

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 November 20, 2003, regarding Detailed Site Plan DSP-03037 for the Boulevard at Prince George's Metro Center – Parking Garage, the Planning Board finds:

1. The Conceptual Site Plan 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 plan 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. This application, DSP-03037, is for approximately five acres in the M-X-T Zone for the purpose of reviewing the plans for a five-story underground parking garage containing 1,167 parking spaces.

The general site is located in the southwest quadrant of the intersection of Belcrest Road and Toledo Road, within close proximity of the Metro station. Toledo Road is located to the north of the site and runs east to west and connects Belcrest Road to Adelphi Road. The proposed parking garage is located between two existing office buildings on site; Metro I is a nine-story building and Metro III is an 11-story building located with frontage on Toledo Road. The entrance to the parking garage will be from Toledo Road.

2. The Detailed Site Plan generally meets all the requirements of the Transit District Overlay Zone. The development data is as follows:

Zone	M-X-T
Site Area	5.00 acres
Use	five-story underground parking garage
<u>Parking</u>	
Previously approved structured parking (under construction)	1,455 spaces
Proposed new structured parking	1,167 spaces
Existing surface parking	2,683 spaces
Total number of spaces	5,305 spaces

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

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

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.

4. **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.

5. **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the M-X-T Zone;**

6. **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 Subarea 3 will function both independently and in harmony with the existing and proposed uses in Subareas 2 and 3, as well as the entire transit district overlay zone.

The location of the parking garage and its design is respectful of both proposed and existing uses and has taken into consideration architecture, site design, layout of buildings, and circulation, both pedestrian and vehicular.

The subject application will be followed by an application to construct a student-housing tower, a retail component and a public plaza. These future applications will all be located within the limits of the acreage of the subject application, i.e., the five-acre site. Therefore, staff has determined that the subject application meets the purposes of the transit district overlay zone.

7. **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. 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.

8. **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

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

The proposed structured parking garage is one component of the overall project known as the Boulevard at Prince George's Metro. At the time of final buildout, the boulevard will provide for high quality and distinctive architecture for residential, retail and office development. As such, the proposed project, during development and at the time of completion, will enhance the economic status of the county and provide an expanding source of desirable employment and living opportunities.

The transit district development plan (TDDP) will ensure that the detailed site plan maximizes public and private development potential and promotes the effective and optimum use of transit and other major transportation systems.

10. **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 overall project will have both an outward orientation with new paving, street furniture, landscaping and public spaces fronting on Toledo Road and Belcrest Road, as well as an inward orientation with new pedestrian sidewalks, street furnishings, public art, landscaping and lighting fronting on the new main street.

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 proposed development, it also has the potential to catalyze adjacent community improvement and rejuvenation.

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

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.

12. **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 1.237 million square feet of office buildings, and the opening of the Center for Disease Control provides for a significant employment base that will help to contribute to a stable environment. The proposed addition of the parking garage and the

future development of the student housing will enhance the existing and proposed development on the site. Future development, such as the office buildings, restaurants, a cinema, museum, outdoor plazas and ice-skating rink, will also enhance the quality of the transit district.

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

While this submission, DSP-03037, for the underground parking garage has been reviewed and processed independently, future detailed site plans for the development of the student housing and retail components will be presented to the Planning Board in the near future. These submissions build upon each other such that the combined elements of the development will ultimately become a self-sufficient entity that will allow for effective integration of future phases of the development.

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

A major component of the overall development is the main street with wide sidewalks, 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.

15. **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 do not provide for the pedestrian, as the parking garage will cater exclusively to the automobile. However, the ultimate development of this five-acre site will provide a residential component, retail and plaza. At the time of those detailed site plans, the above finding will be required.

Referrals

16. The Environmental Planning Section has reviewed the above-referenced detailed site plan for the Boulevard at Prince George's Metro Center, DSP-03037, stamped as received by the Countywide Planning Division on October 7, 2003. The Environmental Planning Section recommends approval of Detailed Site Plan DSP-03037 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-00052), which has since been revised at staff level twice. This application seeks the approval of a detailed site plan for an underground garage structure proposed to be erected inside an excavated area east of Belcrest Road, between the north side of the existing Metro I office building and the south side of the existing Metro III office building at Prince George's Metro Center. 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 storm drain plan, CSD #21380-2003-00, dated August 14, 2003. This condition is for the proposed rough grading only. A separate stormwater management concept approval is required for the future proposed apartment and commercial plaza. This site has an approved Type II Tree Conservation Plan (TCPII/15/01), which proposes to meet all requirements off-site at TCPII/129/99.

The subject property is located in the southeast quadrant of the intersection of Belcrest Road and Toledo Road with frontages on both roads. 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 include 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.

The property was the subject of Detailed Site Plan DSP-00052, Prince George's County Planning Board Resolution No. 01-04, and was approved on January 9, 2001. 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 10 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 (1.39acres) will be provided for in a woodland conservation easement off-site." DSP-03037 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.

Discussion: No additional information is required with respect to the tree conservation plan.

The stormwater management concept approval letter dated August 14, 2003, includes the following condition of approval set as quotes in the memo: "This approval is for the proposed rough grading only. A separate SWM Concept approval is required for the future proposed apartment and commercial plaza." The requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Resources.

Comment: No further information is required with regard to stormwater management.

17. The Community Planning Division has no issues regarding the proposal to build a five-story underground garage. The site is within the Developed Tier and the core area of the Regional Center for the Prince George's Plaza Metro Station. The vision for a Center is mixed-residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The 1998 *Approved and Adopted Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* recommends establishing a high-density, mixed-use development in close proximity to the Metro station to promote transit ridership. (TDDP page 101, Subarea 3-Purpose). The 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* zoned the property in the M-X-T Zone. The use of a parking garage is a permitted use within the TDDP. (TDDP page 148, Table 17 - Permitted Uses, Transportation)
18. The Historic Preservation and Public Facilities Planning Section has reviewed this plan and concluded the following:
 - a. The existing fire engine service at Hyattsville Fire Station, Company 1, located at 6200 Belcrest Road, has a service response time of 1.14 minutes, which is within the 3.25-minute requirement for response time guidelines.
 - b. The existing ambulance service at Hyattsville Fire Station, Company 1, located at 6200 Belcrest Road, has a service response time of 1.14 minutes, which is within the 4.25-minute requirement for response time guidelines.
 - c. The existing paramedic service at Brentwood Fire Station, Company 4, located at 3712 Utah Avenue, has a service response time of 4.75 minutes, which is within the 7.25-minute requirement for response time guidelines.
 - d. The existing ladder truck service at Riverdale Fire Station, Company 7, located at 4717 Queensbury Road, has a service response time of 3.27 minutes, which is within the 4.25-minute requirement for response time guidelines.

The above findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*. The proposed development will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, ladder truck, and paramedic service.

The proposed development is within the service area for District I-Hyattsville. In accordance with Section 24-122.1(c)(1)(A) and (B) of the Subdivision Regulations of Prince George's County, the staff concludes that the existing county police facilities will be adequate to serve the proposed The Boulevard at Prince George's Metro development. This police facility will adequately serve the population generated by the proposal.

19. The detailed site plan was referred to the Town of University Park and the City of Hyattsville. No response was received from the City of Hyattsville. Mayor Brunner of University Park

testified at the Planning Board hearing. The Mayor explained that citizens had appeared before the Town and had expressed concerns regarding the timing of relocating the playground (associated with the Greenwood Day Care Center) which will be impacted by the proposed garage. The Mayor introduced the following condition to the Planning Board:

A building permit for the construction of the garage shall not be issued by Prince George's County until a new playground is open for use on the west side of Metro 3, parallel to Belcrest Road, or alternative location, replacing the current playground used by the Greenwood school located on the south side of Metro 3.

20. Sylvia Ellison, representing Friends of Greenwood (daycare center) and other concerned Greenwood parents, testified before the Planning Board and expressed concerns relating to safety issues of the children attending the Greenwood Day Care Center located within the Metro III building which is directly adjacent to the construction area. Written testimony detailing the concerns were accepted into the record with noted objection by the applicant.
21. 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.

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, subject to the following condition:

1. A building permit for the construction of the garage shall not be issued by Prince George's County until a new playground is open for use on the west side of Metro 3, parallel to Belcrest Road, or alternative location, replacing the current playground used by the Greenwood school located on the south side of Metro 3.

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 Harley, seconded by Commissioner Vaughns, with Commissioners Harley, Vaughns, Squire, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, November 20, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of December 2003.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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