

PGCPB No. 04-299

File No. DSP-04004/01

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 December 16, 2004, regarding Detailed Site Plan DSP-04004/01 for Belcrest Center, the Planning Board finds:

1. **Request:** The subject application is for Phase II of the Conceptual Site Plan for Belcrest, a mixed-use development in Subarea 5 of the Prince George's Plaza Transit District Overlay Zone (TDOZ), which is the site of the Metro station. The proposed commercial development is for a total of 153,915 square feet of retail, restaurant and office space.
2. **Development Data Summary**

	<b>EXISTING</b>	<b>P R  P  S E  M - X - T</b>
Zone(s)	M-X-T	
Use(s)	Metro Station	
Acreage	22.22 (Entire Site)	
Lots	0	0
Parcels	0	0
Square Footage/GFA	Metro Station	1 5 3 ; 9 1 5
Dwelling Units:	N/A	
Parking Required:	See Finding 16 for discussion	

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Parking Provided:	Parking spaces	554 spaces
	On-grade parking:	
	Covered	47 spaces
	Parking lot	11 spaces
	Street	12 spaces
	Total	70 spaces
	Parking deck	
	First level	223 spaces
	Second level	124 spaces
	Third level	137 spaces
	Total	484 spaces
	Total spaces provided	554 spaces (includes 11 handicap spaces)
	Parking space size	19 feet x 9.5 feet
	Loading spaces required	4
	Loading spaces proposed	4
	Loading spaces size	60 feet x 12 feet
	Handicap spaces required	11
	Handicap spaces proposed	11 includes 2 van spaces
	Handicap space size	19.5 feet x 8 feet
WMATA Parking Spaces	Existing	1,068 spaces garage deck 167 spaces metered/kiss and ride 9 "A" spaces 7 handicap spaces

3. **Location:** The site is located within the Prince George's Plaza Transit District Overlay Zone (TDOZ). The property is referenced as Parcel 5 in the Transit District Development Plan (TDDP). The site is located in the southwest quadrant of the intersection of Belcrest Road and East West Highway (MD 410), just outside the limits of the City of Hyattsville.
  
4. **Surroundings and Uses:** The subject site area will be leased by the Washington Metropolitan Area Transit Authority (WMATA) to Belcrest Associates, LLC, and is part of the Prince George's Plaza Metro Station. The site is located between the station and East West Highway; there currently exists a surface parking lot and kiss-and-ride for the station. To the south of the Metro property from west to east are the Nicholas Orem Junior High School, an existing single-family residential neighborhood (Queens Chapel Manor), and the American Red Cross office building. To the east, across Belcrest Road, is The Shoppes at Metro Plaza, a 60,000±-square-foot retail shopping center, and an existing church. To the west of the Metro property is a Giant Food store. To the north of the station, across East West Highway, is the Prince George's Plaza Mall. Cater-cornered to the northeast is The Boulevard, a mixed-use development in the M-X-T Zone.

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5. **Previous Approvals:** The site has an approved Conceptual Site Plan, CSP-02001 (PGCPB No. 03-214) by the Prince George's County Planning Board and affirmed by the District Council on February 9, 2004. According to the Subdivision Office, the property is exempt from the requirements to subdivide because more than 10 percent of the property is developed (Section 24-107(c)(7)(D)).
6. **Design Features:** The development will consist of two major retailers, Circuit City and Staples, along with a Balley's Fitness Center and several smaller retail and restaurant spaces. The smaller retail stores and restaurants will front onto a pedestrian plaza at the base of the existing pedestrian bridge that crosses East West Highway. An enclosed promenade with retail space connects the plaza to a smaller plaza at the back of the building where other retail spaces will face the Metro station. The buildings will be tied together with common architectural elements that make it appear like one unified building stretching along East West Highway. A one- to three-story parking structure is proposed over the main retail spaces. Access to the street level will be via two stair/elevator towers, which are architecturally significant structures facing East West Highway. Access to parking and loading is to the rear of the structure between the Metro parking structure and the commercial buildings.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Conceptual Site Plan, CSP-02001:** The detailed site plan is in general conformance to the conditions of the conceptual site plan (CSP-02001). The conceptual site plan was approved by the Prince George's County Planning Board (PGCPB No.03-214) on October 9, 2003, and the District Council affirmed the Planning Board's decision on February 9, 2004. Conditions of the conceptual site plan that are applicable to this detailed site plan are as follows:
  1. **In addition to the information required for each detailed site plan, the applicant, his heirs, successors, and/or assignees shall submit a parking demand analysis which reflects appropriate reduction for shared parking between the existing and proposed uses. A parking demand analysis shall not be required for any Detailed Site Plan relating to the standalone residential units.**

Comment: See Transportation Planning Section Finding 16 below.

2. **Prior to certification of the conceptual site plan, the applicant, his heirs, successors, and/or assignees shall submit a detailed on-site transportation study for the entire site of this conceptual site plan, which shall include traffic projections for all access points. This information will be used to determine the adequacy of the site access points. A copy of an access approval letter from SHA and DPW&T shall be provided prior to the approval of a Detailed Site Plan.**

Comment: See Transportation Planning Section Finding 16 below.

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- 4. Retail stores, including “big box” retail, shall have their entrances fronting on East West Highway and/or the open-air urban plaza unless otherwise approved at the time of Detailed Site Plan approval.**

Comment: The retail stores, including the “big box” retail stores, have their entrances facing East West Highway and the open-air plaza. There are also retail stores that face the Metro station along the back side of the building.

- 5. A 40-foot-wide pedestrian zone, including a 40-foot build-to line, shall be provided along East West Highway, in accordance with P-1 and S-8 of the TDDP unless otherwise approved at the time of Detailed Site Plan approval.**

Comment: A 40-foot-wide pedestrian zone and a 40-foot build-to line, in accordance with P-1 and S-8 of the TDDP, have been provided along East West Highway.

- 6. Any parking structure visible from East West Highway shall be designed to incorporate techniques and architectural treatments which cause the structure to blend harmoniously with retail, office or residential structures along East West Highway. It is the intent of this condition to mitigate the visual impact of any such parking structure.**

Comment: The parking structure has been designed with materials and colors that blend harmoniously with the retail and office structures along East West Highway.

- 7. An urban plaza, with a park-like setting, shall be provided at the base of the existing Metro overpass in accordance with page 73 of the TDDP. The plaza shall be designed to be in conformance with the Site Design Guidelines on pages 36–38 of the TDDP to the extent practicable. A covered walkway should be provided in the form of a gallery, awnings or an arcade (open-sided) from the Metro overpass to Metro station.**

Comment: An urban plaza with a park-like setting has been provided at the base of the existing Metro overpass. The plaza incorporates many of the design guidelines recommended by the TDDP. The plaza is a major focal point for the development and serves as a major pedestrian link between the Metro station and the streetscape along East West Highway. The majority of the building frontage along the plaza will be allocated to retail and restaurant establishments with outdoor seating. The design of the plaza incorporates a variety of paving materials, seating areas with attractive street furniture, lighting, a water fountain, and special landscaping, including topiary. It is anticipated that the plaza will create a vibrant pedestrian atmosphere. Specifications and details for plaza plantings, in accordance with Site Design Guidelines G32 and G33, should be provided. The plaza should also be equipped with electrical outlets in accordance with G35, and a stage area in accordance with G37 should be provided.

- 12. At the time of Detailed Site Plan review for the retail and residential in Phase II, the applicant shall consider providing residential above the retail along East West**

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**Highway and sleeves of retail in front of the proposed big box retail lining East West Highway.**

Comment: The applicant has determined that there is no market for residential above the retail at this time. The applicant contends that residential above the retail would be too costly to construct because it would require steel construction. The applicant has also determined that sleeves of retail in front of the proposed big box retail lining East West Highway are not feasible, because the retailers that have committed to the spaces will not allow it.

- 16. At time of Detailed Site Plan review, the DSP shall show the location of trash cans throughout the site and shall contain the following note: “All storm drain inlets shall be stenciled with the words “Do Not Dump, Chesapeake Bay Drainage.”**

Comment: This condition has not been met. See Finding 18 below.

- 20. The design and function (including turning movements), of the access driveway to serve the Giant Food property which is proposed to intersect the westernmost access driveway to the subject property from East West Highway, shall be finally determined at the time of the approval of the first Detailed Site Plan for any use other than the standalone residential.**

Comment: See Transportation Finding 16 below.

- 8. 1998 Approved Transit District Development Plan for Prince George’s Plaza Transit District Overlay Zone requirements:** The site plan is in general conformance to the requirements of the TDDP. Requirements of the TDDP that warrant discussion are discussed below:

**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.”**

The applicant has provided a detailed sign plan that meets the requirements of P2 above. The signage for the development has been designed to be compatible with the architectural design of the buildings.

The applicant has proposed five different project identification signs, which include primarily building-mounted signs and one pylon sign. The pylon sign, which is located in the main pedestrian plaza, is too large and out of scale with the scale of the plaza. The applicant has agreed to eliminate the pylon sign and the plans should be revised accordingly.

The applicant has also proposed three “wayfinding” signs, which consist of primary and secondary directional signs and pedestrian directories. There are some other miscellaneous signs consisting of graphic banners, tenant graphic panels, and graphic identification signs.

The proposed signs are generally appropriate in size, type and design, given the proposed location

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and the uses to be served, and are in keeping with the remainder of the mixed-use zone development.

**P4 (TDDP, page 40): “No part of any sign shall extend above or beyond the perimeter of the building wall or roof.”**

The building-mounted project identification signage is located at the northwest corner of the building projects above the perimeter of the roof. To remedy this situation, the applicant should revise the north and west architectural elevations to extend the roofline above the signage, in a manner that imitates the two stairwell/elevator towers proposed on the north elevation.

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

**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.”**

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

Comment: The above requirements have not been met. Prior to certification of the detailed site plan, a photometric plan should be provided to ensure conformance to the above requirements.

**S22 (TDDP, page 38): “All parking structures shall provide a minimum of 5 percent of the total surface area in green space. The green space shall be planted with shade trees and shrubs. Tree planter boxes shall contain a minimum of 500 cubic feet of soil per tree, provide drainage and have an irrigation system.”**

By letter dated December 7, 2004 (Gibbs to Wagner), the applicant has requested an amendment to the above requirement. According to Section 27-548.08(c)(2) of the Zoning Ordinance, “the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise.” “In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.” The reasons for the applicant’s requested amendment are as follows:

“Due to the circumstances which pertain in this case, my client does not believe that it is practical or desirable to provide the 5% green area on top of the parking structure. I would like to present the following justifications for the requested amendment:

- “1. The top deck of the parking structure is set back 30 feet from the front of the building along the East West Highway frontage. Also, there is a parapet wall running along the

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front of the top of the parking deck. Therefore, there is very little, if any, visibility of the top of the parking structure. Also, since the top deck of the parking structure is approximately 40 feet in elevation, there should not be any visibility issue from the stand alone residential component being constructed by Mid-City Financial Corp. As you will recall, the stand alone residential is also four stories in height.

“Further, an amendment to the 5% green area requirement was also approved for the stand alone residential at the time of Detailed Site Plan approval. Therefore, providing green area on the top of the parking structure will not, to any great extent, provide visual relief.

“2. Given the extreme heat conditions which will exist on the top deck during summer months, the likelihood that shrubs or trees in planters will fail to survive the summer months. My client’s architect and land planner have both indicated that this is a typical experience in other projects where plantings have been installed on roofs or top decks of parking structures.

“3. The parking structure for the retail commercial will be adjacent to the parking structure for the Metro Station. There are no trees or shrubs installed on the top deck of the Metro parking structure.”

For these reasons, it has been determined that the mandatory requirement for S22, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan.

#### **Required Findings in the M-X-T Zone:**

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

The detailed site plan meets this requirement. The commercial retail, restaurant and office development is Phase II of a major redevelopment of the Metro site. The proposed development will help to maximize the development potential of the zone, promote the effective use of transit and facilitate a 24-hour environment, and add to the dynamic, functional relationship of other uses in the TDOZ.

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 detailed site plan meets this requirement. One of the goals of the TDDP (p.28, Urban Design) is to “Encourage the placement of buildings along East West Highway, Toledo and Belcrest Roads and Toledo Terrace so that they define the space, create a pedestrian-friendly environment and minimize views of parking areas.” The buildings have been placed along East West Highway to help define the space and create a pedestrian-friendly environment. An urban plaza at the base

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of the pedestrian overpass will be a focal point for the development that will physically and visually integrate the proposed development with other development in the area and provide a catalyst for adjacent community improvement and rejuvenation.

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

The detailed site plan meets this requirement.

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.**

The detailed site plan meets this requirement.

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

The development meets this requirement. The proposed commercial development is the second phase of a three-stage development. A detailed site plan for the first phase was approved earlier this year for 263 apartment units in the southeast corner of the site. The second stage is the subject proposal for retail, restaurants and office uses along East West Highway. The third stage is for a multistory office building behind the retail and next to the Metro station. Each building phase has been designed as a self-sufficient entity, while allowing for the effective integration of subsequent phases.

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

The detailed site plan meets this requirement.

15. **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).**

As described in Finding 7 above, the detailed site plan meets the above requirement.

#### **Referrals**

16. In a memorandum dated December 6, 2004 (Mokhtari to Wagner), the Transportation Planning Section offered the following comments:

The Transportation Planning Division has reviewed the above-referenced detailed site plan for the proposed construction of the commercial component with a total of 153,915 gross square feet of

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development on the subject site. The proposed development will consist of:

Commercial Retail 100,015 square feet  
Fitness Center 30,000 square feet  
Commercial Office 24,000 square feet

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 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 (LOS) E, as required by the plan. Among the most consequential of these are:

- a. Establishment of a transit district-wide cap on the number of **additional** surface parking spaces (3,000 preferred, plus 1,000 premium) that can be constructed or provided in the Transit District to accommodate any new development.
- b. Implementation of a system of developer contributions, based on the number of preferred and premium surface parking spaces attributed to each development project. The contributions are intended to recover sufficient funding to defray some of the cost of the transportation improvements as summarized in Table 4 of the TDDP and needed to ensure that the critical roadways and intersections in the transit district remain at or above the stated LOS.
- c. Retention of a mandatory Transportation Demand Management District (TDMD). The TDMD was established by the 1992 TDDP plan to ensure optimum utilization of trip reduction measures (TRMs) to combine, or divert to transit, as many peak-hour SOV trips as possible and to capitalize on the existing transit system in the district. The TDMD will continue to have boundaries that are coterminous with the transit district. As of this writing, the Prince George's Plaza Transportation Demand Management District has not been legally established under the TDMD Ordinance (now Subtitle 20A, Division 2 of the County Code) enacted in 1993.

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- d. Developing an annual TDMD operations fee based on the total number of parking spaces (surface and structured) each property owner maintains.
- e. Requiring that the TDMD prepare an annual transit district transportation and parking operations analysis that would determine whether or not the LOS E has been maintained and to determine additional trip reduction, transportation and parking management measures that are required to restore LOS E. Reauthorization of the Prince George's Plaza Transportation Management Association was recommended in the predecessor 1992 PG-TDDP.

**Status of Surface Parking in the Transit District**

Pursuant to the Planning Board's previous approvals of detailed site plans in the transit district, the remaining available preferred and premium surface parking for the transit district and each class of land use are reduced to the following values:

	RESIDENTIAL		OFFICE/RESCH		RETAIL		TOTAL	
	PREF.	PREM	PREF.	PREM	PREF.	PREM	PREF.	PREM
TDDP Caps	920	310	1,170	390	910	300	3,000	1,000
Subarea 1	(178)							
Subarea 4					(121)			
Subarea 6					(72)			
Subarea 9					(321)			
Subarea 10A			(82)		(191)	(15)		
Unallocated	742	310	1,088	390	205	285	2,031	985

As structure parking is not included in the parking caps pursuant to MDR P6, the parking figures reported above do not include the number of parking spaces that will be constructed as structured parking in each subarea.

**Detailed Site Plan Findings**

- a. The PG-TDDP identifies the subject property as part of the Subarea 5 of the Transit District. There are 15 subareas in the Transit District, two of which are designated as open space and will remain undeveloped. The proposed site consists of approximately 22.2 acres of land in the M-X-T Zone. The property is located on the southwest quadrant of East West Highway (MD 410) and Belcrest Road.

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- b. As proposed and fully developed, the commercial component will include approximately 153,915 square feet.
  - c. The applicant is proposing to construct a total of 554 parking spaces, of which 70 are proposed to be surface parking. While the approved concept plan indicated that all development-related parking would be constructed as structured parking, provision of only 70 surface parking spaces is well below the permissible surface parking recommended by the TDDP. The proposed parking will augment the existing exempt surface and structured WMATA parking facilities that exist on the site. For the needed 70 surface parking spaces, the total amount of the applicant's cash contribution will be \$28,000, or (\$ 400.00 \* 70). It is important to note that approval of the proposed plan with 70 surface parking spaces will reduce the available preferred surface parking for retail to 135 spaces.
  - d. Condition 1 of the approved conceptual site plan requires that "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." A shared parking analysis dated August 13, 2004, prepared by the applicant's traffic consultant was reviewed by staff and was deemed acceptable.
  - e. Condition 2 of the approved conceptual site plan requires that the applicant, his heirs, successors, and/or assigns submit a detailed on-site transportation study for the entire site including traffic projections for all access points. Furthermore, the applicant was required to submit an access approval letter from SHA and DPW&T for any new access. The proposed detailed site plan does not propose any new additional access to MD 410 or Belcrest Road. Staff was provided with a copy of the traffic study prepared by the applicant and submitted to WMATA, SHA and DPW&T for their review. While the study fulfilled the conceptual plan condition requirement, it will be used by SHA and DPW&T in ensuring the timely construction of the needed access-related improvements.
  - f. Internal vehicular and pedestrian circulation patterns appear to be acceptable. However, Condition 20 of the approved conceptual site plan requires that "the design and function (including turning movements) of the access driveway to serve the existing Giant Food property which is proposed to intersect the westernmost access driveway to the subject property from East West Highway, shall be finally determined at the time of the approval of the first Detailed Site Plan for any use other than the standalone residential." While the proposed access configuration as shown in the submitted detailed site plan is slightly different than the configuration illustrated in the approved concept plan, staff has been given the assurance that the proposed configuration is the most desirable alternative to all affected parties. Since staff has not been provided with any additional comments from either WMATA or Giant with regard to this issue, staff finds the proposed configuration acceptable as well. It is important to note that additional modifications to the proposed configuration might be necessary by WMATA or Giant upon completion of their review.
17. In a memorandum dated November 24, 2004 (Shaffer to Wagner), the trails planner offered the

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following comments:

### **Background**

The subject site is located in Subarea 5 of the Prince George's Plaza Transit District and includes the existing Prince George's Plaza Metro Station. The adopted and approved Prince George's Plaza TDDP recommends several bicycle and pedestrian connections on the subject site. The TDDP recommends the provision of a pedestrian-friendly environment in the vicinity of the Metro to encourage walking and bicycling to the Metro for some trips. More specifically, the facilities recommended in the TDDP include a pedestrian zone along MD 410, a bicycle/pedestrian corridor along Belcrest Road, a trail connection roughly paralleling the Metro tracks, pedestrian routes to Metro within Subarea 5, and the provision of bicycle parking in conformance with Mandatory Development Requirement S30.

The previously submitted CSP accommodated numerous pedestrian and trail connections. Pedestrian/trail facilities were included along MD 410, Belcrest Road, along the southern edge of the subject site, and internal to the property. Connections are provided between land uses and to Metro. Furthermore, this conceptual plan encouraged walking and bicycling for some trips by providing a variety of land uses in close proximity to each other and to Metro and incorporating sidewalk connections throughout the site. Similarly, the previously submitted DSP-04004 (for the residential component of the site) reflected the trails and pedestrian connections envisioned at the time of CSP for the southeastern portion of the Subarea 5. The master plan trail requirement parallel to the Metro line was fulfilled as an eight-foot-wide sidewalk along one of the internal roadways. This sidewalk will connect the existing pedestrian connection from Oliver Street to Building 1, Building 8, the parking garage, and Belcrest Road.

Additional connections were reflected on the CSP, including a pedestrian zone along MD 410, a pedestrian connection along the north side of Belcrest Center Way, and multiple connections from MD 410 to Metro. These have been addressed through the subject application. The pedestrian zone along MD 410 is shown as a wide decorative sidewalk ranging in width from around 15 feet to just under 30 feet. Sidewalk connections or pedestrian walkways are provided to the west of Circuit City, along the northern side of the internal east-west roadway, and in the internal plaza or walkway south of the existing pedestrian bridge. These facilities will connect to the wide sidewalks, wide outside curb lanes, and bikeway signage implemented by the Department of Public Works and Transportation along Belcrest Road through a prior road improvement project. The sidewalk network appears to be adequate to accommodate internal pedestrian movement.

Site Design Guideline S30 recommends that four bicycle racks be provided for every 10,000 square feet of retail space. The retail component of the subject application consists of 129,915 square feet, which would require 52 bicycle racks. This guideline has proven to be excessive in the past, requiring more racks than needed or can be accommodated on the site. Therefore, staff recommends the provision of 35 bicycle racks (each accommodation a minimum of two bicycles) throughout the subject application. These racks should be convenient to building entrances and activity centers, such as the public courtyards and open space, and should conform to Site Design

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Guidelines G48, G49, G50, and G51 to the extent feasible and practical. The use of the Inverted-U Bicycle Racks is encouraged (see attached brochure). The proposed locations for the bicycle racks shall be indicated on the approved detailed site plan.

18. In a memorandum dated November 3, 2004 (Metzger to Wagner), the Environmental Planning Section offered the following comments:

### **Background**

This site was previously reviewed by the Environmental Planning Section in conjunction with the approval of Conceptual Site Plan CSP-02001 for a mixed-use development proposal on land zoned M-X-T located in the Prince George's Transit District Development Plan and subsequently as Detailed Site Plan DSP-04004 for multifamily residential.

### **Site Description**

This 22.2-acre site is located on the south side of East West Highway at the Prince George's Plaza Metro. A review of the information available indicates that no streams, wetlands, wetland buffers, or 100-year floodplain are found to occur on the property. The soils found to occur according to the Prince George's County Soil Survey are Christiana Clay, Hatboro Silt Loam, and Sunnyside-Urban Land Complex. The Christiana Clay soils are considered highly erodible and have limitations with respect to stability and high shrink-swell potential. The Hatboro soils are in Hydrologic Group D and have limitations with respect to high water table, flood hazard, and poor drainage. The Sunnyside soils, which are the predominant soils on site, pose no difficulties for development. East West Highway is a significant noise generator.

According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened or endangered species found to occur in the vicinity. There are no scenic or historic roads in the vicinity of this site. The property is further located in Subarea 5 of the Prince George's Plaza Transportation District Overlay Zone and in the Developing Tier according to the adopted General Plan.

### **The Prince George's Plaza Transit District Overlay Zone**

In addition to the normal site requirements that apply to specific zoning categories, properties in the Prince George's Plaza Transit District Overlay Zone have both district-wide and subarea requirements and guidelines. This memorandum will first address the district-wide environmental requirements, then the subarea requirements, and finally any remaining environmental issues. Below is a summary of the district-wide and subarea environmental requirements that apply to this site.

### **District-wide Requirements and Guidelines**

#### **Stormwater Management**

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Mandatory Development Requirements P25, P26 and P27 address stormwater management requirements.

Comment: These requirements have been addressed. A Stormwater Management Concept Approval Letter (CSD#3239-2002-00) dated April 16, 2003, was submitted with this application. The requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Resources.

### **Occupancy Permit Application Submission**

S31 addresses the number of trash cans and their locations. This information is required to be shown on the detailed site plan. S32 requires that all storm drain inlets associated with this development be stenciled with, "Do Not Dump, Chesapeake Bay Drainage." This requirement must be addressed at time of detailed site plan review. None of this information is shown on the plans submitted.

Recommended Condition: Prior to certificate approval, the DSP shall show the location of trash cans throughout the site and shall contain the following note: All storm drain inlets shall be stenciled with the words "Do Not Dump, Chesapeake Bay Drainage."

### **Noise Impacts**

**P33 Each Preliminary Plat, Conceptual and/or Detailed Site Plan shall show a 65 dBA (Ldn) noise contour based upon average daily traffic volumes at Level-of-Service E. Upon plan submittal, the Natural Resources Division shall determine if a noise study is required based on the delineation of the noise contour.**

The DSP as submitted shows the location of the 65 dBA (Ldn) noise contour as required. Results from the noise study reflect noise impacts above required standards and provided the required noise mitigation measures. Based on staff's review and analysis of all evidence as submitted, staff is of the opinion that the development will provide the necessary required minimum noise level reduction to ensure an acceptable noise level for the residential areas.

*Comment: No further information is required at this time with regard to noise impact.*

### **Environmental Review**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

- a. A Forest Stand Delineation (FSD) has been submitted for the proposal, and was generally found to address the criteria for an FSD in accordance with the Prince George's County Woodland Conservation Ordinance.

Comment: No additional information is needed at this time with regard to the FSD.

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- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet in size and contains more than 10,000 square feet of woodland. The Type II tree conservation plan (TCPII/36/04) as submitted is found to meet all the requirements to recommend approval of the detailed site plan.

The TCPII Woodland Conservation Worksheet indicates that the minimum woodland conservation requirement for this site is 3.33 acres (15 percent of the net tract). A replacement requirement of 2.33 acres is required due to removal of woodland below the threshold level, for a total requirement of 4.96 acres. The TCPII proposes to meet the requirements of the Woodland Conservation Ordinance by providing a total of 0.67 acre of on-site preservation, 0.11 acre of on-site reforestation, and 4.18 acres of off-site mitigation. The Type II Tree Conservation Plan (TCPII/36/04) as submitted is in general compliance with the approved Type I tree conservation plan (TCPI/26/04).

Comment: No additional information is required with respect to the Type II Tree Conservation Plan.

19. The Washington Metropolitan Area Transit Authority responded by e-mail to the referral request on December 7, 2004 (Doggett to Wagner), and indicated that there are no adverse comments with regard to circulation and that the detailed site plan conforms to the conceptual site plan.
20. The Department of Public Works and Transportation was sent a referral, but has not responded.
21. In a letter dated October 18, 2004 (Bailey to Wagner), the State Highway Administration has no objection to the detailed site plan.
22. By letter dated December 14, 2004 (Mayor Gardiner to Elizabeth Hewlett), the City of Hyattsville recommends approval of the subject application with the following findings and conditions:
- “1. The facade must be made more attractive and interesting on all four sides. All sides of the development will be viewed by residents, pedestrians, and/or drivers, and therefore must be of very high quality. The proposed signage on the facade is not attractive, and additional architectural details, windows, or other elements should be required to enhance the entire project.
  2. The pedestrian circulation and design should be improved, particularly the connections to the adjoining residential, the retail to the west, and the retail across East West Highway.”

“The development as proposed will bring needed retail and high quality residential apartments, but it does not at this point maximize its location at a transit station. The Council recognizes and appreciates the collaboration, the commitment, and the risk by the development team to develop this metro station. The project should be constructed in a manner that facilitates the future

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addition of residential or office above the existing parking decks in order to eventually create a higher quality transit center.

The City Council, the Planning Committee, and the community have been involved in the development of these plans for several years. The Council's support for each part of the project has been provided with the understanding—stated by Mr. Harvey Taylor during initial Council meetings—that the developers supported annexation of the WMATA property into the City of Hyattsville. The Council has agreed to several variances that have decreased the project costs, such as supporting residential units of less than six stories, supporting a narrow buffer along the south side of the property, and supporting one level of retail and three levels of parking. The planned office building (not part of this approval) is a critical component of the overall development of the station, and the City's support for the current retail and residential plans is provided with the understanding that the office component will be delivered as planned. The Council's conditional support of the detailed site plan is also predicated on the developer's continued support of annexation.”

With regard to City Condition 2 above, the Urban Design staff is in receipt of a letter from Charlie K. Watkins, District Engineer for the State Highway Administration (SHA) to The Honorable Justin D. Ross, Maryland House of Delegates, dated September 14, 2004, outlining the following steps to be taken by the SHA and Washington Metropolitan Area Transit Authority (WMATA) to encourage the use of the pedestrian bridge over East West Highway, MD 410:

- “SHA will install a fence in the median in front of the Metro Station.”
- “WMATA will consider the closure of the opening on the Metro side, similar to the closure on the Plaza side to discourage at-grade crossing under the bridge.”
- “WMATA will investigate the removal of the bus shelter adjacent to the Metro Station since the bus stop is no longer in use.”
- “WMATA will consider the removal of a concrete walkway on the Metro side and provide landscaping to make the area more aesthetically pleasing.”
- “We will keep you apprised of these actions and any other enhancements that may be deemed necessary to improve the current situation.”

23. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost 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-04004/01, subject to the following conditions:

1. Prior to certification, the detailed site plan shall be revised in accordance with the following:
  - a. Specifications and details for plaza plantings in accordance with Site Design Guidelines

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G32 and G33 shall be provided.

- b. The plaza shall be equipped with electrical outlets in accordance with G35.
  - c. An area for a temporary stage in accordance with G37 shall be shown. It is not the intent of this condition that the stage should be permanent.
  - d. A photometric plan shall be provided to ensure conformance to S3, S25 and S26 of the TDDP.
  - e. The DSP shall show the location of trash cans throughout the site and shall contain the following note: All storm drain inlets shall be stenciled with the words "Do Not Dump, Chesapeake Bay Drainage."
  - f. The pylon sign (ID02) located in the pedestrian plaza shall be eliminated from the Signage and Graphic Plan.
  - g. The north and west architectural elevations shall be revised to extend the roofline above the signage, in a manner that imitates the two stairwell/elevator towers proposed on the north elevation.
2. Prior to certification of the detailed site plan, the applicant shall provide to staff a copy of a Memorandum of Understanding, fully executed by the applicant, WMATA, Giant Food, and the property owner of the Giant Food site setting forth their approval of the proposed access configuration shared by the referenced parties. It is the intent of this condition that no building permit shall be issued for the property forming the subject of this detailed site plan until such time as the required Memorandum of Understanding has been duly submitted.
  3. Prior to the certification of the detailed site plan, the applicant shall provide proof of payment for a total of \$9,200. This fee is expressed in 1998 dollars and shall be adjusted for inflation at the time of payment. The required fee shall be paid to Prince George's County Department of Public Works and Transportation and shall be applied toward the construction of the required transportation improvements listed in Table 4 of the Prince George's Plaza TDDP.
  4. All sidewalks and trails (with the exception of those sidewalks along the property's East West Highway frontage) shall be free of above ground utilities and street trees.
  5. The provision of bicycle racks to accommodate a total of 70 bicycles shall be provides throughout the area covered by the subject detailed site plan.
  6. Prior to certification of the detailed site plan, the facade shall be made more attractive and interesting on all four sides with additional architectural details, windows or other elements to enhance the entire project.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with

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the District Council of Prince George=s County within thirty (30) days following the final notice of the Planning Board=s decision.

\* \* \* \* \*

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 Squire, seconded by Commissioner Eley, with Commissioners Squire, Eley, Vaughns and Hewlett voting in favor of the motion, and with Commissioner Harley absent at its regular meeting held on Thursday, December 16, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6<sup>th</sup> day of January 2005.

Trudye Morgan Johnson  
Executive Director

Aspose.Pdf  
By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:GW:rmk