

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on April 28, 2005, regarding Detailed Site Plan DSP-03037/02 for University Town Center, Independence Plaza One, the Planning Board finds:

1. **Request:** The subject application consists of 112 condominium units (132,000 square feet of residential development) and 28,000 square feet of retail development. This detailed site plan consists of the site plan, landscape plan, and architectural elevations. The site plan consists of the footprint of the building only and does not include the adjoining plaza or streetscape improvements.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Underground Parking lot	8-story residential apartment building
Number of Units	0	112
Acreage—Sub areas 2 and 3	38.63	38.63
Acreage—DSP-03037/02	0.84	0.84
Lots—Sub area 3	3	12
Parcels	0	0
Square Footage/GFA	0	28,000
Floor Area Ratio (FAR)	Existing Office 1,446,750 square feet Residential Apartments 387,000 square feet FAR-1.09	Residential Condominiums 132,000 square feet Retail 28,000 square feet FAR-1.19
Total FAR		

3. **Location:** The site is located in the southwest quadrant of the intersection of Belcrest Road and Toledo Road, within close proximity of the Metro station.
4. **Surroundings and Uses:** To the north of the subject site is the existing Metro III building and to the south is the existing Metro I building. To the southwest of the site will be the future plaza, cinema, main street, and another building site on the south side of the plaza.
5. **Previous Approvals:** The conceptual site plan (CSP) for Subareas 2 and 3 of the Prince

George's Plaza Transit District Overlay Zone (TDOZ) was approved by the District Council on January 8, 2001. The CSP proposes a mixed-use development with a "main street" theme that will include office, retail and residential. Both subareas were reviewed as one site and combined consist of 40.1 acres in the M-X-T Zone and 7.6 acres in the O-S Zone, for a total of 47.7 gross acres.

Primary amendments to the transit district development plan for the subject property, TP-00002, were approved by the District Council on February 26, 2001.

On April 25, 2002, the Prince George's County Planning Board approved a preliminary plan of subdivision for the project.

DSP-03037 was approved for a five-story underground parking garage containing 1,167 parking spaces on December 11, 2003, by the Prince George's County Planning Board.

DSP-03037/01 for the 16-story residential student housing project with 240 four-bedroom units was approved on March 4, 2004, by the Prince George's County Planning Board.

6. **Design Features:** The proposal is to build an eight-story residential condominium building consisting of 112 units, above one story of 28,000 square feet of retail development, on top of an existing three/four-story underground parking garage. The units are proposed as 62 one-bedroom units and 50 two-bedroom units. The residential part of the project is L-shaped and sets on top of the roof of the retail below. Around the L-shaped building is the rooftop landscaped terrace that will provide usable outdoor space for only the residents of the condominiums. Some of the area is common and some will provide outdoor patio spaces associated with the adjacent units.

Pedestrian access to the building will be provided off the main street and vehicular access will be provided from the main street by entering the existing underground garage. An exclusive and secured parking area will be provided for this building, with access into the building by residents via an elevator.

The retail portion of the development fronts on the future plaza, with one of the units having frontage on the main street. The storefronts are attractive with awnings providing shade and protection from the elements for pedestrians.

The architecture of the building includes primarily brick, precast concrete panels, metal and glass. The proposed architecture is of high quality and is distinctive.

7. The base floor area ratio (FAR) for the 38.63 acres of land within the M-X-T Zone as approved per Conceptual Site Plan CSP-00024 is 0.40, consistent with Section 27-548(a)(1). As a bonus incentive in the M-X-T Zone, a residential use is permitted where 20 or more dwelling units are provided, which allows for additional gross floor area equal to a FAR of 1.0, per Section 27-545(b)(4)(A), for a total of 1.40 FAR permitted. The additional proposed development of the previously approved 16-story residential apartment building on this site and the subject proposal for the eight-story condominium building and 28,000 square feet of retail will bring the total FAR

to 1.19 for Subareas 2 and 3, which includes all of the existing development and is allowed without any additional bonus incentives. The applicant is claiming bonus density for rooftop activities; however, Section 27-545(b)(5) of the zoning ordinance requires these rooftop activities to be accessible to the public and include observation and sitting areas. This rooftop is designed for use only by the residents. The staff does not recommend that the area be opened up to the public due to security reasons. However, the applicant should not be awarded bonus incentives for the rooftop area. The plans should be revised prior to signature approval to delete the bonus incentives claimed by the applicant.

Required findings for a Detailed Site Plan in the Transit District Overlay Zone (TDOZ) as stated in the Transit District Development Plan

8. The Transit District Site Plan is in strict conformance with any Mandatory Development Requirements of the Transit District Development Plan;

The District Council approved several primary amendments (P1, P44, P46, P48, P50, P52, P53, P54, P58 and P59) and adopted the Planning Board's findings concerning mandatory requirements P34, P55, S28, S33, S34, S35 and S36 to the Transit District Development Plan (TDDP), which allows the development of Subareas 2 and 3 to proceed as stipulated by those amendments. The Urban Design staff has determined that the detailed site plan is in strict conformance with all mandatory development requirements as amended by the District Council.

The applicant has not filed any amendments to the mandatory development requirements with this application, but the following requirements warrant discussion as identified by the Community Planning Division in a memorandum (O'Connor to Lareuse):

P2 (TDDP, page 40)—“All development/redevelopment shall have a sign plan...provide location, size, color, lettering style, construction details and material specification including the method of illumination.”

Staff Comment: The application for the residential development does not include any signage for the development; however, it seems that it would be appropriate to include signage to identify the residential development to help create a sense of place. Staff recommends that prior to signature approval the applicant provide details and specifications for the residential signage for the building.

The signage for the retail development is shown on the architectural elevations of the plans; however, the information does not appear to conform to the previously approved guidelines for signage for the development as approved as part of the conceptual site plan. Therefore, the staff recommends that the plans be revised prior to signature approval to show retail signage details that conform to the guidelines.

P5 (TDDP, page 40)—“Small regulatory signs, such as signs which direct traffic or identify the location of service entrances or parking areas, shall not exceed 2 square feet in area.”

Staff Comment: The application does not include any directional signage for the development.

S3 (TDDP, page 29)—“All primary and secondary pedestrian walkways shall be well-lighted to a minimum standard of 1.25 footcandles.”

Staff Comment: Primary and secondary pedestrian systems are not included in this site plan because the site plan simply consists of the footprint of the building. Future detailed site plans will include the adjoining plaza.

S9 (TDDP, page 31)—“...Urban Design staff shall select and specify the streetscape elements which shall constitute the streetscape vocabulary for all future development in the transit district, such as lighting fixtures, benches, trash receptacles, bicycle racks, sign posts, planters, building awnings, paving pattern(s) and materials.”

Staff Comment: This has been done on earlier applications; however, this requirement will not be fulfilled on this application because the site plan simply consists of the footprint of the building

S14 (TDDP, page 35)—“Building materials shall be high quality, enduring and distinctive. Exterior building materials, such as pre-cast concrete, brick, tile and stone are encouraged.”

Staff Comment: The material proposed for the building includes primarily brick, precast concrete panels, metal and glass. The proposed architecture is of high quality and is distinctive.

S15 (TDDP, page 36)—“All plazas shall have paving materials that are high quality visually attractive and compatible with adjacent building elements. A combination of the following may be required: brick, concrete pavers, flagstone, tile, exposed aggregate concrete, granite setts, and cobbles. Large expanses of poured concrete are not acceptable. A detailed paving/banding plan will be required at the time of Detailed Site Plan.”

Staff Comment: The site plan simply consists of the footprint of the building and future detailed site plans will include the adjoining plaza.

G19 (TDDP, page 36)—“A minimum plaza distance to building height ratio of 2:1 should be provided.”

Staff Comment: This development does not include the plaza and will be reanalyzed at the time of the detailed site plan for the plaza and building two. Building two will complete the final building element within the site and will determine the plaza to building height ratio within this development.

S25 (TDDP, page 39)—“All lighting shall have a minimum level of 1.25 footcandles and shall be provided for all outdoor spaces, plazas, parking lots, etc., for the safety and welfare of all users.”

Staff Comment: The plans should be revised to demonstrate conformance to the minimum 1.25 footcandle requirement for the rooftop garden area. A photometric plan should be submitted prior to signature approval of the plans. Details of the lighting fixtures have been provided and reviewed by Urban Design and are found to be acceptable.

S26 (TDDP, page 39)—“Lighting shall be designed to prevent glare, where possible, on adjoining properties, roadways and uses within the subject development.”

Staff Comment: The proposed lighting will not impact adjoining properties.

S30 (TDDP, page 41)—“All new retail development shall provide four bicycle racks per 10,000 gross square feet of floor space with each rack holding a minimum of two bicycles.”

Staff comment: The plans should be revised to demonstrate conformance to this requirement.

S31 (TDDP, page 69)—“At the time of Detailed Site Plan, the number of trash cans and locations shall be shown on the plan. Trash receptacles should be placed in strategic locations to prevent litter from accumulating in and around the proposed development.”

Staff Comment: The plan does not show trash receptacle locations. The applicant will need to provide trash receptacle locations on the plan. The plan should comply with the TDDP-S31 requirement.

P34 (TDDP, page 87)—“At the time of the Preliminary Plat of Subdivision or Conceptual or Detailed Site Plan, the Department of Parks and Recreation (DPR) will review the site plan related to the development’s impact on existing public parkland and recreation facilities and the need for additional parkland and recreation facilities. any residential development shall meet the mandatory dedication requirements of the County Subdivision Ordinance (Subtitle 24).”

Staff Comment: This requirement was fulfilled through the approval of the conceptual site plan and the preliminary plan of subdivision with the following conditions of approval:

CSP-00024

2. Prior to the submission of detailed site plans or preliminary plats for any portions of the property exceeding 25 percent of the gross acreage, the applicant and staff of the Department of Parks and Recreation shall develop a mutually acceptable package of parkland, outdoor recreation facilities, fees, or donations to meet the future needs of the residents of the planned community.
3. The park dedication/recreational facilities package shall include the dedication of 0.33± acres (as shown on DPR exhibit A) currently used as parking for the Prince George’s Plaza Community Center, to the M-NCPPC.

4-01092

8. Beginning three years from the date of a fully executed agreement between Prince George's Metro Center Inc. (PGMC) and M-NCPPC, the applicant, his successors and/or assignees shall contribute the sum of \$40,000 per year for a period of 12 years as a contribution to the redevelopment and/or operation of the Prince George's Plaza Community Center. The aggregate total of \$480,000 that is to be paid over the course of this period of time may be prepaid by the applicant, his successors and/or assignees at any time, and if so, the outstanding balance due and owing at that point in time will have a 7.5 percent annual discount rate applied to it. If the applicant, his successors and/or assignees do not make a payment on the date due, the balance will be adjusted with interest rate of 7.5 percent applied to time of payment.
9. Prior to the approval of the applicable final plat (as described in Condition 9), the applicant shall dedicate 0.33 acre (as shown on DPR Exhibit A in the CSP-00024 file) currently used as parking for the Prince George's Plaza Community Center. An original, special warranty deed for the property to be conveyed (signed by the WSSC Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division, The Maryland-National Capital Park and Planning Commission (M-NCPPC), along with the final plat for the subject subdivision.

These conditions were found to satisfy the requirements of mandatory dedication at the time of the approval of the Preliminary Plan.

P36 (TDDP, page 89)—“All Conceptual and Detailed Site Plans shall be referred to the County Police Department for review and comments pertaining to the impact on police services.”

Staff Comment: The proposed development is within the service area for Police District I-Hyattsville. The Planning Board's current test for police adequacy is based on a standard complement of officers. As of January 2, 2005, the county has 1,302 sworn officers and 43 student officers in the Academy for a total of 1,345 personnel, which is within the standard of 1,278 officers. This police facility will adequately serve the population generated by the proposed residences.

9. **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria contained in the Transit District Development Plan;**

The Transit District detailed site plan will be consistent with and reflect the guidelines and criteria contained in the Transit District Development Plan when the conditions of approval below are met.

10. **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**

The detailed site plan generally meets all the requirements of the Transit District Overlay Zone.

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

The proposed application has been designed so that the location and size of the building atop the parking garage will maximize the safety and efficiency of the users of the housing complex. The design is respectful of both proposed and existing uses and has taken into consideration quality architectural design, site design including the rooftop design, and circulation, both pedestrian and vehicular. Therefore, staff has determined that the subject application meets the purposes of the Transit District Overlay Zone.

12. **Each structure and use, in the manner proposed, is compatible with other structures in the Transit District and with existing and proposed adjacent development.**

Staff has reviewed the subject application in relation to existing and proposed development within the Transit District Overlay Zone. Four office buildings, including the newly opened Center for Disease Control (CDC) building (DSP-01002), exist in Subarea 3, and the subject application proposes the second phase of the residential components for the overall project. The approved conceptual site plan for the overall project creates a main street theme for the entire development of the subarea. Staff is of the opinion that this application is compatible with structures and uses that are either existing or proposed within the Transit District Overlay Zone.

13. **In addition to the findings above, the following is required for Detailed Site Plans:**

- a. **The Planning Board shall find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan.**

The proposed application is in conformance with the conceptual site plan upon approval of the recommended conditions.

Required Findings for Detailed Site Plans in the M-X-T Zone

12. **The proposed development is in conformance with the purposes and other provisions of this Division;**

At the time of final build-out, the subarea will provide high quality and distinctive architecture, retail shopping, restaurants, a movie theater, a museum, an outdoor skating rink, and an animated streetscape with plazas, street trees, planters and special paving that will be in conformance with the purposes and provisions of the M-X-T Zone. The proposed project will enhance the economic status of the county and provide an expanding source of desirable living opportunities for students at the University of Maryland. The detailed site plan promotes the effective and

optimum use of transit and other major transportation systems.

15. **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed project will have an outward orientation with new paving, street furniture, landscaping, lighting and public spaces fronting on Belcrest Road. As this project continues to develop, other requirements of the TDDP will further ensure that new development will be physically and visually integrated with existing adjacent development. Because of the magnitude of the overall proposed development, it also has the potential to catalyze adjacent community improvement and rejuvenation.

16. **The proposed development is compatible with existing and proposed development in the vicinity;**

The subject application will provide a pleasing streetscape along the future plaza that will complement and enhance the character of the area and promote ridership of transit facilities. The proposed improvements will also upgrade the existing Metro II and III buildings by providing a pleasing outdoor environment for those who work in and visit the area.

17. **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

Subareas 2 and 3 are already developed with four office buildings and associated surface parking that provide for a significant employment base that will help to contribute to a stable environment. The proposed addition of the subject site will enhance the existing and proposed development on the site. Future development, including restaurants, a cinema, other retail, and continuation of the outdoor plaza will enhance the quality of the transit district.

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

The subject application is a phase that follows the development of the Center for Disease Control office building, the 16-story residential development, and the approval of the 4-story underground garage. This project is anticipated to be followed by the future development of the plaza and building number two and the main street, which includes a variety of uses as described above. Even as such, the development of the subject property has been designed as a self-sufficient entity that is not dependent on the future development to be a significant contributing factor to the overall site that will allow for effective integration of future phases.

19. **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

This requirement will be fulfilled with the next detailed site plan, which will include the plaza and building number two. A major component of the development is the plaza with quality special paving, street trees, landscaping, furniture and lighting that is comprehensively designed to encourage pedestrian activity. The pedestrian system will connect into existing streets that will create convenient access to the Metro station and surrounding subareas.

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

The subject plans indicate that the retail development along the proposed plaza has been specifically designed for the human experience. Pedestrians will experience a pleasing streetscape within the plaza; the shop windows and canopies will give the existing and future development a pleasing human scale.

21. The application is not subject to the *Landscape Manual*. Section 4.1(l), Residential Requirements, states that the minimum standards contained within that section apply to all conventional zones. It further states that mixed-use zones will be subject to the purpose and regulations and findings for the appropriate zone. Section 4.7, Table II, of the *Landscape Manual* does not apply because it states that for mixed-use developments on a single lot (in this case the lot being the entire M-X-T-zoned property), the impact category for the use nearest a property line shall determine the buffering requirements for that yard. This particular property is not adjacent to an incompatible use; the adjacent office buildings are integral to the high-density development that is desired around and within the transit district.
22. This plan is subject to conditions of approval that are generated from previously approved plans. The following is a list of the applicable conditions that need to be addressed:

CSP-00024

8. **A Phase II Noise Study shall be submitted at time of Detailed Site Plan for any residential components to address noise mitigation in accordance with standards established in the TDDP.**

Comment: East West Highway and Belcrest Road are noise generators; however, the noise levels are low enough to not adversely impact the use proposed. The proposed commercial use is not anticipated to be a noise generator. The applicant submitted a noise impact analysis report dated September 9, 2003, prepared by Polysonics Corp., which states that the site plan that was submitted for their review indicates that the noise level contour shown on the site plan is 65 dBA Ldn. The drawing shows that the traffic noise level will be 65 dBA Ldn at a distance of 92 feet from the centerline of Belcrest Road. Closer to Belcrest Road the traffic noise will be louder, and further from Belcrest Road the traffic noise will be less. Prior to signature approval of the plans, the staff recommends that the applicant revise the detailed site plan to show the 65 dBA in accordance with the noise study.

15. For each Detailed Site Plan, the applicant, his heirs, successors, and/or assigns shall submit a parking demand analysis which reflects appropriate reduction for shared parking between the existing and proposed uses.

Comment: The applicant has submitted a shared parking analysis for the subject site dated February 7, 2005. The shared parking analysis indicates that no additional surface parking will be constructed. With the additional development the total parking that will be provided on the entire site would equal 4,766 spaces (2,144 surface and 2,622 structure). The provision of 2,144 surface parking spaces is significantly less than the total of 3,505 surface parking spaces that existed on the subject site prior to the approval of the TDDP, and, therefore, is exempt from the TDDP requirements. The proposed 2,622 structure spaces are exempt from the TDDP requirements. Finally, the total number of 4,766 parking spaces proposed is less than the 7,506 spaces recommended by the approved conceptual site plan, and, therefore, no additional parking reduction is necessary as required by condition 15 of the approved Conceptual Site Plan Resolution (PGCPB No. 00-195).

Referrals

23. The Environmental Planning Section recommends approval of the revised Detailed Site Plan (DSP-03037-02) with no conditions. The Environmental Planning Section previously reviewed this site in 2001 as a Preliminary Plan of Subdivision (4-01092), and subsequently as a Detailed Site Plan (DSP-03037), which has since been revised at staff level twice. This application seeks the approval of a revised detailed site plan for the construction of Independence Plaza. One, a large retail block fronting on America Boulevard and the Plaza with 112 condominium units in seven stories above the first-floor retail. The subject property is located in the M-X-T Zone within the Prince George's Plaza Transit District Overlay Zone. The subject property has an approved conceptual stormdrain plan, CSD #11247-2004-00, dated April 13, 2004. This site has an approved Type II Tree Conservation Plan (TCPII/15/01), which proposes to meet all woodland conservation requirements off-site at TCPII/129/99.

A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, or streams are not found to occur on this property. The site is located in the Northeast Branch watershed, which is a tributary to the Anacostia River Basin. The soils found to occur on this property, according to the Prince George's County Soil Survey, are in the Christiana series. This series does not pose major problems for development. There are no rare, threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources, Natural Heritage Program. No historic or scenic roads are affected by this proposal. East West Highway and Belcrest Road are noise generators; however, the noise levels are low enough to not adversely impact the commercial use proposed. The proposed use is not anticipated to be a noise generator. This property is in the Developed Tier as delineated on the approved General Plan.

TRANSIT DISTRICT OVERLAY ZONE ENVIRONMENTAL MANDATORY REQUIREMENTS.

The property was the subject of Detailed Site Plan DSP-03037, Prince George's County Planning Board Resolution No. 03-254, and was approved on November 20, 2003. All previous approval conditions in the resolution have been addressed. All applicable mandatory requirements from the approved Transit District Development Plan for this site have been addressed in previous submittals.

This subject property is located in Subarea 3, which is exempt from the Woodland Conservation and Tree Preservation Ordinance. This site is subject to a ten percent afforestation requirement for the gross tract area due to a mandatory requirement of the TDOZ. The applicant has addressed this requirement through a note on the plan submitted which states:

"Tree Conservation Requirements: 10% of the 13.85 acre net tract area (1.39 acres) will be provided for in a woodland conservation easement off-site." The DSP-03037/02 as submitted is in conformance with the approved Type II Tree Conservation Plan (TCPII/15/01). Required off-site easements for this site have been previously secured. No additional information is required with respect to the Tree Conservation Plan.

A copy of the stormwater management concept approval letter was submitted and dated April 13, 2004. The requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Resources. No further information is required with regard to stormwater management.

24. The Transportation Planning Division has reviewed the above referenced and submitted detailed site plan for the proposed construction of 112 residential condominiums and 28,000 square feet of commercial retail space. The proposed development will be in addition to the existing four office buildings on these two subareas of the Transit District.

The approved Prince George's Plaza Transit District Development Plan (TDDP) guides the use and development of all properties within its boundaries. The findings and recommendations outlined below are based upon staff evaluation of the submitted site plan and each of the requested amendments and the ways in which the proposed development conforms to the Mandatory Development Requirements and Guidelines outlined in the TDDP.

During the preparation of the TDDP, staff performed an analysis of all road facilities in the vicinity of the TDOZ. This analysis was based on establishment of a transit district-wide cap on the number of additional parking spaces (preferred and premium) that can be constructed or provided in the transit district to accommodate any new development. Pursuant to this concept, the plan recommends implementing a system of developer contributions to ensure adequacy of the transportation facilities, based on the number of additional parking spaces, as long as the authorized total parking limits and their attendant, respective, parking ratios (Tables 5 and 6 of the TDDP) are not exceeded. The collected fee will be applied toward the required number of transportation improvements totaling \$1,562,000, as summarized in Table 4 of the TDDP. These improvements are needed to ensure that the critical roadways and intersections in the transit district will remain adequate and will be operating at or above Level of Service E, as required by the plan.

The proposed detailed site plan does not propose to construct any additional surface parking spaces and based on staff's understanding of the District Council's intent that all of the stated PG-TDDP Mandatory Development Requirements related to transportation adequacy and provision of parking applies only to developments with surface parking.

Therefore, the review of the submitted detailed site plan will be limited to the adequacy determination of access points, vehicular and pedestrian circulation, and the level of compliance with the transportation-related requirements of the approved conceptual site plan.

The submitted detailed site plan does not propose any changes to the existing access points, on site circulation patterns, and the layout and location of pedestrian facilities.

Washington Area Metropolitan Transit Authority (WMATA) Metro buses and the University of Maryland shuttle buses at bus stops along Belcrest Road and East West Highway are currently servicing the existing and proposed development on the site.

It should be noted that the 1998 PG-TDDP also authorized the Prince George's Plaza Transportation Demand Management District (TDMD), which requires that each property owner in the district to be a member and participate in the TDMD, once it is established. The annual TDMD membership fee is \$5.00 for each surface parking space. The annual TDMD membership fee for parking spaces in structures and surface spaces that are permanently reserved for handicapped occupant vehicles, carpools and vanpools are set at a rate of \$2.00 per space.

Based on the preceding findings, the Transportation Planning Section concludes that the proposed detailed site plan as submitted will be in conformance and consistent with all applicable transit district mandatory transportation and parking requirements and site design guidelines, the approved conceptual site plan, and the proposed additional development will be adequately served within a reasonable period of time with existing, programmed or planned transportation facilities.

25. In a memorandum (Bailey to Lareuse) dated March 8, 2005, from the Maryland State Highway Administration, the following comments were offered:

"This office completed its review of the plan showing the proposed building footprints for site development and support documentation. Based on the available information, we have no objection to Detailed Site Plan DSP-03037/02 approval for future locations of on-site improvements. Please be advised that SHA-Engineering Access Permits Division is presently reviewing proposals to determine the appropriate application and geometric design of site improvements."

26. In letter dated April 27, 2005, Elaine Murphy, City of Hyattsville to Susan Lareuse, the following information was provided:

"The project, Independence One, is located within the incorporated limits of the City of

Hyattsville. The DSP materials were reviewed by the City's Planning Committee and City Council. The City supports the project and wishes to commend planning staff reviewers for issuing a report recommending approval of the project.

University Town Center is on target. Land is being developed as envisioned in the development guidelines of the Transit District Development Plan (TDDP) for the Prince George's Plaza Transit District Overlay Zone and as an emerging Regional Center adjacent to a metro station in Prince George's County. The project currently under review achieves the desired integrated development character while enhancing and adding to the overall urban mixed use development. The project meets the objectives and goals of the TDDP as the Center expands project by project into what was envisioned for the site."

27. The detailed site plan was referred to the Town of University Park. The following letter was received from the town:

"We have reviewed the application and would like to make the following three recommendations:

- "1. It is proposed that artificial turf be used to cover the plaza floor on the second level. It would be preferable to install live turf in order to enhance the green area, facilitate environmentally-preferable drainage, and compliment the proposed planters;
- "2. A double entry loading dock is proposed for the east side of the building facing the 'Main Street.' This loading dock would be adjacent to driveway ramps leading into the underground garage. Neither portals are really appropriate to face the reconstruction of a traditional American 'main street' with store fronts, restaurants, and cinemas, etc. It would be preferable if at least the loading dock were incorporated in the underground garage. This should have been thought of when the garage was being designed. As an alternative, it would be appropriate to request the developer to design screening for the loading dock entrance to be consistent with the concept of a 'main street;' frontage; and
- "3. Amenities for multifamily structures are recommended in the Prince George's Plaza Transit District Overlay Zone plan (See G52 and G53). We recommend that the residential complex incorporate the following as outlined in the TDOZ plan:
 - "a. Elevator equipped building should have a furnished lobby and 24-hour security system (G52);
 - "b. Party and/or community rooms with kitchen, minimum size of 3 square feet per dwelling unit;

- “c. Fitness facilities, a minimum size of 4 square feet per dwelling unit, which include: exercise/weight equipment, sauna/steam room, dance floor for aerobic and exercise classes and/or swimming pool;
- “d. Landscaped gardens which may include arbors, courtyards, fountains and custom features, such as walls, fences and other ornament;
- “e. Wall-to-wall carpeting and/or hardwood floors for all rooms, except kitchen and baths;
- “f. 9-foot interior ceilings;
- “g. Crown moldings in main room;
- “h. Kitchen with self-cleaning oven, microwave oven, garbage disposal, trash compactor, frost-free refrigerator with automatic icemaker, dishwasher, pantry cabinet, and/or option for a gourmet kitchen with a grill, double oven or island counter;
- “i. Individual heating and air-conditioning system;
- “j. Full size washer and dryer;
- “k. Separate bathroom and bath for the master bedroom with a spa tub and separate shower;
- “l. 8-foot sliding glass patio door;
- “m. 6-foot high standard windows;
- “n. Walk-in closets;
- “o. Gas fireplace;
- “p. Wiring for pay/cable television and free telephone lines;
- “q. Individual front door lock system (the capability to unlock the building’s front door from the unit electronically with an integrated telephone/speaker system;
- “r. Burglar-Intrusion alarm;
- “s. Exterior balconies or sun rooms for the majority units; and

“t. For units on the top floors, cathedral ceilings and skylights.

All of the above-referenced amenities, except “a,” are outlined under G53.”

In response to the Town of University Park, the applicant has provided the following comments as outlined in letter dated April 18, 2005:

“In response to the recommendations offered by Mayor Brunner, the applicant would like to respond as follows:

- “1. The artificial turf is proposed due to the superior quality of turf products currently being offered on the market. A sample of the turf proposed is being provided to your office this week. This product would not be dependent upon sunlight, which may be blocked from the buildings; would not require maintenance; would not require underdrainage; and would better support the activities proposed on the landscape plan for this grassed area; and would look nice year-round. From the photographs and sample provided it will look as natural as planted grass and will likewise compliment the proposed planters.”

Staff comment: The staff agrees with the Town of University park on this issue. The plans provided for a green space, centrally located on the rooftop of the condominium building. The use of artificial turf in this area falls far below the expectations of the staff in regard to quality development. The use of green roofs is a technology available in today’s market of high-rise residential development. The issue raised by the applicant regarding sunlight is easily dealt with by providing shade tolerant species of plant material. Shade gardens are not unusual in urban settings and can easily be designed to be attractive year round by a competent landscape architect. The activities proposed by the applicant for the green area include croquet and sunbathing. However, the applicant states that the people most likely to live in the condominium will be empty nesters and singles. It is doubtful that croquet would be a sport utilized by this group of people.

- “2. A new loading dock door alternative has been selected and detail sheets will be forward to you this week. The selected alternative is a powder-coated steel door in a crème color to compliment the color of the condominium building. It is a flat-panel rolling door.”

Staff Comments: The staff also agrees with the Town of University Park on this issue to up-grade the quality of the loading door along the main street of the development. Review of the details of this aspect of the plans shall be provided at the Planning Board hearing.

- “3. At meetings with the City Council, we explained which of the items of G52 and 53 were proposed with this application. Regarding G52, the security system for the complex will consist of security cameras in the garage, panic buttons in the

garage that are wired directly to the police station or security personnel. Additionally, parking spaces in the garage are set aside on the P-2 level for condominium owners. These specified spaces are fenced in and accessed only through a roll up door with a keycard security system. Additionally, these spaces have a separate elevator and stair dedicated only to the condominium users. This elevator and stair access only the condominium building. Any visitors on the P-2 level will utilize two other elevators to the retail and plaza levels.”

Finally, in response to the mayor’s recommendations (3.a – t of his letter), the applicant offers the following:

- “a. A furnished lobby will be provided and 24-hour security is provided via keycard entrance to the lobby; however, it is not economically feasible for 112 DU’s to be manned for security.”

Staff Comment: Details of the furnished lobby should be provided prior to signature approval of the plans.

- “b. The application exceeds the minimum party and/or community room requirement.”

Staff comment: The minimum required party room size is 336 square feet and the applicant is providing 850 square feet.

- “c. The application exceeds the minimum fitness room requirement.”

Staff comment: The minimum required fitness room size is 448 square feet and the applicant is providing 784 square feet.

- “d. The rooftop activity area will be planted as a garden area around the perimeter of the grassed activity area and rooms will be created by planters for gathering as well.”

- “e. Wall to wall carpeting and/or hardwood flooring is being provided.”

- “f. 9-foot ceilings are being provided.”

- “g. Crown molding is not proposed as it is not in keeping with the contemporary design of the interior of the units.”

- “h. A modern kitchen with all referenced appliances is provided except the trash compactors and gourmet grill.”

- “i. Heating and air conditioning will be individually controls by a central facility to serve the 112 DU’s.”

- “ji. Full size water and dryer is being provided.
- “k. Separate master bath is provided.
- “l. French doors to the patio will be provided instead of sliding glass.
- “m. 6-foot high standard windows are being provided.
- “n. Walk-in closets are being provided.
- “o. No fireplaces are proposed.
- “p. Wiring for pay/cable television and telephone line is provided.
- “q. Individual front door lock systems are being provided in addition to the keycard entry system to the lobby and parking area. Intercom systems will be provided for visitors. Individual burglar alarm systems are not proposed.”
- “r. Each unit will have a balcony.
- “s. No cathedral ceilings or skylights are proposed on the top floor.”

Staff comments: All other comments by the applicant seem to satisfactorily address the guidelines for multifamily development within the TDDP.

- 28. The detailed site plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
- 29. The detailed site plan is in conformance with the conceptual site plan.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-03037/02, subject to the following conditions:

- 1. Prior to certification of the detailed site plan, the following revisions or information shall be supplied:
 - a. A photometric plan shall be submitted prior to signature approval of the plans.
 - b. The plans shall be revised to show the 65 dBA contour as described in the submitted noise study and the affected units shall be clearly identified.

- c. The plan shall show trash receptacle locations for the rooftop space.
- d. The details and specifications of the lobby area shall be added to the plans.
- e. The details and the specifications of a shade tolerant garden including both natural turf and flowering perennials.
- f. The plans shall provide details and specifications for the residential signage for the building. The plans shall also be revised to show retail signage details that conform to the guidelines.
- g. The plans shall be revised to substitute the details and specifications of an attractive loading door along the main street. Clearly delineate that the loading space is a minimum 12-foot by 33-foot size.
- h. The plans shall be revised to demonstrate provision of four bicycle racks per 10,000 gross square feet of floor space with each rack holding a minimum of two bicycles.
- i. The plans shall be revised to delete the bonus incentives for the rooftop activities.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Vaughns, with Commissioners Eley, Vaughns, Harley, Squire and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, April 28, 2005 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 19th day of May 2005.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:SL:rmk