller parks.
2. Parks should be integrated into the designated green infrastructure network so that they can help preserve natural habitats and local wildlife.
3. Parks should be designed for easy surveillance of recreation facilities, playing fields, other open areas, and nature trails. This reinforces the perceived feeling of public safety in line with CPTED guidelines.

This standard does not apply to project.

Streetscapes (TDDP pg. 150)

- i. General Intent: (TDDP pg.150)
 1. To create consistent and inviting streetscapes along residential, commercial, and mixed-use streets and a distinctive visual character throughout the TDDP area.
 2. To create "complete streets" to provide an environment that is easier, safer, and more pleasant for walking, bicycling, and driving.
- ii. Standards.: (TDDP pg.150-52)
 1. *Requirement for Complete Green Streets:* Streets shall accommodate all modes of transportation and integrate with an interconnected street and pedestrian network. Streets shall also be designed as green streets that incorporate ESD stormwater management features.

This standard does not apply to project.

2. *Street Characteristics and Design Criteria:* The following design standards shall be used to ensure that new streets meet the function and demand for the facility type. Because the final design of the roadway can vary from segment to segment (due to adjacent land uses and demands), the system standardizes key characteristics to provide consistency while also allowing flexibility. Table 8 provides a summary of key street characteristics, design criteria, and applications.

This standard does not apply to project.

3. *Maximum Length of Block Perimeters:* Block perimeters shall not exceed 1,600 feet measured along the public or private street right-of-way.

This standard does not apply to project.

4. *Maximum Length of Public and Private Streets:* Block lengths for public and private streets shall not exceed 500 feet between through streets, measured along the street right-of-way.

This standard does not apply to project.

5. *Permissible Deviations from Strict Compliance with Block Dimension Standards:* The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practical or appropriate due to:

- Topographic constraints
- Existing development on abutting property which precludes the logical connection of streets or access ways
- Railroads
- d. Traffic safety concerns
- e. Functional and operational needs to create a large building
- f. Protection of significant natural resources

This standard does not apply to project.

6. *Undergrounding of Public Utilities on New Development Sites:* All utility lines on new development sites shall be underground where feasible, but utility vault access lids may be located in the sidewalk area.

All utility lines are proposed to be underground.

7. *Street Connectivity Requirement:* Connections shall be provided between new streets in the TDDP area and existing local and minor collector streets.

This standard does not apply to project.

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.

This standard does not apply to project.

9. *Streetscape Elements as Part of Site Plan Submissions:* Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the New Carrollton TDDP streetscape sections and public realm elements.

This standard does not apply to project.

10. *Advertisements and Signage in Public Spaces:* Advertisements and signage shall be prohibited on all streetscape elements with the exception of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The Bus). The posting of transit service-related information within the public right-of-way shall be subject to the approval of MDOT, DPW&T and the City of New Carrollton.

This standard does not apply to project.

11. *Permitted Streetscape Elements:* Permitted streetscape elements shall include:
 - Street trees (located in tree grates along urban streets and planting beds along residential streets)
 - Street furniture (benches, trash receptacles, lighting, and bus shelters; prior approval from DPW&T, WMATA, SHA, and/or the applicable municipal public works agency shall be required)
 - Landscaping and planters
 - Decorative paving, sculpture/artwork (prior approval from DPW&T, WMATA, SHA, and/or the applicable municipal public works agency shall be required)

This standard does not apply to project.

12. *Consistency of Design Elements:* Streetscape elements such as paving, street furniture, and street trees shall be consistent within a development project and shall be consistent along the street wall. Samples of proposed paving materials should be submitted with the detailed site plan for review and approval by M-NCPPC staff, DPW&T, and, where applicable, municipal public works officials.

This standard does not apply to project.

13. *Streetlights:* Streetlights shall be installed on both sides of streets along the street tree alignment line and, unless otherwise designated in the TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of development, the developer shall be responsible only for the installation of streetlights on the side of the street that is being developed.

This standard does not apply to project.

iii. Guidelines: (TDDP pg.152)

1. Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.

This standard does not apply to project.

Street Type Specifications (TDDP pg. 152)

i. Intent: (TDDP pg. 152)

1. To ensure that all street types are designed as attractive, pedestrian- and bicycle-friendly public spaces that conform to the concept of "complete streets."

ii. Standards: (TDDP pg. 152-53)

1. *Permitted Street Types:* All new streets built within the TDOZ area shall conform to one of the following types: arterials (example: Annapolis Road), collectors (examples: Ellin Road, Garden City Drive), local streets, and alleys.

This does not apply to this development.

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 bump outs at intersections and in the middle of blocks exceeding 250 feet in length, and landscaped medians with pedestrian crossing refuges.

This does not apply to this development.

3. *Primacy of Pedestrian Scale in Street Design:* All streetscape elements, including but not limited to signage, lighting, and street furniture, shall be designed to pedestrian scale. Highway-scale directional signs and streetlights shall be restricted to gateway areas where access ramps to John Hanson Highway and the Capital Beltway are located. Highway-scale directional signs placed at selected locations as required by the State Highway Administration (SHA) to meet established highway safety standards shall be exempt from this requirement.

This does not apply to this development.

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.

This does not apply to this development.

iii. Guidelines: (TDDP pg. 153)

1. In pedestrian-oriented areas, non-vehicular traffic should be provided with every practical advantage over vehicular traffic so long as public safety is not adversely affected.

This does not apply to this development.

2. Vehicular travel lanes should not exceed 11 feet in width. Wider

lanes encourage traffic to move at higher speeds that endanger the safety of pedestrians, waiting transit riders, and bicyclists.

This does not apply to this development.

3. Ellin Road, 85th Avenue, and other TDOZ streets that have been, or might be, proposed as possible routes for the future Purple Line and its proposed extensions should be designed to accommodate this transit facility as part of a safe, pedestrian-friendly street environment.

The Subject Property is not impacted by any proposed Purple Line Route.

Pedestrian/Bike Access ways within Public Street Right-of-Way (TDDP pg. 153)

- i. Intent: {TDDP pg. 153)
 1. To provide clearly delineated, attractive, and safe pathways for pedestrians and bicyclists within the public street rights-of-way.
- ii. Standards: (TDDP pg. 153-54)
 1. *Requirement for Pedestrian-Scaled Amenities:* Within 600 feet of station entrances, pedestrian-scaled amenities shall be required every 100 square feet of the sidewalk area, including but not limited to:
 - a. Street furniture
 - b. Plantings
 - c. Distinctive paving
 - d. Ornamental lighting
 - e. Drinking fountains
 - f. Sculptures
 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, though, 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.
7. *Coordination of Proposed Bikeway Facilities in Public Street Rights-of-Way with Appropriate Public Works Agencies*: Proposed new bikeway facilities within the public right-of-way of state-maintained roads shall conform to State Highway Administration (SHA)-approved standards and guidelines, and their design, approval, and construction shall be coordinated with SHA. Similar coordination with the appropriate public works agency or agencies shall be required for proposed bikeway facilities within other public street rights-of-way. Appendix D: Bike Facility Definitions may be referenced for further guidance in the design of these facilities.

This does not apply to this development as no public streets are part of it.

iii. Guidelines: {TDDP pg. 154)

1. Sidewalks adjacent to undeveloped parcels may be temporary.
2. Wherever possible, wide sidewalks should be used in higher-density commercial and mixed-use areas to allow for amenities such as cafe seating, comfortable pedestrian pathways, street trees, and street furniture.
3. Private sidewalks and walkways should be provided to connect street sidewalks to primary commercial and residential building entries, public transportation, public open spaces, and parking areas by the most direct route practicable. On-site pedestrian walks should not substitute for required public sidewalks.

4. Adjoining developments should minimize auto/pedestrian conflicts and maximize convenient access between buildings.

This does not apply to this development as no public streets are part of it.

Public Off-Street Access ways (TDDP pg. 154)

i. Intent: (TDDP pg. 154)

1. To provide clearly delineated, attractive, and safe pathways for pedestrians and bicyclists within blocks and other off-street areas.

ii. Standards: (TDDP pg. 154-55)

1. *Requirements for Off-Street Pedestrian Access ways:* Off-street pedestrian access ways shall incorporate all of the following design criteria:
 - a. *Minimum ten-foot vertical clearance*
 - b. Minimum 20-foot horizontal barrier clearance for pathway
 - c. Approved pavement material, with a compacted subgrade
 - d. Nonskid boardwalks if wetland construction is necessary
 - e. Minimum 100 square feet of trailhead area at intersections with other pedestrian improvements
2. *Requirements for Off-Street Trails:* Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, appropriate edge material, and with a compacted subgrade.

iii. Guidelines: (TDDP pg. 155)

1. Pedestrian access ways and greenways should be provided as needed to supplement pedestrian routes along public streets.

High visibility crosswalks are being proposed at all intersections. In addition, 8-foot walks are being proposed along the private road/drive connecting Garden City Drive, the proposed office building, and the Metro station. No additional trails or bikeways are being proposed in this phase.

This does not apply to this development.

Parking Lot Driveways (TDDP pg. 155)

- i. Intent: (TDDP pg. 155)
 - 1. To provide access for off-street surface lots that are safe for pedestrians as well as motorists.
- ii. Standards: (TDDP pg. 155)
 - 1. *Parking Lot Driveways as Private Streets*: Parking lot driveways that link public streets and/or private streets with parking stalls shall be designed as private streets, unless one of the following is met:
 - a. The parking lot driveway is less than 100 feet long.
 - b. The parking lot driveway serves one or two residential units.
 - c. The parking lot driveway provides direct access to angled parking stalls.
 - 2. *Limits on Driveways and Curb Cuts*: No more than one driveway and associated curb cut shall be permitted per block.
 - 3. *Connections to Adjacent Sites*: Where possible, parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites.

This plan complies with these standards.

On-Site Pedestrian and Bicycle Circulation (TDDP pg. 155)

- i. Intent: (TDDP pg. 155)
 - 1. To provide safe on-site routes for pedestrian and bicycle circulation.
- ii. Standards: Attractive access routes for pedestrian travel shall be provided by: (TDDP pg. 155)
 - 1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances. Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way.

2. Providing an attractive, convenient pedestrian access way to building entrances.
3. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design.
4. Integrating signage and lighting that offers interest and safety for pedestrians.
5. Connecting parking areas and destinations with pedestrian paths identified through the use of distinctive paving materials, pavement striping, grade separations, or landscaping.

This does not apply to this development.

Pedestrian and Bicycle Linkages (TDDP pg. 156)

- i. Intent: (TDDP pg. 156)
 1. To develop walkable neighborhoods with contiguous linkages that support pedestrian and bicycle use, residential sociability, and commercial activity.
- ii. Standards: (TDDP pg. 156)
 1. *American with Disabilities Act (ADA)*: All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.
 2. *Primacy of Sidewalks over Vehicular Curb Cuts*: Vehicular entrances shall permit safe and clear pedestrian crossings. Sidewalk material(s) shall continue across driveway entrances at the same grade as the sidewalk on both sides of the curb cut.
- iii. Guidelines: (TDDP pg. 156)
 1. Vehicular entry points should be minimized along all streets within the TDOZ and generally limited to situations where side or rear access to a property is not feasible.
 2. Curb cuts and entry points should be designed to visually indicate that pedestrians on the sidewalks have clear priority over turning

vehicles. The sidewalk should not "disappear" underneath curb cuts and vehicular entries.

3. The width of entrance drives should be visually minimized, where appropriate, by the provision of planted median of at least six feet in width separating incoming and outgoing traffic, especially if two or more lanes are provided in each direction.

This plan complies with these standards.

Bikeway Details (TDDP pg. 156)

i. Intent: (TDDP pg. 156)

1. To provide safe and convenient on- and off-street linkages to residences, businesses, and public facilities for pedestrians and bicyclists.

iii. Standards: (TDDP pg. 156-57)

1. *Materials:* All bikeways (on- and off-street) shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration as appropriate.

2. *Configurations and Techniques:* Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:

A. On-Street Bikeway Access (Class III)

- Vertical clearance for bike access shall be at least six feet.
- Bike lane shall be at least six feet wide.
- Identification consisting of mounted signage, lane stripes, and the international bike symbol shall be painted along the on-street pathway in accordance with county and/or state bikeway requirements.

B. Off-Street Bikeway Access (Class I)

- Vertical clearance for bike path shall be at least ten feet.
- Horizontal clearance for bike path shall be at least six feet.
- The bikeway shall be surfaced with asphalt, concrete, gravel, or wood chip material as approved by M-NCPPC, with a compacted subgrade.
- Nonskid boardwalks shall be provided where the bike path must cross wetlands.
- A paved trail head area of at least 100 square feet shall be provided at each point where a bikeway intersects a public sidewalk or street curb. A trail map sign shall be mounted at each trail head.

111. Guidelines: (TDDP pg. 157)

1. Bikeways should be designed for easy access from nearby uses and public streets.
2. Bikeways should be designed for safety. Overhead and trailside obstacles should be trimmed back or removed, and off-street bikeways should be designed to allow convenient surveillance from nearby buildings and public spaces.

There are no bike paths or trail within the limits of the DSP.

Crosswalks, Curb Extensions, and Medians (TDDP pg. 157)

i. Intent: (TDDP pg. 157)

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

ii. Standards: (TDDP pg. 157-58)

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 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.

2. *Curb Extension for Detailed Site Plan (DSP) Submittal:* Each developer, applicant, and 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.

This plan complies with these standards.

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.

This does not apply to this development.

5. *Crosswalks/or DSP Submittal:* Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for crosswalk improvements along the entire length of the property frontage where street intersections occur. Crosswalks shall be included on the streetscape plan, shall be submitted as part of any application for DSP and building/grading permits, and shall be in accordance with all crosswalk standards and dimensions of the TDDP. No building or grading permits shall be issued without a DSP that conforms to all crosswalk standards in the TDDP.

Currently there are no existing crosswalks along the frontage that require an upgrade.

6. *Crosswalk with Median Refuge. For DSP Submittal:* Each developer, applicant, and applicant's heirs, successors and/or assignees shall be responsible for pedestrian crosswalks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in the crosswalk dimensions stated in this section for "Crosswalks, Curb Extensions and Medians."

Currently there are no existing streets along the frontage that require a median refuge.

iii. Guidelines: (TDDP pg. 158)

1. Street intersections should use curb bump outs or short-radius curves to slow down right-turning vehicles and minimize the possibility that they will strike pedestrians in the crosswalks. Wide-radius, right-turn curbs encourage vehicles to make their turns at speeds that are hazardous to pedestrians and bicyclists.
2. Where street widths permit it, medians at intersections should be wide enough to provide refuge for pedestrians who are unable to complete their crossing of the street before the pedestrian or traffic signal changes or oncoming traffic arrives.

This does not apply to this development.

Trees and Landscaping (TDDP pg. 160)

i. Intent: (TDDP pg. 160)

1. To enhance the visual "green" connection between the built and natural environments within neighborhoods and extend this identity to commercial and mixed-use areas.

ii. Standards: (TDDP pg. 160)

1. *Street Trees:* Street trees shall be planted along Annapolis Road, Ellin Road, Harkins Road, 85th Avenue, Garden City

Drive, and Corporate Drive according to streetscape construction documents that have been designed in coordination with and approved by DPW&T and/or SHA.

This will comply with this standard as required and necessary.

2. *Street Tree Planting Specifications:* Street trees shall be 2-2 1/2-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet in size), limbed up to six feet above finished grade, and provide a positive drainage system to promote the health and vigor of the root system. Street trees shall be planted as ESD stormwater management amenities in appropriate areas. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other existing infrastructure elements.

This will comply with this standard as required and necessary.

iii. Guidelines: (TDDP pg. 160)

1. Street trees and other plantings should be selected for attractiveness, drought resistance, and resistance to infestations and disease.
2. An automated irrigation system that uses collected rainwater and/or recycled grey water (from bathing and laundering of clothes) should be provided in the tree beds to promote the health of the trees.
3. Street tree species should be large, broad spreading, open-canopy trees at maturity.
4. Street tree planting areas should be separated from the curb edge to allow for vehicle overhanging and/or door openings and to help avoid accidental damage to street plantings.
5. Street trees should be planted so as to give their full area to the mature critical root zone.

This will comply with this standard as required and necessary.

Buffers and Screening (TDDP pg. 160)

i. Intent: (TDDP pg. 160)

1. To provide an attractive, positive image of the TDOZ built environment by screening unsightly views and providing adequate buffers between incompatible uses.

ii. Standards: (TDDP pg. 160-61)

1. *Permitted Screening Materials:* Appropriate materials for a buffer include continuous solid, opaque fences and masonry walls. In all areas, except for the Metro Core, evergreen plant material may be used in combination with metal picket-type/rail fencing. Plant materials shall be of an appropriate species, size, and quantity to immediately provide an effective, year-round buffer.
2. *Prohibited Screening Materials:* Chain-link fencing (of any type), corrugated metal, corrugated fiberglass, flat vinyl, sheet metal, or wire mesh shall not be used as a screening material. The use of barbed/ razor wire is not permitted.
3. *Minimum Buffer Requirements:* The minimum buffer yard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) shall be reduced by 50 percent. The plant units required per 100 percent of the property line or right-of-way shall also be reduced by 50 percent. Alternative compliance shall not be required for these reductions.
4. *Screening of Residential Areas from Nonresidential Areas:* A six-foot-high, opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the buffer yard between office/retail/commercial uses and residential uses.
5. *Exemption of Mixed-Use Development from Buffer yard Requirement:* Buffer yards shall not be required between any uses within a property containing mixed-use development in the Metro Core.
6. *Public Safety Considerations in Placement of Screening and Landscape Elements:* The placement of walls, fences and plantings shall not create blind spots or hiding places.

This will comply with these standard as required and necessary.

iii. Guidelines: (TDDP pg. 161)

1. The buffer yard requirements within the development district may be reduced to facilitate a compact form of development compatible with the urban character of the TDOZ.
2. The use of wrought iron fencing should be limited to avoid an institutional or prison-like appearance, which might give a visitor the impression that the public space is unsafe.
3. Walls and fences should be used to define boundaries, provide access control, and also distinguish private and public areas.
4. Materials selected for buffers should be of high quality and enhance the character of the built environment.

This will comply with this standard as required and necessary.

Lighting of Public Streets and Spaces (TDDP pg. 161)

i. Intent: (TDDP pg. 161)

1. To provide the optimum level of lighting of public spaces for public safety while minimizing adverse environmental impacts such as glare and light pollution.

ii. Standards: (TDDP pg. 161-62)

1. *General Street Lighting:* Standard "cobra head" design streetlights shall be installed along all public streets in accordance with county or state design and installation requirements, whichever is appropriate.

There are no public roads being proposed in this development.

2. *Pedestrian Streetlights:* All pedestrian streetlights shall be a minimum height of 14 feet and a maximum of 16 feet. Maximum spacing for streetlights shall be 60 feet on center. Full cut-off optics shall be used to direct lighting downward. Pedestrian street lighting shall be provided along sidewalks and in public spaces in locations deemed appropriate by

DPW&T and/or SHA.

Lighting for the private road/drive is being provided according to the above standards.

3. *Permitted and Prohibited Streetlight Types:* The following is a list of permitted and prohibited streetlight types.
 - a. Permitted:
 - (1) High-Pressure Sodium (HPS)
 - b. Prohibited:
 - (1) Incandescent
 - (2) Metal Halide (MH)
 - (3) Mercury Vapor (MV)
 - (4) Halogen
 - (5) Fluorescent
 - (6) Floodlights (i.e., no up-lighting)

This standard does not apply to this project.

- c. A note referencing compliance with this standard shall be placed in the general notes of the DSP and building permit.

A note will be included.

4. *Security CPTED Lighting:* Security lighting shall be provided to illuminate landscaping, parks, and special features and shall be in accordance with Crime Prevention through Environmental Design (CPTED) standards. (See CPTED Guidelines at the conclusion of this chapter.)

Lighting will be according to the CPTED standards.

5. *Minimum Lighting Levels:* Minimum public/private space light levels shall be:
 - a. 2.0 foot-candles for walkways
 - b. 0.5 foot-candles for trails
 - c. 1.25 foot-candles for all other outdoor areas

Minimum light levels will be met in the different areas.

6. *Maximum Lighting Levels:* Maximum public/private space lighting levels shall not exceed:
 - a. 2.0 foot-candles for walkways
 - b. 1.25 foot-candles for trails
 - c. 1.5 foot-candles for all other outdoor areas

Maximum light levels will be met in the different areas.

D. General Parking Facilities Standards and Guidelines (fDDP pg. 163)

i. General Intent: (TDDP pg. 163)

1. To provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/ motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment.

ii. Standards: (TDDP pg. 163-65)

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

This DSP is in compliance with this standard.

2. *Accessibility:* All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier-free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. On- street parking areas shall not exceed three percent maximum cross slope. Parking areas shall be accessed via ramps from adjoining walkways.

On-street and off-street parking will meet the ADA accessibility requirements.

3. *Pedestrian access to Off-Street Parking:*

- a. Surface Parking:
 - (1) Pedestrian walkways through parking areas shall be prohibited.
 - (2) Perimeter walkways along the edge of parking areas shall not exceed two percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.

This plan will comply with this requirement as necessary.

- b. Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum distance of 100 feet), accessible (maximum 2 percent slopes), barrier-free (no steps) pathways.

This does not apply to this project.

4. *Construction:* Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development before the issuance of use and occupancy permits for the first building.

This project will comply.

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

- a. On-Street Parking:
 - (1) Landscaping shall be provided adjacent to on-street parking areas per the New Carrollton TDDP streetscape standards.
 - (2) Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pit areas and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.

Trees will be placed accordingly if necessary.

- 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 2Yz-inch caliper shade tree, and shall provide ground cover or shrubs within the island.

Trees will be placed accordingly if necessary.

- c. Off-Street Parking Structures:
 - (1) Landscaping shall be provided along parking structure foundation facades that front the public realm.
 - (2) Landscaping shall be provided at the rate of one tree (2Yz- inch caliper) and three shrubs (24-inch height) per 10 linear feet of parking facade.
 - (3) Planting beds shall be a minimum five feet in width and meet minimum size criteria.

This does not apply to this project.

- 6. *Parking Lighting:* Lighting shall be provided for surface parking and parking structures as follows:
 - a. On-Street Parking and Off-Street Surface Parking:
 - (1) Full cut-off lighting.
 - (2) Pedestrian-scale light fixtures up to a maximum height of 16 feet.
 - (3) Streetlights shall be a minimum 14 feet and maximum 16 feet in height for on-street parking areas and shall

be a maximum of 20 feet in height for off-street surface parking areas.

- (4) Illumination shall be a minimum 1.25 foot-candles and a maximum 2.0 foot-candles.

Lighting will be provided according to the above guidelines.

b. Off-Street Parking Structures:

- (1) Full cut-off lighting for exterior facades.
- (2) Illumination shall be a minimum 2.0 foot-candles at entrances/exits, 0.5 foot-candles at parking lot edges and a maximum 4.0 foot-candles at the most brightly lit location(s).

This does not apply to this project.

Shared Parking (TDDP pg. 165)

i. Intent: (TDDP pg. 165)

1. To ensure the efficient use of structured parking facilities that serve more than one use while maintaining overall off-street parking restrictions that support the creation of a pedestrian- and transit-friendly built environment within the TDOZ.

ii. Standards: (TDDP pg. 165-66)

1. *Shared Parking*: To facilitate shared parking within the TDOZ, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot shall be waived. 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 garages).
2. *Single Ownership*: For any property under one ownership and used for two or more uses, the number of parking spaces shall be computed by multiplying the maximum amount of parking required for each land use, as stated under Table 9, by the appropriate percentage as shown in the

shared parking requirements by time period (see Table 10). The number of parking spaces required for the development is then determined by adding the results for each column. The column totaling the highest number of parking spaces becomes the maximum off-street parking requirement.

3. *Multiple Ownership*: The off-street parking requirements for two or more uses with different ownership may be satisfied by providing a joint parking facility, and the maximum parking requirements may be reduced in accordance with the procedure outlined above for shared parking for single ownership.
4. *Certification of Shared Parking Arrangement*: Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking along with a letter from the parking lot manager certifying that the lot has the capacity to accommodate all parking needs and that the parking owner has entered into an agreement to share the number of spaces required.

These standards do not apply to this development.

On-Street Parking (TDDP pg. 166)

- i. Intent: (TDDP pg. 166)
 1. To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape

environment.

ii. Standards: (TDDP pg. 166)

1. *Materials*: On-street parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration (SHA) as appropriate. On-street parking shall be permitted during off-peak hours on state and county roadways subject to the prior approval of DPW&T and/or SHA as appropriate.
2. *Siting*: On-street parking shall not exceed the maximum parking permitted by the New Carrollton TDDP development program and parking summary.

No public on-street parking is being proposed on public streets therefore these standards do not apply.

Off-Street Parking (TDDP pg. 166)

i. Intent: {TDDP pg. 166}

1. To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the New Carrollton Transit District Overlay Zone.

ii. Standards: (TDDP pg. 166-68)

1. *Materials*: Construction materials for parking garages shall be selected according to the following list of permitted and prohibited materials.
 - a. Permitted:
 - (1) Precast masonry (for trim and cornice elements only)
 - (2) Gypsum Fiber Reinforced Concrete (GFRC-for trim elements only)
 - (3) Metal (for beams, lintels, trim elements, and ornamentation only)

- b. Prohibited:
 - (1) Stucco/EIFS (cementitious finish)
 - (2) Split-faced block
 - (3) Concrete (except for parking deck surface)
 - (4) Concrete masonry units
 - (5) Faux wood grain
 - (6) Wood lap siding (horizontal configuration), smooth or rough-sawn finish
 - (7) Hardie-Plank equivalent or better siding

- 2. *Siting and Access*: Surface parking areas shall be placed under or behind their on-site uses, depending on the neighborhood in which they are located. (See "General Building Envelope and Site Standards and Guidelines.") No more than one curb cut and parking facility entrance will be permitted along any single commercial or mixed-use block face.

- 3. *Uses within Parking Structures along Street Frontages*: Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial or mixed-use blocks as identified in the New Carrollton TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to screen the parking structure's ground floor from public view. Parking structures on comer lots shall provide ground-floor retail uses within the parking structure along both the front and side streets

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

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

side streets.

6. *Parking Structure Height:* Structured parking shall be between two and five stories in height, depending on the neighborhood in which the facility is located (see "General Building Envelope and Sites"). Parking garages shall not exceed the height of the surrounding buildings.
7. *Siting of Parking Structures with Street Frontage:* All parking structures with street frontage shall be located at the build-to lines (also see standard 3 above). Each developer, applicant, and the applicant's heirs, successors and/or assignees shall be responsible for parking structure improvements as delineated in the New Carrollton Transit District Development Plan (TDDP).
8. *Parking Structure Entrances and Exits (Single-Family Residential):* Parking structure entrances and exits within single-family residential areas shall not be more than 80 square feet in area, and there shall not be more than two single-width garage doors or one double-width garage door per unit. All townhouse and live/work unit garages shall be tuck-under.
9. *Parking Structure Entrances and Exits (Multifamily/Nonresidential):* Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner. Only one parking access and curb cut shall be permitted along any commercial block face.
10. *Parking Structure Stairwells:* Parking structure stairwells shall provide up lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.
11. *Parking Structure Elevators:* Parking structure elevators shall be lighted to a minimum of 5.0 foot-candles at the entrance to the elevator car door in accordance with ADA Standards. Elevator landings shall be constructed with glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

These standards do not apply to this development.

iii. Guidelines: (TDDP pg. 168)

- a. All parking structure exteriors should be architecturally designed to integrate and be compatible with adjacent building facades.
- b. Parking garages should not visually dominate the block where they are visible from the street or other public space.

This does not apply to this development.

Bicycle Parking (TDDP pg. 168)

i. Intent: (TDDP pg. 168)

1. To ensure the construction of bicycle parking facilities that provide convenient access to adjoining uses without compromising pedestrian/bicyclist safety and the quality of the streetscape environment.

ii. Standards: (TDDP pg. 168-69)

1. *Materials*-All bicycle parking areas shall be coordinated with DPW&T and/or SHA as appropriate.
2. *Bicycle Space Required Number*-The minimum number of required bicycle parking spaces shall be one bicycle space for every 20 off-street vehicular parking spaces. Single-family dwelling units shall be exempt from all bicycle parking requirements.
3. *Bicycle Space Dimensions*-Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking spaces.
4. *Bicycle Parking Locations*-Bicycle parking shall be located proportionally at each public entrance within a development.
 - a. *Parking Structures*-Required bicycle parking within a structure shall be located in main entrances or near elevators.
 - b. *On-Site*-Bicycle parking not located within a parking structure shall be located on-site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.

- c. Right-of-Way-Bicycle parking may be located in the public right-of-way with the approval of SHA, DPW&T, and the City of New Carrollton.
 - d. Building-Bicycle parking located within a building shall be easily accessible for bicyclists.
5. Bike Parking Security:
- a. Bicycle racks-Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.
 - b. Bicycle locker-Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.
6. *Bike Parking Access*: Bicycle parking shall have direct access to the public right-of-way.

iii. Guidelines: (TDDP pg. 169)

- 1. Bicycle parking should be located with pedestrian safety, visibility, and security of property as major considerations.
- 2. Bicycle parking may be located inside a building where security concerns warrant such a location.

These standards and guidelines do not apply to this project.

E. Building Form and Scale Standards and Guidelines (TDDP pg. 170)

Building Organization and Orientation (TDDP pg. 170)

i. Intent: (TDDP pg. 170)

- 1. To encourage high quality, pedestrian-oriented, enduring building forms that promote a sense of character consistent with the vision for the New Carrollton TDOZ.

ii. Standards: (TDDP pg. 170)

1. *Visual Emphasis on Ground Floor:* Buildings shall emphasize the first story and primary entrances with pedestrian-scaled architectural features and a basic three-part organizational structure for buildings where the ground level, upper story or stories, and roof are clearly identifiable.

The current phase buildings articulate base, middle, and top with pedestrian scaled detailing emphasis at the base.

2. *Orientation of Buildings to Street:* Buildings shall face the street. The facades of nonresidential buildings on corner lots shall "turn the corner" to face both streets.

The non-residential building facades address each adjoining street frontage.

iii. Guidelines: (TDDP pg. 170)

- a. Nonresidential and multifamily buildings should line the main street in a continuous line.

This guideline does not apply to this project.

Building Form and Human Scale (TDDP pg.170)

i. Intent: (TDDP pg. 170)

1. To encourage building forms that respond to the human scale and provide visual interest and orientation in a way that reinforces and gives definition to streets and other public spaces.

ii. Standards: (TDDP pg. 170)

1. *Building Design in Support of Streetscape and Open Space Character:* Buildings shall reinforce the civic character of the street and developed open spaces by using one or more of the following techniques:

- a. Providing shifts in massing and variations in height, profile, and roof form, while maintaining the formal relationship of building

placement to the public street frontage.

- b. Minimizing long walls of a single height or in a single plane.
- c. Varying floor heights to follow natural grade changes if significant variation is present.

This project will comply with this standard.

- 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

Building incorporates storefront detailing on retail frontages.

- 3. *Maximum Awning Overhang into Public Right-Of-Way:* Awnings shall not project more than three feet beyond the build-to-line into the public right-of-way, nor provide less than eight feet of vertical clearance above the sidewalk.

This does not apply to this project.

2. Guidelines: (TDDP pg. 171)

- a. The design of awnings, including the material color, should fit the architectural style and character of the building.

Awnings are not part of the architecture proposed.

- b. Buildings should be designed to address site and context design issues in a way that visually enhances the surrounding built environment. Effective techniques for doing this include providing edges or enclosures to streets and open space, creating linkages, or shaping views.
- c. Large buildings with several storefronts should have compatible, though not necessarily identical, awnings. Awnings should be the same general style, material and proportion, although they may employ different but complementary colors and patterns.
- d. Building facades that face public streets should incorporate a large amount of transparent glazing at all occupied levels.

Building architecture will follow these guidelines.

Visual Treatment of Large-Scale Building Forms (TDDP pg. 171)

t. Intent: (TDDP pg. 171)

1. To encourage varied building forms and profiles within large structures or building groups to visually break up the mass.

ii. Standards: (TDDP pg. 171)

1. *Treatment of Long Building Facades:* All building facades more than 100 feet in length with public street frontage shall be articulated (visually broken up) through massing, material, color, multiple entrances, windows, landscaping, and detail changes to appear as multiple buildings, while maintaining their orientation to the public street.
2. *Treatment of Long and Featureless Building Facades:* All featureless building facades over 80 feet in length with public street or pedestrian access frontage shall be set back behind liner retail space sited at the build-to line along the edge of the public sidewalk.

This standard does not apply to this project.

iii Guidelines: Buildings should be designed to provide human scale, interest and variety. The following techniques may be used to meet this objective: (TDDP pg. 171-72)

1. Variation in the building form through the use of recessed or projecting bays.
2. Expression of architectural or structural modules and detail.
3. Diversity of window size, shape, or patterns that may relate to interior functions.
4. Windows recessed behind the primary wall plane.
5. Emphasis of building entries through projecting or recessed forms, detail color, or material.
6. Variations of material, material modules, visible joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Appropriate detailing features include sills, headers, belt courses, reveals, pilasters, window bays, and similar features.

Building is articulated through massing, material, color, multiple entrances, variation in fenestration, and detail articulation.

Special Building Type: Schools (TDDP pg. 172)

- i. Intent: (TDDP pg. 172)
 - 1. To create technologically advanced, sustainable, urban-scale school facilities that provide accessible educational opportunities to the neighborhoods in and around the transit district.

- ii. Standards: (TDDP pg. 172)
 - 1. *School Facility Size:* The 5,500 dwelling units envisioned in the plan could generate up to 500 additional students in grades PreK-8. The urban school shall be designed and constructed to a state-rated capacity of 600-800 students.
 - 2. *School Facility Elements:* The PreK-8 school shall contain the three critical elements of a traditional middle school facility: science classrooms, computer labs, and a gymnasium with a full basketball court.

- iii. Guidelines: (TDDP pg. 172)
 - 1. A shared parking arrangement for the school is preferable; Prince George's Coty Public Schools should coordinate parking arrangements with nearby parking facility operators. On-site parking should be discouraged except for physically challenged employees.
 - 2. School classrooms for older students should be located on the upper floors with younger students assigned to classrooms on the lowest floors for safety.
 - 3. A school bus loading/unloading facility should be located off-street and alongside the school.
 - 4. M-NCPPC and public schools should work with property owners in the North Hillside Residential Neighborhood to identify the optimal acreage needed to support a school. Acquisition of the urban school site will occur during the preliminary plan of subdivision, preferably through the dedication of the needed acreage from the property owner to the Prince George's County Board of Education.
 - 5. Dedication of the urban school site to the Board of Education should

not preclude the ability of the property owner to fully develop their property to the extent envisioned in the plan.

6. The urban school should contain either on-site open space or be adjacent to an M-NCPPC park facility. The school site should contain 75 square feet of open space per student or be adjacent to a park/open space facility with equivalent acreage. On-site open space includes any outdoor recreational facilities included on the roof of the school but not indoor recreational facilities such as a gymnasium or multipurpose room.
7. The urban school site should be within reasonable walking distance of the Metro station and public parking.

Not applicable as no schools are proposed.

Functional Relationship of Multifamily and Other Residential Buildings to Surrounding Public Spaces (TDDP pg. 173)

i. Intent: (TDDP pg. 173)

1. To ensure that the form and scale of new multifamily and single-family residential architecture reinforces the desired character of streets and open space within the New Carrollton TDOZ.

u. Standards: (TDDP pg. 173)

1. *Safety-Conscious Residential Building Design:* Residential buildings shall be designed to facilitate effective visual surveillance of all attached private areas and adjacent public areas.
2. *Taller Buildings and Solar Access:* Multifamily residential and nonresidential buildings shall be sited to minimize the casting of solar shadows over adjacent single-family dwellings and outdoor public spaces such as plazas and civic greens.
3. *Multifamily Buildings and Balconies:* All multifamily buildings should provide a balcony for each dwelling unit above the ground floor to articulate the building facade and to increase natural surveillance of the surrounding area.
4. *Garage and Carport Visual Integration:* The massing, materials, and details of a garage or carport must be visually integrated into the building form of the residence to which it is attached.
5. *Garage Door Design:* Garage doors shall be visually de-emphasized by breaking them up into smaller doors (one-car bays or carriage-style doors), incorporating the doors into the architectural character of the

primary structure, placing other architectural features such as porches, window bays, and upper floors forward of the garage, deeply recessing front garage entries, or orienting the garage to the side or rear.

This DSP does not include residential uses.

111. Guidelines: {TDDP pg. 173)

1. Residential buildings should be designed to provide visual interest, variety and compatibility with the human scale.
2. Ground-floor residential units that adjoin a public street or open space should have direct street or public space access.
3. Visibility of public spaces from within residences should promote a sense of personal and community safety. The more active spaces within the residences should be placed next to the public streets and open spaces and be connected visually by closely spaced door and window openings.
4. New residences should be designed to complement and enhance the adjacent natural environment, especially the Lower Beaverdam Creek watershed.
5. Whenever possible, public plazas and civic squares should be located on the south side of nearby tall buildings to maximize wintertime solar exposure and keep these spaces from becoming shadowed, dead, and cold during the winter months.

This DSP does not include residential uses.

Building Facade Treatments (TDDP pg. 174)

i. Intent: (TDDP pg. 174)

1. To mandate the use of materials and architectural details which are appropriate to a building's use, location, and surrounding context, and which are environmentally friendly

ii. Standards: (TDDP pg. 174)

1. *Permitted Building Facade Materials:* Street-facing building facades shall be faced with quality materials such as brick, stone, or masonry.

Proposed building is faced with quality materials including architectural pre-cast concrete detailed with recesses, reveals, colors, and textures. Elevations are included with the Detailed Site Plan.

2. *Prohibited Building Facade Materials:* Tilt-up concrete panels, smooth-faced concrete masonry panels, mirrored glass stucco, wood, EIFS (exterior insulating finishing system), concrete masonry units, imitation or synthetic stone or brick veneers, and prefabricated metal panels shall not be permitted.

Proposed building facade will not include prohibited materials.

3. *Transparency in Expression of Material Properties:* All building materials shall visually express their specific properties. For example, stronger and heavier materials shall be placed beneath weaker, lighter materials.

Proposed building expressions comply.

4. *Universal Compliance of (Franchise Outlet Design) Building Facades with TDDP Architectural Standards:* The exterior facades and signage of all mixed-use and nonresidential buildings must comply with the TDDP architectural standards. Trademark franchise outlets shall not be permitted except as ancillary retail uses housed in larger commercial or mixed-use commercial buildings. In addition, their exterior facades and signage must comply with the TDDP architectural standards.

The exterior facade and signage of the proposed nonresidential building will comply with the TDDP architectural standards. Elevations are included with the Detailed Site Plan.

5. *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.

Proposed building retail frontage complies.

6. *Parking Structure Designed as Part of a Main Building:* A parking structure designed as part of a main building must be integrated with that building in architectural design and materials utilized.

Not applicable to this DSP as no parking structure planned.

7. *Integration of Architectural Components:* Architectural components shall not appear to be stuck onto the building facade; instead, they shall appear as integral elements of the building.

This project will comply to this standard.

iii. Guidelines: (TDDP pg. 174)

1. The highest level of architectural detail should occur adjacent to areas of pedestrian activity.

Current phase building facades facing streets and other public spaces are detailed accordingly and scaled to the pedestrian at building bases.

2. Mixed-use residential and nonresidential buildings should include green building features such as green roofs, renewable energy systems, and energy conservation features in their developments to reduce environmental impacts and resource costs. Developers are encouraged to seek LEED certification as a potential marketing tool for their projects.

Acknowledged. The developer will look into this suggestion.

Building Fenestration (Design of Window and Door Openings) (TDDP pg. 175)

i. Intent: (TDDP pg. 175)

1. To encourage building forms that use windows and doors to provide visual interest and enhance the pedestrian's experience of the adjoining street or open space.

ii. Standards: (TDDP pg. 175)

1. *Windows and Doors as Generators of Visual Interest:* Ground floor retail areas shall have windows along all sidewalks to create visual interest for pedestrians.
2. *Direct Street Access for Retail Uses:* All individual retail uses shall have visible and direct street access and shall be recessed or framed by a sheltering element such as an overhang, arcade, portico, awning, or other element.
3. *Required Style of Window Treatments in Facades:* Building facades shall feature individually "punched" windows instead of horizontal "ribbon-" or "band-" type windows.
4. *Prohibition of Featureless Building Walls:* Large, blank building walls shall not face public areas such as streets, parking lots, or pedestrian spaces (see "Treatment of Long and Featureless Building Facades").

This development will comply with these standards. Proposed building is detailed with storefront glazing and direct street access where facing streets or other public spaces.

iii. Guidelines: (TDDP pg. 175)

1. Glass curtain walls or other continuous floor-to-ceiling windows should be avoided.
2. The size and type of windows and doors should be appropriate to the scale, proportion, and rhythm of a building's appearance for its intended use and locations.

This development will comply with these standards.

Signage (TDDP pg. 176)

i. Intent: (TDDP pg. 176)

1. To create a positive image with attractive and well-maintained signs within the New Carrollton TDOZ that enhances and contributes to the architectural character of the buildings with the development district.

ii. Standards: (TDDP pg. 176)

1. *Basic Building Sign Design Requirements:* Building signs shall be

constructed of quality materials. Signs shall be simply designed, contain only essential information, and shall serve to identify the name, business type, company logo, and street address of the business establishment.

2. *Building Sign Placement:* The placement of the sign shall be integrated into the overall architectural design of the building. The materials, colors, type, style, and size of a sign shall be coordinated with the other architectural features of the buildings.
3. *Prohibition of Temporary Building Signs:* Temporary signs attached to the building facade shall not be permitted.
4. *Signs for Multi-tenant Buildings:* Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials, and color.
5. *Required Building Sign Clearances:* Building signs shall not project more than two feet into the public right-of-way and shall allow a minimum vertical clearance of ten feet.
6. *Size Restriction on Building Signs in Windows:* Window signs shall not occupy more than 25 percent of the window in which they are mounted.
7. *Prohibition of Animated Building Signs:* Flashing or blinking signs shall not be permitted.
8. *Prohibition of External Carnival-Style Decorative Devices:* Pennants, pinwheels, and similar carnival-type devices attached to or strung between buildings and other site features shall not be permitted.
9. *Prohibition of Back-Lit Signs:* Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited.

A signage package for the building is included. The signage will comply with these standards.

iii. Guidelines: (TDDP pg. 176)

1. Window signs should not obscure the interior view of a business/retail establishment.

A signage package for the building is included. The signage will comply with this guideline.

Security-Conscious Building Design (TDDP pg. 177)

i. Intent: (TDDP pg. 177)

1. To balance building security with attractive building design to avoid the unattractive "crime scene" look of declining neighborhood commercial districts.

ii. Standards: (TDDP pg. 177)

1. *Restrictions on Replacement of Existing Windows:* Existing windows shall not be blocked in or replaced with smaller windows. Replacement windows shall match the existing window in design, materials, and size as closely as possible.

Not applicable. There are no existing windows that will be affected by the Subject Property as proposed.

2. *Prohibition of Exterior Security Features on Windows and Doors:* Exterior security or burglar bars on windows and doors shall not be permitted. Roll-up security doors shall not be permitted.

Current buildings do not include exterior security features referenced.

iii. Guidelines: (TDDP pg. 177)

1. Alternative means of building security including safety glass, lighting, and electronic surveillance should be considered in place of security bars and roll-up doors over ground-floor windows and doors.
2. Security screens and doors should be attractive and complement the buildings on which they are installed.

Proposed building security features will comply.

Lighting (TDDP pg.177)

i. Intent: (TDDP pg. 177)

1. To incorporate lighting as a distinctive and character-defining element that enhances public safety and minimizes light pollution in the New Carrollton TDOZ.

ii. Standards: (TDDP pg. 177)

1. *Building Lighting as a Required Architectural Feature:* Lighting shall be part of the overall architectural design of all buildings within the TDOZ.

Building design will include architectural lighting in support of primary building and urban design objectives.

2. *CPTED Considerations in the Design of Building Lighting:* Lighting shall provide adequate safety and visibility around building entrances and perimeters. Exterior lighting fixtures shall be designed and placed to avoid blind spots, minimize glare, and eliminate shadows.

Architectural lighting will be developed to support CPTED principals.

3. *Control of Glare from High-Intensity Building Lighting Fixtures:* High- intensity light fixtures on the exterior of a building shall direct glare away from nearby residential areas.

Lighting design will be developed with due respect to residential building occupants.

iii. Guidelines: {TDDP pg. 177)

1. In residential areas and mixed-used developments that include residential uses, signage should be located and illuminated to avoid glare into nearby residential areas.

Lighting design will be developed with due respect to residential building occupants.

2. All parking structures and surface parking lots should be well lit,

especially at entrances, in stairwells, and on vehicle ramps.

Project will comply.

3. Outdoor service areas should be well lit.

Project will comply.

Crime Prevention through Environmental Design Guidelines (TDDP pg. 178)

Security relates to those aspects of a community's built environment that promote both the perception and the reality of personal and public safety. Secure communities are attractive places that encourage the continuous and active use of public and private space by residents, workers, and visitors. Such active use provides constant informal surveillance--"eyes on the street"--and helps to reduce or eliminate opportunities for crime.

Crime Prevention through Environmental Design (CPTED) is a design methodology that focuses on reducing opportunities for crime, mitigating fear of crime, and improving quality of life. Through the design and management of the physical environment (building uses, residential and commercial areas, etc.) and an increase in public safety and education, CPTED programs have been shown to increase community security. Four basic principles of CPTED should be considered during site planning and design: territoriality, natural surveillance, access control, and place making.

1. Territoriality involves designing physical attributes that express ownership, such as fencing, signage, landscaping, and pavement treatments. Physical elements can extend an area of territorial influence and potential offenders perceive that area as undesirable. A well-maintained home, building, or community creates a sense of ownership, which helps to deter criminals. (TDDP pg. 178)

Provide clear border definition of controlled space. There are several ways this can be achieved including fences, plantings, lawn, tactile surfaces, etc. These types of boundaries allow people to recognize that they are transitioning from public to private space. Creating a sense of ownership or defensible space is encouraged to deter undesired behavior.

Provide clearly marked transitional zones. Identify public, semi-public, semi-private, and private spaces. Controlled space must be demarcated in order to move users through the environment.

Design building and site to encourage interaction. This will provide opportunities for the community to become more familiar with their environment and help build a sense of ownership.

Clearly identify buildings, open space, and major circulation paths (bike path, crosswalks, etc.). Use signage and markers that are easily observed from the street. This will identify areas and their programmed uses.

2. Natural surveillance is the placement of physical features, activities, and people in such a way as to maximize visibility. A potential criminal is less likely to attempt a crime if he or she is at risk of being observed. At the same time, we are likely to feel safer when we can see others and be seen by others. (TDDP pg. 178-79)

Use physical features, activities, and people in ways that maximize the ability to see. This will help discourage undesired behavior. The use of vegetation heights, street furniture, and building layout can help increase eyes on the activities.

Design security zones that respond to the building and site relationships. The focus is on creating natural surveillance solutions from the street to the building facade.

Improve sightlines. There should be clear views of surrounding areas. Design permeable barriers that do not restrict vision. Avoid features (tall vegetation, fences, etc.) that block sightlines and major access points.

Lighting design must be incorporated into developments to ensure safety and security. Placement of lighting is critical to pedestrian pathways, roads, and potential entrapment spaces.

Locate open spaces and recreational areas so they are visible.

Formally designate gathering or congregating areas. These areas should be in locations that are well lit and encourage gathering

opportunities that are within sightline of residential and commercial activity

Create a land-use and activity mix that promotes public safety. A variety of uses should be developed to encourage informal surveillance during the day and evening.

3. Access control reduces the opportunity and accessibility for crime. The physical guidance of people coming and going from a space by the judicious placement of entrances, exits, fencing, landscaping, and lighting denies a criminal's access to potential victims. Access control methods should be designed to create the perception of risk to potential offenders. (TDDP pg. 179)

Overcome distance and isolation. Entrance and exit points to buildings and public uses (telephone, rest room, etc.) should be designed with increased convenience to major circulation patterns.

Place safe activities in unsafe locations. Safe activities serve as magnets for normal users and discourage undesirable activities.

Improve scheduling of space. Productive uses of spaces reduce the risk of attracting undesirable activities. Designed spaces and uses can improve productivity while increasing the control of behavior.

Discourage cut-through paths and high-speed traffic. Design streets and pedestrian paths to control circulation patterns and reduce vehicular speed. Vegetation, paving elements and signs can help increase community safety.

Organize and promote community policing and surveillance. Organizing community watch programs and increased policing can reduce potential crime offenders. Proactive involvement will reinforce the priority of safety.

4. Place making is an approach to design and revitalization that carefully looks at community needs and interests to develop strategies to increase productivity, improve transportation circulation, and promote a vibrant community and quality of life. In addition to direct community involvement, the following is essential to creating a "great space": uses and activities, comfort and image, access and linkage, sociability and

maintenance. (Urban Design Collaborative, 2002) (TDDP pg. 179-80)

Create places that are physically compact in design. Development of place making concepts lends itself to natural surveillance. Eyes on the street and connectivity can be achieved with special attention to building layout and circulation patterns.

Create centers of mixed-use developments near a variety of residential densities. This encourages more pedestrian travel and active areas near neighborhoods. Design uses create activity during day and night hours. Mixing commercial, retail, education, and recreation with housing allows people to satisfy daily needs without having to travel far distances. These centers become a more lively and safe environment.

Create a multimodal transportation network. Walkways, bicycle paths, and street connectivity encourage non-auto travel by offering alternative routes that connect to housing, employment, commercial services, schools, parks, and public transportation.

Design pedestrian-scaled environments. Development should be designed to the comfort and scale of people. Vegetation, street furniture, lighting, and other elements can be used to enhance a pedestrian environment. These design features can also reinforce a community's identity and history.

Design facility maintenance into each development project and review maintenance programs on a routine basis. A successful component of place making is to ensure that a program is implemented and is successfully managed beyond the design phase for future generations to enjoy.

Education and community involvement is critical in the success of a "great space." Outreach meetings should be integrated into the design process to develop analysis of users and potential solutions. Residents should form neighborhood committees to ensure continued interest once the implementation strategies have been established.

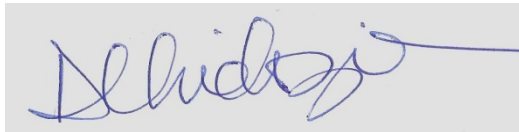
VARIANCE REQUEST/S AND REQUIRED FINDINGS FOR EACH REQUEST:

This Detailed Site Plan is requesting a modification for the requirement to have more than one story at this location at the southwest corner of Annapolis Road and West Lanham Drive. This size of this property does not economically support an efficient two story structure that. However, in order to stay with the vision of the plan, the architectural façade will be a two story façade. See attached architectural elevation plan.

SUMMARY/CONCLUSION OF REQUEST:

The applicant, PCE, LLC, is seeking a Detailed Site Plan for the construction of the proposed Phillmatt Shopping Center. The applicant believes that this request meets the standards set forth in 27-285 of the Zoning Ordinance and therefore, respectfully requests the approval of this request.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'C. Chidozie', is written over a light gray rectangular background.

C. Dominic Chidozie
CDC Design Associates, LTD.

September 30, 2019

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section, Development Review Division

VIA: Scott Rowe, AICP, CNU-A, Supervisor, Long-Range Planning Section, Community Planning Division *BSR*
David A. Green, MBA, Master Planner, Community Planning Division *DAG*

FROM: Samuel L. White, Jr., Senior Planner, Neighborhood Revitalization Section, Community Planning Division *BSR for Sam White*

SUBJECT: DSP-17035; Philmatt Shopping Center (ETOD)

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(2) of the Zoning Ordinance this Detailed Site Plan application:

- A. Is not in strict conformance with the mandatory requirements of the 2010 *Approved New Carrollton Transit District Development Plan* and has requested amendments through 27-548.08(c)(3) to the Transit District Standards.
- B. Is consistent with, and reflects guidelines and criteria for development contained in the Transit District Development Plan.
- C. Will not meet all the requirements of the Transit District Overlay Zone unless the requested amendments to the Transit District Standards are approved.
- D. Demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone.
- E. Demonstrates that 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.
- F. Includes requests for amendments to the maximum parking spaces allowed for the Transit District Overlay Zone that benefit the proposed development and the Transit District and do not substantially impair the Transit District Development Plan.

Community Planning Division staff finds that, pursuant to Section 27-290.01(b)(5) of the Zoning Ordinance, this Detailed Site Plan application is compatible with site design practice or standards delineated in the 2010 *Approved New Carrollton Transit District Development Plan* because the applicant's proposed design alternatives address the intent of the mandatory requirements of the Transit District Overlay Zone and benefit the TDDP by allowing the subject property which is located in the Annapolis Road Neighborhood to be developed as directed by the guidance given in the TDDP (see Master Plan below).

Due to the size, location and topography of the proposed site, the applicant has requested amendments to the Transit District Standards that benefit the proposed development and the Transit District and do not substantially impair implementation of the TDDP.

BACKGROUND

Application Type: Expedited TOD Detailed Site Plan in the New Carrollton Transit District Overlay Zone

Location: The property is located at the southwest quadrant of the intersection of MD 450 (Annapolis Road) and West Lanham Drive

Size: 0.44

Existing Uses: Vacant

Proposal: The applicant proposes to construct a 3,953 square feet retail building with an adjacent parking lot.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located within the Regional Transit District. Plan 2035 recommends directing the majority of future employment and residential growth in the County to the Regional Transit Districts. These medium- to high density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents. (page 19).

Master Plan: The 2010 *Approved New Carrollton Transit District Development Plan* recommends mixed-use residential on the subject property.

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

Planning Area: 69

Community: New Carrollton

Aviation/MIOZ: This property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 2010 *Approved New Carrollton Transit District Overlay Zoning Map Amendment* retained the subject property in the C-S-C (Commercial Shopping Center) zone and applied a Transit Direct Overlay Zone (TDOZ).

TRANSIT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(2)(C), this application proposed amendments to the Transit District Standards for building design and site improvements that benefit the requirements of the Transit District Overlay Zone and do not substantially impair the Transit District Development Plan.

Annapolis Road Neighborhood (TDDP pg. 138)

Standards

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

Staff Comments: The applicant is requesting a modification to the standard to allow a one-story building with a faux two-story façade on site. The site is located at the southwest corner of MD 450 (Annapolis Road) and West Lanham Drive. The standard for the building heights at this site should be a minimum of two stories. Community Planning supports the modification request because the faux two-story façade does not deviate or substantially impair the vision for the Annapolis Road Neighborhood to create an urban streetscape along the corridor.

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

Staff Comments: The applicant is requesting a modification to the established build-to-line line within the New Carrollton Transit District Overlay Zone (TDOZ) along MD 450 (Annapolis Road). The established build-to-line is 12 feet from edge of curb to the building. The site plan shows the build to line to be 33.5 feet at the corner of the building which partially fronts the intersection of West Lanham Drive and MD 450 (Annapolis Road). Community Planning supports the modification request because of the grade challenges on site, the majority of the building fronts West Lanham Drive, and the revised site plan include a sidewalk from MD 450 (Annapolis Road) to the site as recommended by the plan and staff.

General Parking Facilities Standards and Guidelines (TDDP pg. 163)

Standards

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

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.

Staff Comments: The applicant is proposing to provide 11 parking spaces for the site. The plan includes the above table (Table 9) which determines the maximum number of parking spaces allowed for properties within New Carrollton Transit District Overlay Zone (TDOZ) by land use and location. The site is located more than ¼ mile from the New Carrollton Metro Station. The maximum number of parking spaces for the site is 10; However, one additional parking space would not substantially impair the vision for the Annapolis Road Neighborhood.

Signage (TDDP pg. 176)

Standards

1. Basic Building Sign Design Requirements: Building signs shall be constructed of quality materials. Signs shall be simply designed, contain only essential information, and shall serve to identify the name, business type, company logo, and street address of the business establishment.
2. Building Sign Placement: The placement of the sign shall be integrated into the overall architectural design of the building. The materials, colors, type, style, and size of a sign shall be coordinated with the other architectural features of the building.
4. Signs for Multi-tenant Buildings: Signs for multi-tenant buildings shall be coordinated in terms of design, placement, size, materials, and color.
9. Prohibition of Back-Lit Signs: Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited.

Staff Comments: The applicant is proposing to construct building signs with aluminum material which conforms to the standards; However, the applicant has not provided adequate sign details to determine the conformance with TDDP. The applicant should provide adequate sign details to staff as a condition of approval of the proposed application.

DSP-17035; Philmatt Shopping Center (ETOD)

September 30, 2019

Page 5

cc: Long-range Agenda Notebook
Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community
Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

September 25, 2019

MEMORANDUM

TO: Jeremy Hurlbutt, Development Review Division
FROM:  Fred Shaffer, Trails Coordinator, Transportation Planning Section
SUBJECT: **Detailed Site Plan Review for Master Plan Trail Compliance**

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

Detailed Site Plan Number: DSP-17035

Name: Phil Matt Shopping Center

Type of Master Plan Bikeway or Trail

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

BACKGROUND:

The subject application is located along the south side of MD 450 in West Lanham Hills. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved New Carrollton Transit District Development Plan* (TDDP). The subject application proposes 3,953 square feet of retail space at the intersection of MD 450 and West Lanham Drive.

Review Comments (Master Plan Compliance and Prior Approvals):

The TDDP includes street design criteria that apply to the subject site’s frontages of both MD 450 and West Lanham Drive. These criteria are included on Table 8 of the TDDP and include striping for bicycle lanes, a minimum sidewalk width of six feet and the provision of a landscape strip. At the time of Subdivision Development Review Committee, staff recommended that the plans be revised to comply with the Streetscape Standards of the TDDP, sidewalk access be shown from MD 450 to the building entrance and that Inverted-U Bicycle Racks be provided. The plans have been revised to include these changes. The frontages of MD 450 and West Lanham Drive have been revised to include a landscape strip and a six-foot wide sidewalk. This is consistent with the TDDP. Sidewalk access is now provided from both MD 450 and West Lanham Drive to the building entrance.

The applicant has modified the detail for the bike rack to reflect an Inverted-U Bicycle Rack, which can be used to more securely lock both the bike frame and the wheel to the rack. Due to the revisions made by the applicant, the plans now comply with the TDDP and no additional conditions of approval are needed for bicycle and pedestrian access.

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

RECOMMENDATION:

The submitted plans comply with the street design criteria of the 2010 *Approved New Carrollton Transit District Development Plan*. The plans are sufficient as revised, and no additional conditions of approval are needed for bicycle and pedestrian access.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

September 24, 2019

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section

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

FROM: Eddie Diaz-Campbell, Senior Planner, Subdivision and Zoning Section *EDC*

SUBJECT: DSP-17035; Phil Matt Shopping Center, REVISED

The subject property is located on Tax Map 51 in Grid F-1 and is zoned Commercial Shopping Center (C-S-C), subject to the New Carrollton Transit District Overlay Zone (TDOZ). The site is currently vacant except for a driveway (to be removed) belonging to a previously demolished residence. The site consists of Lots 4 and 5 of Block B of West Lanham, recorded in Plat Book BB 6-27 in 1938. The two lots currently total 0.437 acres but following proposed right-of-way dedication along West Lanham Drive would total 0.399 acres. There is no previously approved Preliminary Plan of Subdivision (PPS) for the property.

The applicant has submitted this DSP for development of a one-story, 3,953 square foot retail building. The site is exempt from the requirement of filing a Preliminary Plan of Subdivision pursuant to Section 24-111(c)(2) of the Subdivision Regulations:

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

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

A previous version of this project proposed a building more than 5,000 square feet in area, and accordingly an application for PPS (4-09027) was filed in 2010. However, the previous PPS was denied and does not affect the current application.

The following revised comments are offered in response to the revised plans received on September 19, 2019:

1. The plans need to be revised so that the distances and bearings of all lot lines are correctly shown both before and after the 12-foot dedication along West Lanham Drive. At present, the values given on all drawings are a mixture of the before and after conditions. Those drawings showing

existing conditions need to give the bearings and distances of the existing lot lines, while those drawings showing proposed development need to give bearings and distances for the existing and proposed lot lines and label the area to be dedicated to public use. In addition, the two easternmost lot lines need to be labeled individually to show the distance of the lot lines for each Lots 4 and 5.

2. Prior to approval of a permit, the applicant should obtain approval of a minor final plat for the property, in order to dedicate the right-of-way as proposed.

Recommended Condition

1. **Prior to certification, the detailed site plans shall be revised to:**
 - a. **Show the area proposed for right-of-way dedication is included within the subject property's boundaries.**
 - b. **Show all bearings and distances for the existing and proposed lot lines.**
 - c. **Label the 12-foot wide area which is to be dedicated as to be dedicated to public use.**

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved record plat. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat (accounting for new dedication), or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

MIN
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

301-952-3680

September 24, 2019

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Section, Development Review Division
Via: Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM: Glen Burton, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-17035: Phillmatt Shopping Center**

Proposal

The applicant hereby requests approval of a detailed site plan (DSP) for the purpose of developing a commercial/retail building with some parking located at the southwest quadrant of the intersection of Annapolis Road (MD 450) and West Lanham Drive and is shown as Lots 4 and 5 on Tax Map 51, Grid F-1 in Prince George's County, Maryland. The property is 0.44 acres in size and is Zoned C-S-C with a Transit District Overlay

Background

The DSP is proposing a new 3,953 square foot retail building with ten 9.5'x19' parking spaces, one 8'x19' Handicap Van Accessible space and 8'x19' striped space and one 15'x30' loading zone. The property is in an overlay zone - Transit District Overlay based on its proximity to the New Carrollton Metro Station. The property is in an area that is governed by the requirements of the *Approved New Carrollton Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment, 2010*. The site plan is required to address the TDDP standards and regulations. The site plan is also required to address issues related to architecture, building siting, and relationships between the development and any open space. Additionally, the site plan is required to address general detailed site plan requirements such as access and circulation. There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan.

Review Comments

The current proposal involves a small retail development located on a relatively small site. The site is accessible through a single access point for both ingress and egress on West Lanham Drive. Since some originally proposed parking spaces have been removed, there is now enough room on the site for delivery trucks to access the proposed loading zone. All other aspect of the site circulation is adequate.

The property has frontage on MD 450, an arterial (A-18) road, for which no additional right-of-way is required. The site also fronts on West Lanham Drive, a local street with rights-of-way ranging from 40-60 feet. The applicant is proposing an additional 12 feet of right-of-way.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a detailed site plan as described in the Zoning Ordinance.

Additional Back-up

For

DSP-17035

Phil Matt Shopping Center (ETOD)

October 15, 2019

MEMORANDUM

TO: The Prince George's County Planning Board

VIA: James Hunt, Chief, Development Review Division *JH*
Jill Kosack, Supervisor, Urban Design Section, Development Review Division

FROM: Jeremy Hurlbutt, Master Planner, Urban Design Section *JH*
Development Review Division

SUBJECT: **Item 5 - Detailed Site Plan DSP-17035 Phil Matt Shopping Center**
Planning Board Agenda October 24, 2019 - Staff Corrections to Technical Report

The following corrections are recommended to the technical staff report dated October 8, 2019 to eliminate the need for a parking standard amendment by conditioning the removal of the one extra parking space and add referral comments from Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). If the application is approved, the revisions will be reflected in the Prince George's County Planning Board's resolution of approval, as follows (added text underlined, deleted text [~~strikethrough~~]):

REVISED FINDING 2, PAGE 4

OVERALL PARKING AND LOADING DEVELOPMENT DATA

Parking Spaces	Max. Allowed by the T-D-O Zone	Provided
Commercial/Retail (3,953 @ 2.75 spaces/1,000 sq. ft.)	10	10
Total	10	11* (including 1 handicap-accessible)
Loading Spaces		
Commercial/Retail (3,953 sq. ft.)	1 space for 2,000- 10,000 sq. ft.	1

Total	1	1
Required Bicycle Parking Spaces	1	4
Residential (1 space/20 off-street vehicular parking spaces)		

Note: * Staff recommends the removal of the one additional parking space, as conditioned herein, so as not to require an amendment to the TDDP standard.

REVISED FINDING 7, PAGE 8

General Parking Facilities Standards and Guidelines (TDDP page 163)

Standards

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

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

The applicant proposes to provide 11 parking spaces for the site. The TDDP/TDOZMA includes the above table (Table 9), which determines the maximum number of parking spaces allowed for properties by land use and location. The site is located more than 0.25 mile from the New Carrollton Metrorail Station; therefore, the maximum number of parking spaces for the site is 10, not 11. ~~[However, one additional parking space would not substantially impair the vision for the Annapolis Road Neighborhood. Staff supports this modification request.]~~ Staff recommends the applicant remove one parking space to comply with the requirement. If the applicant does not remove the parking space, the amendment to the parking standard would require District Council approval, per Section 27-548.09.01(b)(1). Therefore, a condition is included in the Recommendation section of this report requiring the removal of the one additional space.

REVISED FINDING 8b., PAGE 10

(C) Minimizing building setbacks from the street;

The New Carrollton TDDP/TDOZMA specifically allows for this site to be one-story. The surface parking ~~[is one more than]~~ will meet the maximum number of spaces allowed, if revised as conditioned herein, and the commercial use is

consistent with the zoning and surrounding uses on MD 450. The building is set back up to 33.5 feet from MD 450, due to the 10-foot-wide public utility easement (PUE).

REVISED FINDING 12f., PAGE 16

- f. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**— ~~[At the time of this writing, DPIE did not provide comment on the subject project.]~~ In a memorandum dated September 13, 2019 (Giles to Hurlbutt), DPIE noted no objection to the DSP and offered numerous comments on the subject application that have been provided to the applicant. These comments will be addressed through DPIE's separate permitting process.

REVISED RECOMMENDATION, PAGE 18

- A. APPROVE the alternative transit district standards for:

Annapolis Road Neighborhood (page 138)

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

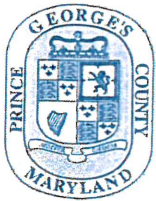
~~[General Parking Facilities Standards and Guidelines (page 163)]~~

- ~~[1. To allow a total of 11 parking spaces and 1 loading space.]~~

REVISED CONDITION, PAGE 18

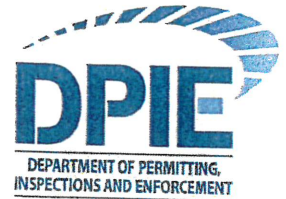
- B. APPROVE Detailed Site Plan DSP-17035 for Phil Matt Shopping Center, Expedited Transit-Oriented Development, subject to the following conditions:

1. Prior to certification of this detailed site plan, the applicant shall:
- i. Remove one parking space and revise the parking tabulation to conform to the maximum parking standard.



Angela D. Alsobrooks
County Executive

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



MEMORANDUM

September 13, 2019

TO: Jeremy Hurlbutt, Urban Design Section
Development Review Division, M-NCPPC

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

RE: Phil Matt Shopping Center
Detailed Site Plan No. DSP-17035

CR: Annapolis Road (MD 450)

CR: West Lanham Drive

mg 10/7/19

In response to the Detailed Site Plan referral No. DSP-17035, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The project is located at the southwest quadrant of the intersection of Annapolis Road (MD 450) and West Lanham Drive.
- The applicant is proposing to develop the site for a 3,953 square foot retail building.
- The proposed Detailed Site Plan is consistent with approved Site Development Concept Plan No. 7097-2009-1, dated May 15, 2017.
- DPIE has no objection to the proposed Detailed Site Plan.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.

9400 Peppercorn Place, Suite 230, Largo, Maryland 20774
Phone: 301.636.2060 ♦ <http://dpie.mypgc.us> ♦ FAX: 301.925.8510

Jeremy Hurlbutt
September 13, 2019
Page 2

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

Please submit any additional information described above for further review at time of fine grading permit.

If you have any questions or need additional information, please contact Mr. Steve Snyder, District Engineer for the area, at 301.883.5740.

MCG:SS:csw

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
PCE, LLC, 14540 Edgewoods Way, Glenelg, Maryland, 21737
CDC Design Associates, LTD., 7903 Echols Avenue, Lanham,
Maryland 20706