

PGCPB No. 04-101

File No. DSP-04004

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 May 6, 2004, regarding Detailed Site Plan DSP-04004 for Belcrest Center, the Planning Board finds:

1. **Request:** The subject application is Phase I of the conceptual site plan for Belcrest, a mixed-use development in the M-X-T Zone in Subarea 5 of the Prince George's Plaza Metro Station. The proposed development is for 263 multifamily dwelling units and 2,164 square feet of commercial space (live/work) on a 5.55-acre site within a larger 22-acre site.
2. **Development Data Summary**

	EXISTING M-X-T	PROPOSED M-X-T
Zone(s)	Metro Station	MFDU, Commercial
Use(s)	22.22 (Entire Site)	5.55 (Lease Area)
Acreage	1	1
Lots	0	0
Parcels	Metro Station	2,164
Square Footage/GFA		
Dwelling Units:		
Attached	0	0
Detached	0	0
Multifamily	0	263

Other Development Data

Total Multifamily Units Proposed:	263
One Bedroom	115 (44%)
Two Bedroom	134 (51%)
Three Bedroom	14 (5%)

	Required	Proposed
Total Parking Spaces:	322	397
(Residential)	312	387
(Commercial)	10	10
(Of which are handicap spaces)	8	8
Loading Spaces	1	1

PGCPB No. 04-101
File No. DSP-04004
Page 2

3. **Location:** The site is located within Parcel 5 of the Prince George's Plaza Transit District Overlay Zone (TDOZ). More specifically, the site is located in the southwest quadrant of the intersection of Belcrest Road and East West Highway (MD 410), directly adjacent to the City of Hyattsville city limits.
4. **Surroundings and Uses:** The subject 5.5-acre site area will be leased to Mid-City Financial, Inc. by the Washington Metropolitan Area Transit Authority (WMATA). The station abuts the site to the west. To the south of the subject property from west to east is 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 site is a Giant food store, currently under construction. 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.
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 buildings. The main building is a four- to five-story apartment building that wraps around a seven-story parking structure. Lofts have been provided in the five-story structures along Belcrest Road to give the appearance of a six-story structure and to screen the parking structure from the street. The parking structure is connected to the apartment building and allows for direct access to the apartments for the residents at each level. Only one elevation of the parking structure is exposed and that elevation faces the existing parking structure for the Metro station. The building is designed so that it is not one monolithic structure, but has several wings, and it is sited so that it minimizes the amount of building face against the existing single-family homes to the south. A 45-foot bufferyard consisting of existing trees and supplemental plantings in order to provide a transition between the residential uses between the apartments and the single-family homes is provided pursuant to Condition 8 of the District Council's Order. The second residential building is a three-story structure located between the underground tracks and the entrance drive to the station off of Belcrest Road. The first story of the structure is to be used as commercial space with the potential for a live/work environment. The building facades are articulated with a variety of building materials, roof and window treatments to provide visual interest from the public areas. A variety of amenities have been provided as described in Finding 8 below.

COMPLIANCE WITH EVALUATION CRITERIA

PGCPB No. 04-101
File No. DSP-04004
Page 3

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. In affirming the Planning Board's decision, the District Council approved several amendments to the transit district development plan (TDDP) for the entire development. The amendments that were approved and pertain to this development are: P65, a requirement for a minimum building height of six stories, reduced to four to five stories for the main residential structure and three stories for a live/work structure next to Belcrest Way; P70, for a reduction to a required 100-foot-wide buffer along the southern property line; and P74, for relief from a requirement that three-bedroom units be permitted only as condominiums. The amendments were approved subject to conditions 3, 8, 9, and 11 respectively, which are addressed below:

Condition 3: The minimum building height for the standalone residential apartments shall be four to five stories (with the exception of the two three-story apartment buildings identified on the conceptual site plan adjacent to the northernmost Belcrest Road access driveway). Lofts shall be provided in some of the four to five story units to give the appearance of six stories in some locations, particularly along Belcrest Road. The building height for the two standalone residential apartment buildings (which may include live-work opportunities) referenced above may be three stories if at the time of detailed site plan approval, the Planning Board finds that these three story units will be designed so as to be compatible with other proposed development on-site from the standpoint of size, massing and architectural treatment and that they will promote safe and convenient residential living opportunities and promote safe and efficient pedestrian movement throughout the site.

The building height for the main residential structure is four to five stories and lofts have been provided to give the appearance of six stories along Belcrest Road. A three-story structure with live-work opportunity has been provided adjacent to the access road off of Belcrest Road. The three-story structure has been designed to be compatible with the main structure in terms of size, massing and architectural treatment. The buildings are separated by a 40-foot-wide open space with a small plaza as a focal point. In order to promote a safe, convenient and efficient pedestrian movement between the two buildings, it is recommended that a covered walkway be provided that utilizes the same building materials and architectural treatment as the buildings. With the above recommendation, a finding can be made that the three-story units have been designed to be compatible with other on-site development from the standpoint of size, massing and architectural treatment, and that they promote safe and convenient residential living opportunities and promote safe and efficient pedestrian movement throughout the site.

If it is unfeasible to develop live/work opportunities in the three-story townhouse structures, those structures may be devoted entirely to residential units. This will cause the residential unit count for the project to increase slightly.

PGCPB No. 04-101
File No. DSP-04004
Page 4

Condition 8: A 45-foot-wide vegetative buffer, consisting of existing trees to be preserved and substantial evergreen and ornamental plantings to supplement the buffer and increase the visual barrier, shall be provided along the south property line. Building setbacks from the property line shall be a minimum of 65 feet, except for one leg of the proposed residential structure that may be 45 feet from the property line. Any proposed office or associated parking structure must meet the required 100-foot-wide buffer requirement of page 70 of the TDDP.

The site plan generally meets this condition. The residential buildings meet the setback requirements, but more could be done to preserve existing trees and more supplemental plantings are needed to screen the development from the adjacent single-family residential development to the south. In a meeting with the applicant, staff requested that the applicant move stormdrain pipes closer to the buildings and eliminate some retaining walls in order to save more existing trees in the required 45-foot-wide vegetative buffer. It was also requested that “substantial evergreen and ornamental plantings” be provided to meet the above condition. The applicant has agreed to this request, but revised plans have not been submitted as of the writing of this report. Therefore, it is recommended that prior to certification of the detailed site plan, the plans be revised to move the underground stormdrain pipes as close to buildings as permissible, eliminate retaining walls, and utilize the building to absorb the grade where feasible and reduce the limits of disturbance within the required 45-foot-wide vegetative buffer to the extent practicable in order to be in substantial compliance with the above condition.

Condition 9: A minimum 25-foot-wide landscaped buffer shall be provided between the proposed stormwater management facility in the southeast corner of the site and the southern property line.

The site plan is in general compliance with the above condition. Because of a required 15-foot-wide clear zone area at the base of the stormwater management pond embankment, the applicant is unable to plant the full width of the 25-foot-wide landscaped buffer with woody plant materials. Only ten feet of the buffer can be planted with woody plant material. However, the applicant has indicated that the remaining 15 feet can be planted with tall grasses and has indicated that the plans will be revised as such.

Condition 11: A maximum of eight percent of apartment units may be three-bedroom apartment units.

This condition has been met. Five percent of the apartment units are three-bedroom units.

Other conditions of the conceptual site plan that are applicable to this detailed site plan are as follows:

Conditions 1 and 2 (relating to transportation): See Transportation Planning Section Finding 15 below.

Condition 10: The stormwater management facility for the residential development shall be designed as an amenity for the residents and shall include attractive landscaping.

PGCPB No. 04-101
File No. DSP-04004
Page 5

In general, this condition has been met. The stormwater pond for the residential development, located in the southeast corner of the site, has been designed as an amenity, but the design is lacking in detail. The plans should be revised to provide landscaping for the pond, street furniture, lighting and special paving.

Condition 14: A fee-in-lieu of parkland dedication shall be determined at the time of Preliminary Plan, based on the following:

- a. At the time of application for the Preliminary Plan, the applicant shall specify the total number of proposed dwelling units in the residential portion of the planned development.*
- b. A fee shall be established at the time of Preliminary Plan based on the following formula:*

Step 1: $(N \times P) / 500 = M$

Step 2: $M \times S = \text{Value of facilities}$

Where:

N = *Number of units in project*

M = *Multiplier*

S = *Standard value of facilities for population of 500.*

P = *Population per dwelling unit will be based on estimates of average household size by Planning Area, generated by the Research Section of the Department of Planning. Variations may be allowed if approved by Urban Design Section and Park Planning and Development staff considering information provided by the applicant and reviewed and approved by the Research Section.*

- c. The fee shall be determined by DPR upon request by the developer. The request shall be submitted two weeks prior to building permit for each residential structure in Subarea V.*
- d. The fee shall be paid prior to building permit for each residential structure and shall be used for renovation of the Prince George's Plaza Community Center or development of the University Hills Community Park located to the northwest of the transit district.*

In a memorandum dated April 26, 2004 (Asan to Wagner), the Park Planning and Development Division stated "Condition 14 requires determination of the fee-in-lieu of parkland dedication at the time of preliminary plan and payment to be made prior to the building permit for each residential structure. DPR staff determined that the subject residential development in Subarea V would be developed as apartment buildings, which will not require the subdivision of Subarea V. Considering this fact, DPR staff recommends establishing the amount of the fee-in-lieu of parkland dedication for this residential development in Subarea V prior to certificate of approval of the subject DSP-04004."

Condition 16: At time of Detailed Site Plan review, the DSP shall show the location of trash cans

PGCPB No. 04-101
File No. DSP-04004
Page 6

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."

This condition has not been met. See Finding 19 below for discussion.

Condition 18 *If residential uses are proposed within the 65 dBA Ldn noise contour, the buildings and layout shall be designed to meet the state noise standards. The Detailed Site Plan shall be evaluated to ensure that this condition is met.*

See Environmental Planning Section Finding 19 below for discussion.

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. As mentioned in Finding 7 above, several amendments have been granted by the District Council to the Transit District Development Plan (TDDP) requirements. Other 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 two monument signs at the entrance to the development off of Belcrest Road. The materials for the monument sign should consist of high quality materials such as brick or stone. Signage for the commercial component has not been provided. Signage for the commercial component should be provided prior to certification of the detailed site plan and should include signage for individual tenants as well as directional signage for parking.

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."*

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.

S5 (TDDP, page 29): *"All primary and secondary pedestrian routes shall be constructed using special paving materials. (See Figure 7 for detail of crosswalks)"*

The primary pedestrian route is along Belcrest Road and it has already been constructed and is in use. A secondary pedestrian route will be constructed along Belcrest Center Way as part of the new entrance construction. The applicant has not provided information as to what the materials of

PGCPB No. 04-101
File No. DSP-04004
Page 7

the walkway will be. Also, the plans do not show required crosswalks in conformance with Figure 7 of the TDDP at the main entrance to the development, the intersection of Belcrest Center Way and Belcrest Road, and where pedestrians cross roads to access the station. This information should be provided prior to certification of the detailed site plan.

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 April 20, 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:

“The top deck of the proposed parking structure will be at the same height as the roof line of the residential units. Consequently, it will not be possible for a resident to observe the top of the parking structure. Therefore, providing green area on top of the parking structure will not provide visual relief for any of the residents.

“The parking structure will have seven levels for parking. Given the number of parking spaces required and the anticipated utilization of those spaces, it is my client’s expectation that very few residents will utilize the top deck for parking purposes. Therefore, the provision of green area is unlikely to serve as an amenity for residents while parking their cars.

“Given the extreme heat conditions which will exist on the top deck during the summer months, the likelihood is 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.

“The parking structure for the stand-alone residential 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.”

The Urban Design Staff agrees with most of the applicant’s reasons. The requirement for the green space also includes a soil volume requirement, drainage and irrigation to help the plants survive. The primary reasons for providing plant material on top of parking structures is to provide shade and for aesthetics. The applicant has provided 75 additional parking spaces over the minimum required. It could be ascertained from this that the upper deck will be used as overflow parking. Also, since the structure is seven levels, it will not be visible from any

PGCPB No. 04-101
File No. DSP-04004
Page 8

residential units, but perhaps more important, the parking structure will not be visible from any public roads. The structure will, however, be visible by pedestrians walking to and from the station. According to guideline G41, "High quality exterior finish materials should be used on all sides of the garage structures and shall compliment the exterior materials displayed by the main buildings." To comply with this requirement, the applicant proposes to provide a textured surface treatment to the exposed concrete that faces the Metro parking garage. 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.

G52 (TDDP page 42): *"All buildings with elevators should have furnished lobbies and 24-hour security systems."*

G53 (TDDP page 42): *"Residential uses should be upscale and luxurious in building construction and amenities."*

In response to the above, the applicant has provided the following:

"Elevators for the buildings flanking the parking structure along with 24-hour controlled entry access and a furnished main lobby with a concierge desk; a community room that exceeds the minimum size requirement (3 square feet per dwelling unit) with kitchen features; fitness facilities that exceed the minimum size of 4 square feet per dwelling unit which include exercise/weight equipment and audio/visual equipment; a business center with 24-hour access and a computer with fax/modem/web capabilities, and a printer; four landscaped courtyards one with a swimming pool and deck area the other with custom features to include arbors, terraced landscaped walls, and seating areas; cyber café; dvd-theatre. The unit amenities include wall-to-wall carpeting and/or hardwood floors, 9-foot interior ceilings, kitchens with self-cleaning oven, microwave oven, garbage disposal, frost-free refrigerators, dishwasher and many with island counter; individual heating and air-conditioning system, most with full size washer and dryer, separate bathroom for many of the master bedroom's, 6-foot high standard windows, sliding glass patio doors where applicable, walk-in closets in most units, gas or electric fireplaces in select units; wiring for pay/cable television and Category 5 wiring or equal to obtain current technology, exterior balconies for some units facing the courtyards, some loft units in the top floor and a few two-story units."

Additionally, the applicant proposes to provide a small public park, as described below from a letter dated April 27, 2004 (Force to Wagner):

"Located along Belcrest Road at the southeast corner of the residential parcel, the small park area is conceived as a public plaza consisting of a paved walkway/plaza with low seat walls, and a central focal area that could be the setting for a sculpture, monument, specimen tree or plants or other expression of public art.

"The plaza is directly accessible to the public walkway along Belcrest Road and uses curvilinear retaining walls to elevate it and provide an overlook with views across the storm water basin with

PGCPB No. 04-101
File No. DSP-04004
Page 9

distant views of the residential community and the landscaped areas.

“During our presentations and work sessions with the City of Hyattsville a suggestion was made that we consider the plaza be a memorial of Officer King, a Hyattsville police officer killed in the line of duty. Our proposal contemplates collaborating with the City of Hyattsville to name the plaza and dedicate the plaza to all police and firefighters.”

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 stand-alone residential development is the first phase 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, 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 building has been placed along Belcrest Road so as to help define the space and create a pedestrian-friendly environment. The parking structure is concealed by the building and not visible from the public street.

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

The detailed site plan generally meets this requirement. See Finding 7 above with regard to a required 45-foot-wide vegetative buffer for further discussion.

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 residential development is the first phase of a three-stage development. The second stage is the retail and residential uses along East West Highway. The third stage is the office. 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 conceptual site plan generally meets this requirement. A covered walkway should be provided between Buildings 1 and 8 as mentioned in Finding 7 regarding Condition 3 of the conceptual site plan.

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).*

In general, the plan meets the above requirement. Adequate space for pedestrian activities has been provided in the form of courtyards and other gathering areas. However, the plan lacks in terms of the types and textures of materials, such as special decorative paving in sidewalks, landscaping and screening, street furniture and lighting.

Referrals

16. In a memorandum dated April 19, 2004 (Mokhtari to Wagner), the Transportation Planning Section offered the following comments:

The approved PG-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 MDRs and guidelines outlined in the PG-TDDP.

One of the purposes of this TDDP is to ensure a balanced transportation and transit facilities network. Therefore, and for the purpose of assessing transportation needs, staff performed an analysis of all road facilities in the vicinity of the transit district. This analysis indicated that the primary constraint to development in the transit district is vehicular congestion, particularly the congestion caused by the single-occupant vehicles (SOV) trips that can be combined or converted to trips taken on the available transit service in the district. One method for relieving congestion is to reduce the number of vehicle, particularly SOV, trips to and from the transit district. As a result, this TDDP addresses transportation adequacy by recommending a number of policies for managing the surface parking supply in the transit district and by adopting Level-of-Service E (LOS E) as the minimum acceptable operating standard for transportation facilities. Among the most consequential of these policies are:

- a. Establishment of a transit district-wide cap on the number of **additional** parking spaces (3,000 preferred, plus 1,000 premium) that can be constructed or provided in the transit district to accommodate any new development.

PGCPB No. 04-101
File No. DSP-04004
Page 11

- 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 are needed to ensure that the critical roadways and intersections in the transit district remain at or above traffic LOS
- c. Retaining 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 (TDMD) has not been legally established under the TDMD Ordinance (now Subtitle 20A, Division 2 of the County Code) enacted in 1993.
- 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 LOS E has been maintained and to determine additional trip reduction, transportation, and parking management measures that are required to restore LOS E. It is important to note that the 1992 PG-TDDP also recommended the creation of the Prince George's Plaza Transportation Management Association.

The MDR P6, on page 58 of the PG-TDDP, includes only surface parking in the definition of parking. The distinction between surface parking (which **is** included under the preferred and premium caps) and structure parking (which is **not** included under these caps) is significant because the PG-TDDP MDRs related to transportation adequacy (MDRs P7, P8 and P12) apply only to proposed developments with surface parking. It is the staff's understanding that the reason for this distinction (between surface and structure parking) is the District Council's intent to create an urban atmosphere for developments within close proximity to Metro Stations, to encourage the use of structured parking, and to discourage construction of large amounts of surface parking within the transit district. This is consistent with the urban design goals as noted on page 14 of the 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
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PGCPB No. 04-101
 File No. DSP-04004
 Page 12

	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)			
Unallocated	742	310	1,170	390	396	300	2,486	1,000

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 entire site consists of approximately 21.74 acres of land in the M-X-T Zone, of which 5.55 acres are subject of this application. The property is located on the south side of East West Highway (MD 410) and west of Belcrest Road. Currently, the subject property is the site of the existing Prince George's Plaza Metro Station. The existing station includes Metro tracks, which are underground, the Metro station building, Metro storage facilities, and Metro parking facilities (Kiss and Ride lot with 168 short-term parking spaces, a bus staging area with 16 bus bays, and 1,068 long-term commuter parking spaces). The long-term parking is provided in a multideck parking structure that is constructed above the station, short-term parking lot, and the bus staging area. A system of driveways and ramps from both East West Highway and Belcrest Road provides access to these facilities. In addition, the site is connected to the Prince George's Plaza by a pedestrian bridge extending across East West Highway. From the 1,236 existing parking spaces, only 168 parking spaces are considered as surface parking. Pursuant to the PG-TDDP's MDR P6 (see Finding c. below), these existing surface parking spaces or their replacement as well as all structured parking spaces (existing or new) are exempt and will not be subject to the PG-TDDP Transportation and Parking Adequacy Requirements.
- b. The applicant proposes to construct 263 multifamily residential units (115 one-bedroom, 134 two-bedroom, and 14 three-bedroom), a total of 2,164 gross square feet of retail, and a parking garage with 397 structured spaces.
- c. The applicant is not proposing any additional surface parking at this time; the proposed development and its parking are in compliance with the PG-TDDP's surface parking

PGCPB No. 04-101
File No. DSP-04004
Page 13

mandatory requirements. Therefore, from the allowed TDDP's 1,000 preferred surface parking spaces allocated for residential uses, 742 spaces still remain unallocated.

- d. The exclusion of the structure parking spaces from the parking caps under MDR P6 leaves only new surface parking spaces to be considered in the MDRs related to transportation adequacy. The achievement of the PG-TDDP's transportation goal of **providing for adequate transportation operations and transit service efficiency**, and its objective of **promoting alternatives to SOV use, such as trip reduction policies, ridesharing, priority and market-rate pricing of parking, and other types of transportation demand management, to reduce peak-hour traffic congestion**, for the proposed project with structured parking may require (1) formal establishment of the PG-TDMD and (2) initiation of the transportation demand management plan (TDMP) for the subject property as provided in Section 206 of the TDM District Ordinance, pursuant to MDR P13, P14 and P16. As result and when deemed necessary, staff will prepare a draft resolution for the establishment of the PG-TDMD to be submitted to the Prince George's County Council.
- e. The internal vehicular and pedestrian circulation patterns appear to be acceptable. Since the proposed on-site circulation requires rerouting of bus circulation serving the PG-Plaza Metro station, we recommend the applicant provide a concurrence letter from all applicable transit operators prior to signature approval of the proposed detailed site plan. The proposed geometric improvements seem acceptable but need approval from the MD SHA and the county's DPW&T.

Transportation Staff Analysis and Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development in the detailed site plan as submitted will meet the circulation requirements of the Prince George's Plaza Transit District Development Plan (page 22) and Section 27-548(c)(1)(D) of the County Code, subject to Conditions 2 and 3 in the Recommendation section below.

17. In a memorandum dated March 29, 2004 (Harrell to Wagner), the Public Facilities Planning Section offered the following comments:

Fire and Rescue

The subject property is within adequate response time standards of the Hyattsville Station (Company 1) for engine and ambulance service. The proposal is within adequate response time standards of the Chillum-Adelphi Station (Company 44) for ladder truck service, and is within response time standards of the College Park Station (Company 12) for paramedic service.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities*.

PGCPB No. 04-101
File No. DSP-04004
Page 14

Police Services

The proposed development is within the service area for District I, Hyattsville. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 feet of station space. Based on available space there is capacity for 57 additional officers. The staff concludes that the existing county police facilities will be adequate to serve the mixed-use development.

18. In a memorandum dated April 14, 2004 (Shaffer to Wagner), the trails planner offered the 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.

The previously submitted CSP met this goal and accommodated numerous pedestrian and trail connections. Pedestrian/trail facilities are accommodated 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. The submitted detailed site plan reflects the trails and pedestrian connections envisioned at the time of CSP for the southeastern portion of the Subarea 5. The master plan trail is indicated on the DSP as an eight-foot-wide sidewalk and links the existing pedestrian connection from Oliver Street to Building 1, Building 8, the parking garage, and Belcrest Road. This connection meets the intent of the TDDP and the CSP for the portion of the Belcrest Center included in the detailed site plan. The CSP also reflects this connection being extended to the east of the area included in the submitted detailed site plan.

Additional connections are 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. However, these appear to be beyond the area under consideration for this application. Belcrest Road is also designated as a master plan trail/bikeway. However, this has already been implemented by the Department of Public Works and Transportation through a prior road improvement project in the form of wide sidewalks, wide outside curb lanes, and bikeway signage. No additional recommendations are made for this roadway. The internal 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

PGCPB No. 04-101
File No. DSP-04004
Page 15

square feet of retail space. The retailed component of the subject application consists of 2,164 square feet, which would require one rack. However, staff is of the opinion that, due to the nature and density of the subject application, the close proximity to Metro, and the existence of an extensive stream valley trail network in the immediate vicinity, a small number of bicycle racks should be provided throughout the area covered by the subject application. Staff recommends the provision of 15 bicycle racks (each accommodating a minimum of two bicycles) be provided throughout the area covered by the subject application. These racks should be convenient to building entrances and activity centers, such as the public courtyards and open space. The use of the Inverted-U Bicycle Racks is encouraged.

19. In a memorandum dated April 19, 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.

Site Description

This 22.7-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 6 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 district-wide requirements and guidelines 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. The text in bold is from the approved transit

PGCPB No. 04-101
File No. DSP-04004
Page 16

district development plan for the Prince George's Plaza Transit District Overlay Zone.

District-wide Requirements and Guidelines

Stormwater Management

Mandatory Development Requirements P25, P26 and P27 address stormwater management requirements. To ensure that these requirements are being satisfied, the Department of Environmental Resources-approved stormwater management concept plan and letter must be submitted.

Comment: This condition has been complied with. A stormwater management concept approval letter (CSD#3239-2002-00) dated April 16, 2003, was submitted with this application. The requirements for the 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 and will be addressed at time of detailed site plan review.

S32 requires that all storm drain inlets associated with this development be stenciled with, "Do Not Dump, Chesapeake Bay Drainage." This requirement will be addressed at time of detailed site plan review.

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."

Woodland Conservation

S33 is a requirement for parcels within the TDOZ that are exempt from the Woodland Conservation Ordinance. This site is not exempt from the Woodland Conservation Ordinance so this requirement does not apply.

100-year Floodplain

P28-P30 address potential impacts to the 100-year floodplain. This property does not contain 100-year floodplain, so these requirements do not apply.

Nontidal Wetlands

P31-P32 address potential impacts to wetlands. This property does not contain nontidal wetlands, so these requirements do not apply.

PGCPB No. 04-101
File No. DSP-04004
Page 17

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 reflected noise impacts above required standards and provided the required noise mitigation measures. Based on our 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.

Recommended Condition: At time of grading permit issuance for any residential structures, certification shall be placed on the grading permit by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of building shells will attenuate noise to interior noise level of 45 dBA(Ldn) or less.

Environmental Review

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

- a. This site is subject to the Woodland Conservation Ordinance because it is larger than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A tree conservation plan is required. The FSD submitted with this application at time of the conceptual site plan review was found to address the requirements for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Technical Manual.

Comment: No further information is required with regard to the FSD.

- b. The TCPI 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 1.23 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 0.54 acre of on-site preservation, 0.12 acre of on-site reforestation, and 4.30 acres of off-site mitigation. The Type I 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 I tree conservation plan.

PGCPB No. 04-101
File No. DSP-04004
Page 18

20. In a memorandum dated March 11, 2004 (DeGuzman to Wagner), the Department of Environmental Resources, Stormwater Concept Section indicated that the site plan is consistent with approved stormwater concept #3239-2002.
21. Referrals were sent to the Washington Metropolitan Area Transit Authority and to the Department of Public Works and Transportation, but neither agency has responded.
22. In a letter dated May 4, 2004 (Mayor Gardiner to Chairman Hewlett), the City of Hyattsville recommends approval of the detailed site plan, subject to conditions, which have been included in the Recommendation section below. Additionally, the city recommends the following finding

“Mid-City Corporation should work with the Oliver Street homeowners regarding the landscaping barrier and if desired by the homeowners, assist them in increasing the buffer on their properties (Mr. Tom Farasy of Mid-City has stated that Mid-City will work with the neighbors on this issue).”

At the public hearing, the applicant confirmed support of the above finding.

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 Type II Tree Conservation Plan (TCPII/36/04) and further APPROVED Detailed Site Plan DSP-04004 for the above-described land, subject to the following conditions:

1. Prior to certification of the detailed site plan, the following shall occur:
 - a. A fee-in-lieu of parkland dedication shall be established based on the following formula:

Step 1: $(N \times P) / 500 = M$
Step 2: $M \times S = \text{Value of facilities}$

Where:

N = Number of units in project

M = Multiplier

S = Standard value of facilities for population of 500

P = Population per dwelling unit will be based on estimates of average household size by Planning Area, generated by the Research Section of the Department of Planning. Variations may be allowed if approved by Urban Design Section and Park Planning and Development staff considering information provided by the

PGCPB No. 04-101
File No. DSP-04004
Page 19

applicant and reviewed and approved by the Research Section.

- b. A covered walkway, or alternatives which address pedestrian circulation safety issues, shall be provided between Building 1 and Building 8.
 - c. Signage for the commercial component shall be provided and shall include signage for individual tenants as well as directional signage for parking.
 - d. The materials for the monument sign shall consist of high quality materials such as brick or stone.
 - e. A photometric plan shall be provided to ensure conformance to S3, S25 and S26 of the TDDP. Areas internal to the site, such as courtyards, interior walkways, etc., shall not be required to provide lighting at 1.25 foot candles.
 - f. The plans shall be revised to provide crosswalks at the main entrance to the development, the intersection of Belcrest Center Way and Belcrest Road and where pedestrians cross roads to access the station. Details of the crosswalks shall be provided that are in conformance with Figure 7 of the TDDP.
 - g. The sidewalk along Belcrest Center Way shall be constructed of special paving, subject to the approval of the Urban Design Section.
 - h. Lead walks to all buildings from major streets shall consist of special paving.
 - i. Additional landscaping in the form of hedges, perennials, and annual plant beds shall be provided along Belcrest Road for visual interest.
 - j. A note shall be added to the plans that all outdoor lights shall have full cut-off fixtures to reduce glare.
 - k. The plans shall be revised to move the underground storm drain pipes as close to buildings as permissible, eliminate retaining walls, and utilize the building to absorb the grade where feasible, and reduce the limits of disturbance within the required 45-foot-wide vegetative buffer along the southern property line to the extent practicable.
 - l. The 15-foot-wide clear zone area around the stormwater management pond in the southeast corner of the site that cannot be planted with woody plant materials shall be planted with dense grasses.
 - m. The plans shall be revised to provide landscaping, street furniture, lighting and special paving around the stormwater management pond in the southeast corner of the site.
2. Prior to the issuance of building permit, the applicant shall obtain from SHA and/or Prince George's County DPW&T the approval for the proposed geometric improvements to the existing

PGCPB No. 04-101
File No. DSP-04004
Page 20

access points along Belcrest Road.

3. Prior to the issuance of building permit, the applicant shall obtain a concurrence letter from all applicable transit operators for the proposed revisions to on-site bus circulation patterns.
4. At time of grading permit issuance for any residential structures, certification shall be placed on the grading permit by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of building shells will attenuate noise to interior noise level of 45 dBA(Ldn) or less.
5. The provision of 15 bicycle racks (each accommodating 2 bicycles) shall be provided throughout the site or in the parking garage.
6. The landscaped buffer along the Oliver Street property shall be enhanced so that the resulting buffer is an improvement over the existing buffer. As many existing large trees as possible should be preserved.
7. Landscaping around the buildings and around the stormwater retention poond must be of very high quality and provide an amenity for walkers-by, visitors, and residents.
8. Professional office use for the live/work space is encouraged. Retail uses are permitted subject to consultation with the City of Hyattsville; however, retail uses which may be objectionable as a result of light, noise, fumes, or odors shall not be permitted.
9. The back façade of the parking structure shall be enhanced to present an attractive feature.

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.

* * * * *

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 Squire, with Commissioners Harley, Squire, Eley and Hewlett voting in favor of the motion, and with Commissioner Vaughns absent at its regular meeting held on Thursday, May 6, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of May 2004.

Trudye Morgan Johnson
Executive Director

PGCPB No. 04-101
File No. DSP-04004
Page 21

By Frances J. Guertin
Planning Board Administrator

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