



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 17-105

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File No. DSP-17005

RESOLUTION

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 July 27, 2017 regarding Detailed Site Plan DSP-17005 for 3700 East West (ETOD), the Planning Board finds:

1. **Request:** The detailed site plan (DSP) is for the conversion of an existing 10-story, 427,000-square-foot office building to 311 multifamily residential units on Parcel R within the University Town Center development.
2. **Development Data Summary:**

	EXISTING M-X-T/T-D-O	APPROVED M-X-T/T-D-O
Zone(s)		
Use	Commercial Office	Multifamily Residential
Acreage	2.87	2.87
Parcels	1	1
Gross Floor Area (GFA) (sq. ft.)	427,000	427,000
Dwelling Units	0	311

OTHER DEVELOPMENT DATA

Parking Spaces Provided

Proposed Structured Total	80
Standard	47
Compact	33
Existing Surface Handicapped	15
Total	95*

Loading Spaces Required (Section 27-582) **	1
Multifamily dwelling (100 – 300 units)	1
Provided	1 (existing)

Notes: *Per Section 27-547 of the Zoning Ordinance, the number of parking spaces in the M-X-T Zone are to be calculated and submitted for Planning Board approval at the time of DSP. The subject property, Parcel R, was originally part of a Shared Parking Analysis

done for all of University Town Center under DSP-05084-02, which demonstrated that the total 4,750 parking spaces provided at that time were sufficient to accommodate shared peak parking demand for all uses.

A revised parking analysis was submitted with the subject application, which shows a decrease in the peak-hour parking demand with the conversion from office to residential use. This is a result of the fact that peak office parking demand occurs during the middle of the day, when retail parking demand is also strong, whereas peak residential demand occurs overnight and has little overlap with office and retail demand. As such, the parking supply was still determined to be sufficient to accommodate shared peak parking demand for all uses, especially considering the DSP proposes an additional 80 structured parking spaces within the basement level of the building.

**** In accordance with the requirements of Section 27-583 of the Zoning Ordinance, loading facilities in the M-X-T Zone do not have specific number requirements, but rather are decided by the Planning Board at the time of DSP review and approval. The applicant will provide the loading spaces for the multifamily dwelling units as required by Section 27-582.**

3. **Location:** The site is located on the north side of East-West Highway (MD 410), approximately 500 feet west of its intersection with Adelphi Road. The property is located in Planning Area 68 and Council District 2.
4. **Surrounding Uses:** Parcel 'R' includes a stem that extends to front on the public right-of-way of East-West Highway (MD 410) to the southeast, and this part of the parcel includes a private road named Democracy Avenue. All of the remaining sides of the parcel include private roads in easements, specifically, Liberty Lane to the south, Freedom Way to the north and America Boulevard to the west. The parcel is bounded to the north, west and south by parcels in the Mixed Use Transportation-Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones developed with various commercial uses, including a grocery store and movie theater; and to the east is a property zoned R-55 (One-Family Detached Residential) in the Development District Overlay Zone established by the 2004 *Gateway Arts District Approved Sector Plan and Sectional Map Amendment*, and is developed with a church.
5. **Previous Approvals:** The existing building was built in approximately 1968. Conceptual Site Plan CSP-00024 for the subject property was adopted by the Planning Board on November 9, 2000, subject to 17 conditions (PGCPB Resolution No. 00-195). An amendment to Conceptual Site Plan CSP-00024-01 (PGCPB Resolution No. 01-248) was approved by the Planning Board on November 15, 2001, subject to two conditions. Preliminary Plan of Subdivision (PPS) 4-01092 (PGCPB Resolution No. 02-62) governing this site, was approved by the Planning Board on March 28, 2002, subject to 11 conditions. The site is known as Parcel R, consists of 2.87 acres, and was recorded in Plat Book REP 209-54 on December 5, 2005.

The 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (Prince George's Plaza TDDP/TDOZMA) maintained the property in the M-X-T Zone and superimposed a T-D-O Zone on the property. The subject property has a Stormwater Management Concept Plan, 14180-2017-00, which was approved on May 22, 2017 and is valid until May 22, 2020.

6. **Design Features:** The applicant is proposing to convert the existing 10-story, 427,000-square-foot, white masonry, flat-roofed, commercial office building, known as Metro II, into 311 multifamily residential dwelling units, of which approximately 219 are proposed to be one-bedroom, 90 two-bedroom, and 2 three-bedroom units. The existing building was built in approximately 1968 and the property has been the subject of multiple previous approvals that allowed for the development of the existing mixed-use University Town Center, which surrounds the building.

Access to the site is via a right-in, right-out private road from East-West Highway to the southeast. The building is located in the central portion of the main site, with the main entrance to the west, and some surface parking is located along the southeastern corner of the building. An existing loading space and a trash compactor is provided along the northern side of the building, below the grade level of the adjacent private roads. The project is exempt from stormwater management requirements as less than 5,000 square feet is proposed to be disturbed with this DSP. The exterior of the existing building and the site will be preserved as built, except for minor modifications. The minor exterior modifications include the removal of an entry vestibule along the southern façade of the building, the addition of 14 concrete pads at ground level along the southern elevation for use as residential patios, and creation of an opening to the proposed parking level in the basement of the building along the northern elevation. No new signage is proposed or required.

Interior renovations include the build-out of residential units, the conversion of the basement level to a parking level, with a bike storage area for approximately 125 bikes, addition of light-emitting diode (LED) light fixtures, replacement of the single-glazed windows with double-glazed windows, upgrading the mechanical systems, and addition of insulation to the roof. Ultimately, the applicant intends to obtain Leadership in Energy and Environmental Design (LEED) Silver certification for building renovation.

The applicant proposes an amenity package for the residents including a library, a gym with cardio and weight equipment, a clubroom, and laundry facilities, among others. The package is deemed acceptable.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment**—The subject site is within the boundaries of the 2016 Prince George's Plaza TDDP/TDOZMA. Since the DSP is converting an existing office building into 311 multifamily dwelling units, which is an allowed use in the M-X-T/T-D-O Zones

in the TDDP, without increasing the gross floor area (GFA) of the existing building, the DSP is exempt from all of the T-D-O Zone standards, in accordance with E-11 Alternation and Rehabilitations of the Prince George's Plaza TDDP (page 200).

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements for Expedited Transit-Oriented Development (ETOD) Projects, the requirements of the M-X-T Zone, and the requirements of the T-D-O Zone, and the site design guidelines of the Zoning Ordinance:

- a. In accordance with Section 27-107.01(a)(242.2)(A), the DSP is an eligible ETOD project as follows:

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

- (A) the subject property is located entirely within a Transit District Overlay Zone ("TDOZ"),**

The subject site is located fully within the T-D-O Zone established by the 2016 Prince George's Plaza TDDP/TDOZMA. Since this development project meets the location criterion, it is designated as an ETOD project.

Section 27-290.01 of the Zoning Ordinance, sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and the District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects as follows:

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

- (1) Use the best urban design practices and standards, including:**

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

- (B) Reducing auto dependency and roadway congestion by:**
 - (i) Locating multiple destinations and trip purposes within walking distance of one another;**
 - (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
 - (iii) Minimizing on-site and surface parking; and**
 - (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**
- (C) Minimizing building setbacks from the street;**
- (D) Utilizing pedestrian scale blocks and street grids;**
- (E) Creating pedestrian-friendly public spaces; and**
- (F) Considering the design standards of Section 27A-209.**

The DSP proposes a residential use within walking distance of a transit station and within an established mixed-use development, the University Town Center, that has an established active streetscape and pedestrian-friendly public spaces. On-site parking is minimized and largely contained in the lowest level of the building. The DSP also includes bicycle parking to encourage alternative transportation.

The existing building has a minimal setback from the street that will not be modified and no new blocks or street grids are being created with the proposed DSP.

The DSP is also consistent with the applicable design principals of Section 27A-209 regarding multimodal transportation options; regulated environmental features, and location of garbage, loading and mechanical spaces away from the street space.

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

The mix of uses includes the proposed residential use, as well as the existing residential, commercial and institutional uses in the adjacent area.

- (3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):
- (A) Adult entertainment;
 - (B) Check cashing business;
 - (C) Liquor store;
 - (D) Pawnshop or Pawn Dealer;
 - (E) Cemetery;
 - (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
 - (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
 - (H) Industrial;
 - (I) Amusement park;
 - (J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
 - (K) Sale, rental, or repair of industrial or heavy equipment;
 - (L) Any automobile drive-through or drive-up service;
 - (M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

- (N) **Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) **Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) **Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the prohibited uses above is included in this DSP.

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

Section 27A-802(c) provides restrictions on public utility uses or structures within the Urban Center District and also requires the overall design of those uses and structures to be harmonious with development in general. This site is existing and connections to public utilities are already installed. This DSP does not propose any changes to the existing improvements.

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

The subject DSP has been deemed to be exempt from all of the T-D-O Zone standards due to the specifics of the proposal. Conformance with the site design practices in subsection (b)(1) is discussed above, including reducing auto-dependency and creating a pedestrian-friendly environment, etc.

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

This requirement is not applicable to this DSP.

In conclusion, this DSP is in general conformance with the applicable design guidelines for ETOD projects.

- b. In accordance with Section 27-546 of the Zoning Ordinance, the Planning Board must make the following findings, in addition to the requirements of Section 27-285(b) for approval of a DSP in the M-X-T Zone, as follows:

Section 27-546. Site Plans.

- (d) **In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 as follows:

Section 27-542. Purposes.

- (a) **The purposes of the M-X-T Zone are:**

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The project promotes the orderly development of land by allowing for the re-use of an existing site in the vicinity of a major Metro station and will contribute a desirable living opportunity for its citizens.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

As discussed in Finding 14 b. below, the University Town Center has always been envisioned as a dense, walkable, mixed-use environment and the application conforms with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) and the applicable Prince George's Plaza TDDP/TDOZMA.

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The proposed development plan takes full advantage of the development potential inherent in the M-X-T Zone by placing a proposed residential use in close proximity to existing commercial uses and major transit lines, including the Prince George's Plaza Metro Station and East-West Highway.

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The subject project proposes a residential use in close proximity to existing commercial uses and a major metro station to facilitate walking, biking and transit use.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The proposed project will add a residential use to the existing residential and commercial uses in the area that will combine to create a vibrant 24-hour environment as the patrons will be those who live in, work in and visit the area.

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

The proposal is solely for a residential land use. However, the larger University Town Center development offers exiting office, retail and residential land uses, enabling the subject development to be one of several diverse land uses that will blend together harmoniously in conformance with this requirement.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The subject DSP will provide a residential development component of a larger town center that will create dynamic, functional relationships with the other existing and proposed uses in the area.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The applicant indicated that they intend to seek LEED Silver certification in the renovation of this existing building. This will ensure savings in energy and material consumption. Public infrastructure improvements along the adjacent roadways have been previously provided per prior plan approvals.

- (9) To permit a flexible response to the market and promote economic vitality and investment; and**

The M-X-T Zone is one of the mixed-use zones that was created to allow developers maximum flexibility to respond to the changing market. This DSP proposes a conversion of an unsuccessful office use to a residential use, which will improve the economic vitality of the property.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The building is existing and is not proposed to be changed with this application except for some minor changes to the elevations.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject property was placed in the M-X-T Zone through a sectional map amendment approved before October 1, 2006. Therefore, this requirement does not apply.

- (3) **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 subject site with the existing office building is surrounded by existing private roadways with sidewalks, lighting and public spaces. The change in use of the building will not affect the existing physical integration with the adjacent development. The proposed conversion will catalyze the adjacent community by adding a more market-friendly use, thereby, rejuvenating the economic vitality of the property.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The subject DSP proposes few site improvements; therefore, its physical compatibility with the existing development in the vicinity will remain unchanged. The new residential land use will complement the existing commercial and residential uses within the University Town Center.

- (5) **The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The existing University Town Center reflects a cohesive development capable of sustaining an independent environment of continuing quality and stability. The proposed addition of another residential use will enhance the existing development and contribute to the transit district.

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

The DSP contains one phase only. Therefore, this requirement is not applicable.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The DSP proposes minimal site improvements and the proposed use will utilize the existing comprehensive pedestrian system within the established University Town Center development.

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

The DSP proposes minimal site improvements; therefore, this requirement is not applicable. The University Town Center development proposes an extensive network of pedestrian gathering places, including high-quality urban design elements.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The subject application is a DSP and no CSP is required per the ETOD process. This requirement is not applicable.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The property is the subject of a Preliminary Plan of Subdivision, 4-01092 (PGCPB Resolution No. 02-62), approved in 2002. As discussed in Finding 14(c). below, the Planning Board found that the proposed residential use generates less traffic than the existing office use during peak demand hours, therefore, it will have no detrimental effect on previous findings of adequacy.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548. (CB-1-1989; CB-26-1991; CB-13-2002; CB-78-2006)**

The subject site contains a total of 2.87 acres. Therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

Section 27-544. Regulations.

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The plan has been reviewed in accordance with the above sections of the Zoning Ordinance as discussed in Findings 2, 8, and 11 within this approval.

Section 27-548. M-X-T Zone.

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development -- 0.40 FAR;
and**
- (2) With the use of the optional method of development -- 8.00 FAR.**

Per Section 27-548(e) of the Zoning Ordinance, the floor area ratio shall be applied to the entire property which is the subject of the CSP. Since this site is qualified as an ETOD project, technically no CSP is required. However, the subject property was part of the previously approved CSP-00024 for a larger 38.63-acre property. The FAR approved for CSP-00024 (PGCPB Resolution No. 00-195) was 1.88, which included the existing 427,000-square-foot building on the subject property, known as Metro II. The subject DSP does not change the square footage of the existing building and, therefore, is still in conformance with the FAR on the approved CSP.

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed use is located in one building on one lot. The DSP satisfies this requirement.

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows the dimensions, coverage and height for the existing development, which are to remain unchanged. Once the DSP is approved, it will be the guide for development of the subject site.

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion on the plan's conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The calculation of GFA does not include area in the building or the structure devoted to vehicular parking and parking access areas. Since this site is qualified as an ETOD project, technically no CSP is required. However, the subject property does have a previously approved CSP-00024, which established an FAR for this property in conjunction with the larger 38.63-acre University Town Center property. Therefore, the FAR is applied to the entirety of the CSP area.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

This project does not propose any private structures in the air space above, or in the ground below the surrounding public rights-of-way.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The subject property Parcel R has direct frontage on and vehicular access to the public right-of-way of East-West Highway (MD 410) in conformance with this section.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on...**

The subject DSP does not propose any townhouses; therefore, this requirement does not apply.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

The subject DSP proposes a multifamily building; however, this section states the height restriction does not apply within a T-D-O Zone, which includes the subject property. Therefore, this requirement does not apply.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).**

This requirement does not apply to this DSP because the subject property was originally placed in the M-X-T Zone through a sectional map amendment approved before October 1, 2006.

- d. Section 27-548.08(c)(2) of the Zoning Ordinance requires that the Planning Board must make the findings in order to approve a DSP in a T-D-O Zone, as follows:

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

The DSP is exempt from TDDP standards as it proposes an alteration to an existing building for an allowed use with no increase in GFA.

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

As noted above, the DSP is exempt from the TDDP guidelines and criteria for development as no new improvement is proposed.

- (C) **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;**

The DSP meets all of the applicable requirements of the T-D-O Zone and underlying zone as discussed previously.

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

This requirement is not applicable as no new development is proposed with the subject application.

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

This requirement is not applicable to the structure as it is not proposed to change with this application. The use is proposed to change, and the new residential use will be compatible with the other existing commercial and residential uses in the area by supporting them and making them more successful and competitive.

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

This requirement is not applicable to the subject application as it does not request a reduction from the total minimum required parking spaces.

- e. Per Section 27-283(a) of the Zoning Ordinance, a DSP should be designed in accordance with the design guidelines in Section 27-274. The site is in generally in conformance with the relevant design guidelines for the few proposed improvements to the site. For instance, the proposed parking is largely internal to the building and the pedestrian and vehicular circulation are designed to be safe and efficient.

9. **Conceptual Site Plan CSP-00024 and its amendment:** The relative Conceptual Site Plan (CSP-00024) for the subject property was adopted by the Planning Board on November 9, 2000, subject to 17 conditions (PGCPB Resolution No. 00-195). An amendment to CSP-00024-01 (PGCPB Resolution No. 01-248) was approved by the Planning Board on November 15, 2001, subject to two conditions.

The TDDP included language that pursuant to Section 27-548.08(c)(2) of the Zoning Ordinance, a DSP in a T-D-O Zone does not have to conform to a previously approved CSP. Accordingly, CSPs approved prior to July 19, 2016 have no bearing on the approval of a DSP for development in the T-D-O Zone. Therefore, Conceptual Site Plan CSP-00024 and its amendment are not applicable to this ETOD site plan.

10. **Preliminary Plan of Subdivision 4-01092:** The Preliminary Plan of Subdivision, 4-01092 (PGCPB Resolution No. 02-62) governing this site, was approved by the Planning Board on March 28, 2002, subject to 11 conditions. The following conditions warrant discussion in relation to the subject DSP:
 6. **Any redevelopment or new development on any parcel that is created as part of approval of this preliminary plan of subdivision shall be in accordance with the approved conceptual site plan (CSP-00024, or any revisions thereto) and its development scheme. Any development that exceeds the maximum surface parking allowed by the approved detailed site plans shall require submission of a new preliminary plan of subdivision and adequacy determination for the entire area by the Prince George's County Planning Board. With each detailed site plan, the applicant shall submit a parking schedule which demonstrates conformance with the approved total parking quantities indicated by the conceptual site plan.**

The development does not exceed the maximum surface parking allowance. The applicant has submitted a parking schedule that demonstrates conformance with the parking quantities indicated by CSP-00024.

8. **Beginning three years from the date of a fully executed agreement between the Prince George's Metro Center Inc. (PGMC) and the Commission, the applicant, his successors and/or assignees shall contribute the sum of \$40,000 per year for a period of 12 years, as a contribution to the redevelopment and /or operation of the Prince George's Plaza Community Center. The aggregate total of \$480,000 that is to be paid over the course of this period of the time may be prepaid by the applicant, his successors and/or assignees at any time, and if so, the outstanding balance due and owing at that point in time will have a 7.5 percent annual discount rate applied to it. If the applicant, his successors and/or assignees do not make a payment on the date due, the balance will be adjusted with interest rate of 7.5 percent applied to time of payment.**
11. **Concurrent with or prior to the approval of the applicable Final Plat of Subdivision, as described in Condition 10, the Planning Board or its designee shall approve a mechanism that will guarantee payment specified in Condition 8, and under the terms of the agreement to be negotiated.**

The development scheme approved with CSP-00024 included 800-1,200 dwelling units. Conditions 8 and 11 require dedication of parkland and fee payment to satisfy the requirements of Mandatory Dedication of Parkland (Section 24-134) for the residential uses approved with the

CSP and PPS. In a deed dated December 16, 2006, Liber 21245 Folio 667, Dewey LC conveyed 0.3167 acres to the M-NCPPC. A Satisfaction and Release of Obligations for a Public Recreational Facilities Agreement shows that UTC prepaid \$285,810.61 to satisfy Condition 8 for the Mandatory Dedication of Parkland. The 374 units approved through DSP-03037-01, DSP-03037-02, DSP-03037-04, and 311 units proposed with this DSP, total 685 dwelling units and therefore, are within the mandatory dedication provisions required by the approved PPS.

11. **2010 Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The proposal is exempt from the requirements of the Landscape Manual because it does not involve the change of use from a lower- to a higher-intensity use category or from a residential use to a nonresidential use, does not involve an increase in impervious surface, and does not involve an increase in the GFA either.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project has a previously approved Natural Resources Inventory (NRI) Equivalency Letter, NRI-089-2017, which was issued on April 24, 2017 and will be valid through April 24, 2022. There are no regulated environmental features known to occur on-site. No woodlands exist on-site. No additional information is required regarding the NRI.

This project is in conformance with the Type II Tree Conservation Plan (TCPII/015/01-01) previously approved by the Planning Board with Detailed Site Plan DSP-05084-02. No further information is required regarding the TCPII at this time.

13. **Prince George's County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not propose any ground disturbance or new GFA to the existing building that is greater than the threshold.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation**—The building was known as Metro II, designed by Edward Durrell Stone and recorded on a Maryland Inventory of Historic Properties (MIHP) form, 68-104, with Prince George's Plaza. This building is not a County Historic Site or Resource. This proposal will not affect any known archeological resources.
 - b. **Community Planning**—The application is consistent with Plan Prince George's 2035. This application is located within the General Plan Growth Boundary (areas that are eligible to receive public water and sewer service). The property is also within a designated Employment Area. Plan Prince George's 2035 describes Employment Areas as areas commanding the highest concentrations of economic activity in four targeted

industry clusters: healthcare and life sciences; business services; information, communication and electronics; and the Federal Government (page 106). The property is located within the Prince George's Plaza Regional Transit District, a designated General Plan Center (page 18).

"Plan 2035 designates eight centers with extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators for the County as Regional Transit Districts. The centers were selected based on a quantitative analysis of 31 indicators that assessed the capacity and potential of each center to support future growth and development (see Appendix A). Plan Prince George's 2035 recommends directing the majority of future employment and residential growth in the County to the Regional Transit Districts. These medium- to high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents," (page 19).

This application conforms with the land use recommendations of the 2016 *Approved Prince George's Plaza Transit District Development Plan and Proposed Transit District Overlay Zoning Map Amendment* (TDDP). Although exempted from the transit district development standards, the Planning Board supports the adaption of the office building at 3700 East-West Highway for residential use. The vision for the T-D-O Zone is "A vibrant new integrated and compact mixed-use Regional Transit District for Prince George's County with a variety of housing, employment, retail, and entertainment choices" (page 70). The subject property is located within the Downtown Core Character Area; the anticipated future land use is mixed-use (page 74). Permits for alteration and rehabilitation are exempt from the transit district standards if the existing or proposed use is permitted by the TDDP and the alteration or rehabilitation does not increase the GFA by more than 15 percent or 5,000 square feet, whichever is less (see E11, page 200). Both office and residential uses are permitted in the M-X-T Zone; the GFA will not increase as part of the rehabilitation.

Conceived in the 1950's as a suburban town center by developers Hershel and Marvin Blumberg, Prince George's Plaza's character is anchored by its three iconic towers (Metro I, II and III) designed by Edward Durell Stone, FAIA, and constructed between 1964 and 1971. From its inception, New Town Center (as it was originally named) was envisioned as a dense, walkable, mixed-use environment: a 34-story apartment and office tower was planned for the site as early as 1965. Development was delayed by decades, however, due to lack of access to Interstate 95 and transit; anticipated additional development began only upon completion of the nearby Prince George's Plaza Metro Station in 1993. The adaptive reuse of Metro II for dwelling units furthers the purposes of the M-X-T Zone, conforms to the Transit District Development Plan, and is complimentary to the Blumberg's vision.

- c. **Transportation Planning**—Within a T-D-O Zone, a site plan is required and there are no particular traffic-related findings or requirements associated with this type of request. It is stated that the proposal, because it does not increase the GFA by 15 percent or 5,000 square feet, is exempt from the T-D-O Zone standards. For that reason, the plan is not being reviewed against the standards.

The major issue for this site involves the change of use. The existing building includes approximately 430,000 square feet of general office space. The applicant proposes a change in use to approximately 311 multifamily residences. Using these development yields with trip generation rates, the table below was developed as a means of comparing the uses:

Comparison of Estimated Trip Generation, DSP-17005, 2.87 acres						
Zoning or Use	Units or Square Feet	AM Peak Hour Trips		PM Peak Hour Trips		Weekday Trips (ADT)
		In	Out	In	Out	
Existing Use						
General office	427,000 square feet	539	60	105	452	4,079
Proposed Use						
Multifamily residential	311 multifamily residences	19	75	81	44	1,244
Difference (between bold numbers)		-520	+15	-24	-408	-2,835

The comparison of estimated site trip generation indicates that the proposed change in use could have a significant traffic reduction of 430 to 500 vehicles during each peak hour, and a weekday reduction of nearly 3,000 vehicles daily. It should be noted that the comparison considers a fully utilized office building.

The second sheet of the DSP presents all uses and a shared parking analysis. All information has been reviewed and is determined to be acceptable. The site circulation plan included with the application has been reviewed and appears reasonable. Given that the proposed use generates less traffic than the existing use, it is determined that this use is generally a benefit to traffic service levels at access points and along circulation routes within the site.

Transportation Conclusion

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

- d. **Subdivision**—The Planning Board reviewed comments on the DSP's conformance with the PPS, which is incorporated into Finding 10. The property has frontage and direct access a public street, East-West Highway. The site is subject to existing PPS 4-01092 and adequate transportation facilities were required at the time of approval of the PPS. Any development exceeding that capacity will require a new PPS prior to building permit.

This is a legal platted parcel. Bearings and distances on the DSP are consistent with those shown on Plat REP 209-54. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.

As discussed in Finding 14(c) above, the Planning Board found that the proposed conversion generates less traffic than the existing use, therefore, it will have no effect on previous findings of adequacy.

- e. **Trails**—The Planning Board has reviewed the submitted DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (area master plan).

There are no master plan trails issues that impact the subject application. Sidewalk and on-road bike facilities along Belcrest Road are beyond the limits of the subject application. However, the area master plan does include a number of policies and recommendations relevant to the subject site:

POLICY TM1 Incorporate street planning and design practices that allow Complete and Green Streets to facilitate the efficient movement of people throughout the Transit District while simultaneously serving as great public spaces.

Sidewalks exist along all sides of the subject property with the exception of the loading zone. However, in the vicinity of the loading zone, there is an existing sidewalk on the north side of the private road, which is opposite of the subject site.

Strategy TM1.7: Provide ample sidewalks and protected bicycle facilities that give travelers multiple options through the corridor and can reduce vehicle trips. Sidewalks should, where appropriate, provide room for outdoor dining and shopping in addition to street furniture, queuing, and gathering.

POLICY TM4 Retrofit existing streets to create a street network that makes walking, biking, and transit use more comfortable and reliable.

Strategy TM4.10: Add “Bikes Share Road” signage to Northwest Drive, Dean Drive, Belcrest Center Drive, and America Boulevard.

America Boulevard is a private roadway that is not under the control of the applicant or Department of Public Works and Transportation (DPW&T). Any additional signage is under the control of the business association, not the applicant. No bike share signage is required for the subject site.

POLICY TM8 Provide additional amenities to encourage bicycle use and enhanced convenience.

Strategy TM8.1: Collaborate with WMATA and major property owners to bring Capital Bikeshare to the Transit District to facilitate “last-mile” connections and other short trips within the Transit District

DPW&T is in the process of implementing the Capital Bikeshare program in the vicinity of the subject site. There will be stations in the vicinity of the property that will serve the site and the nearby Prince George’s Plaza Metro Station. It appears that appropriate sites for Capital Bikeshare will be along the public roads a few blocks from the subject site.

Strategy TM8.4: Require bicycle parking at all mixed-use commercial and multifamily residential buildings containing over 10,000 square feet GFA or 20 dwelling units. Encourage the provision of bicycle parking at smaller buildings.

A small amount of bicycle parking is required near the entrance to the building for visitors. Longer term, secure parking is required within the garage for residents.

The Complete Streets element of the MPOT reinforces the need for sidewalk construction as frontage improvements are made by including the following policies:

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The subject site proposes minimal exterior construction as the proposed use is a retrofit of an existing structure. The existing roadways and sidewalks will be utilized. Sidewalks front on three of the four sides of the building, with the fourth frontage consisting of the building’s loading space and equipment area. The site’s primary access is along a long,

narrow, private drive out to MD 410, with a small amount of frontage that was covered under prior approvals. A sidewalk is missing for a short distance along the east side of this access drive. Aerial photography shows the short (31 linear feet) missing segment of sidewalk and a street view shows the missing pedestrian connection and the existing sidewalks on either side. However, only approximately 12 feet of this missing sidewalk is on the subject site's frontage, with most of the gap being on the adjacent church property's frontage. Due to the nature of the subject application (no exterior improvements on an existing structure), the fact that no Maryland State Highway Administration (SHA) access permit is required, and the fact that most of the sidewalk gap is off-site, no sidewalk construction is required along MD 410. The necessary sidewalk and Americans with Disabilities Act (ADA) improvements along this short stretch of frontage will be completed via a current SHA ADA contract.

Trails Conclusion

In conformance with the MPOT and the area master plan, one trails condition has been included in this approval.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated July 6, 2017, DPR provided the following summarized discussion on the subject application:

The subject property is identified as 'Parcel R' and approved under PPS 4-01092. The PPS approval was for a mixed-use development and contemplated a range of 800 to 1,200 residential units. The conditions of approval related to the residential component of the development required that the applicant make a contribution to the redevelopment and/or operations of the Prince George's Plaza Community Center along with a dedication of approximately 0.33 acres of land to M-NCPPC. In 2005, the applicant made a contribution of \$285,810 and dedicated the 0.32 acres of land to M-NCPPC, which meets the requirements as set forth in Condition 8 of PPS 4-01092.

DPR has confirmed with the M-NCPPC Planning Department that there are currently 378-existing residential units within the PPS area. The addition of 311 new residential units would bring the total number of units to 689, which is still below the range of units that was approved under PPS 4-01092. Therefore, DPR staff has determined that there is no additional Mandatory Dedication of Parkland with the proposed adaptive re-use of the existing building for residential development.

- g. **Environmental Planning**—The Planning Board reviewed a discussion of the DSP's conformance with the Woodland and Wildlife Habitat Conservation Ordinance as discussed in Finding 12 above, and had no additional comments.
- h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not provide any comments on the subject application.

- i. **Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not provide any comments on the subject application.
- j. **Prince George's County Police Department**—The Police Department did not provide any comments on the subject application.
- k. **Prince George's County Health Department**— In a memorandum dated July 18, 2017, the Environmental Engineering Program of the Prince George's County Health Department provided the following comments on the subject application:
 - (1) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

- (2) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

This requirement will be enforced at the time of permit; however, a note should be provided on the DSP indicating conformance with these requirements.

- (3) Due to the age of the existing structure and the nature of the conversion from office to apartment spaces, it is anticipated that the interior renovation may encounter lead paint hazards. In light of that possibility, the applicant is informed of the following:
 - (a) The Maryland Department of the Environment shall be notified at least 24 hours prior to the start date of any lead paint abatement project in a residential building.
 - (b) During the demolition/construction/renovation phases of this project, the application must use certified lead paint abatement contractors licensed by the Maryland Department of the Environment. Rental apartments/buildings shall be registered with the Maryland Department of the Environment and certified lead-safe/lead-free by an accredited licensed inspection contractor prior to occupancy.

This is noted. The applicant will have to comply with these requirements during construction if lead paint hazards are found.

- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated June 6, 2017, SHA indicated that they had no comment on the subject application.
- m. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not provide any comments on the subject application.
- n. **Verizon**—Verizon did not provide any comments on the subject application.
- o. **Potomac Electric Power Company (PEPCO)**—PEPCO did not provide any comments on the subject application.
- p. **City of Hyattsville**—In a letter dated June 19, 2017, the City of Hyattsville Mayor indicated that the City Council reviewed and voted in support of DSP-17005 subject to four conditions as follows:
 - (1) The applicant should consider a building name other than East-West Highway or modify the building street address to America Boulevard;

The applicant is able to request a change in the assigned address following Planning Board approved procedures and has indicated that they will consider it.

- (2) Additional exterior lighting and signage denoting the building's primary pedestrian entrance at America Boulevard;

The applicant agrees to provide additional exterior lighting; therefore, a condition has been included requiring this in this approval. At the time of the public hearing for this case on July 27, 2017, the applicant proffered that the exterior lighting and signage provided will be consistent with the TDDP lighting and signage standards and the Maryland Historic Trust's applicable guidelines regarding the exterior of the building, to the extent practical.

- (3) The applicant shall incorporate additional way-finding parking signage for both private parking and public parking locations;

The applicant agrees to incorporate additional way-finding signage; therefore, a condition has been included requiring this in this approval. At the time of the public hearing for this case on July 27, 2017, the applicant proffered that the additional way-finding signage will be either consistent with the TDDP standards or the existing University Town Center way-finding signs, to the extent practical.

- (4) Consistent with current operations within University Town Center, all at-grade parking/surface parking will be metered and administered by the City of Hyattsville.

The existing at-grade parking spaces on this property are all marked as handicapped and are not currently metered. The City of Hyattsville can work separately with the applicant to resolve this issue, as there is no requirement for metering these spaces with the parking analysis at this time.

- q. **City of College Park**—The City of College Park did not provide any comments on the subject application.
- r. **Town of Riverdale Park**—The Town of Riverdale Park did not provide comments on the subject application.
- s. **Town of University Park**—In a letter dated July 13, 2017, the Town of University Park Mayor and Common Council provided input on issues with the DSP and indicated that the Mayor will be present at the Planning Board hearing to present testimony for the Town.

In summary, they indicate that they support a 24-hour population in this development area, which could help revive the University Town Center core. However, they believe this use will enlarge the burden on the surrounding areas for issues such as traffic, bicycle and pedestrian access, schools, police and fire services, and outdoor sports fields and other recreational facilities. Further, and of great concern to the Town, no additional storm water management measures are proposed.

Specifically, their issues are summarized as follows:

- Provide LEED Silver certification. Install a “green roof” or solar panels.

The applicant has indicated that they intend to obtain LEED Silver certification. However, this is not required by this DSP and there are multiple ways they are able to meet the certification criteria.

- Change the address to one on America Boulevard, which should be the focus of this residential building.

The applicant has indicated that they intend to investigate changing the building address. However, this is a separate process.

- The applicant should be required to contribute to a regional stormwater management solution in an amount equal to the expense that would have been required had this been a new development.

The applicant has obtained an approved Stormwater Management Concept Plan, 14180-2017-00, which states that this application is exempt from requirements due to the limited site disturbance. Any appropriate contribution to regional issues would have to be enforced by DPIE at the time of permitting.

- A requirement should be imposed to provide for an easement for Metro II residents to access and use up to 200 parking spaces at a near-by parking garage.

The applicant provided a shared parking analysis indicating that the new use falls within the previously-approved parking ratios for the University Town Center.

- The applicant should provide better pedestrian access along Democracy Way between Metro II and the parking garage.

The specified area is outside of the limits of this DSP and belongs to other property owners. The applicant is encouraged to consider the Town's concerns regarding this pedestrian connection and see if any improvements are feasible. During the public hearing for this case on July 27, 2017, the applicant agreed to further improve the connection between the subject site and the Safeway site if the building vestibule along Liberty Lane continues to be used as an entrance or point of access into the building by possibly installing a painted pedestrian crosswalk on Liberty Lane.

- The plans do not indicate any exterior recreational amenities for residents. This may overwhelm the Town's facilities, which are closest to the building.

DPR indicated that the proposed residential units are within the number approved on the subject PPS and, therefore, no additional dedication of parkland is required. The DSP also proposes a gym internal to the building for recreational use for future residents.

- Provide space for Zip Cars or similar service.

The applicant indicated they are willing to consider this provision. However, this is not required for approval of this DSP.

- A requirement for 30 exterior bicycle parking spaces

The Planning Board found that the addition of 10 exterior bicycle spaces, on top of the approximately 125 bicycle parking spaces provided within the parking garage, is sufficient.

15. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the development site does not contain any regulated environmental features, this required finding does not apply to the review of this DSP.

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-17005, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. Correctly label all public rights-of-way and easements.
 - b. Provide a note regarding the applicable exemption from the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* standards, the 2010 *Prince George's County Landscape Manual*, and the Prince George's County Tree Canopy Coverage Ordinance.
 - c. Provide notes regarding the allowed and provided floor area ratio.
 - d. Show a bike rack accommodating a minimum of 10 bicycles at a location convenient to the building entrance.
 - e. Label a location for secure bicycle storage for residents within the parking level contained in the building on the plan.
 - f. Provide additional exterior lighting and signage denoting the building's primary pedestrian entrance at America Boulevard.
 - g. Incorporate additional way-finding signage on-site for both private and public parking locations.
 - h. Provide landscaping and/or walls around the ground-level concrete pads for privacy, unless the concrete pads are not provided.
 - i. Provide notes on the plans in accordance with the Prince George's County Health Department's recommendations as follows:

"During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

"During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR)."

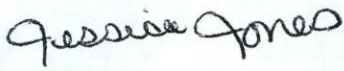
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, July 27, 2017, in Upper Marlboro, Maryland.

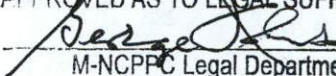
Adopted by the Prince George's County Planning Board this 27th day of July 2017.

Patricia Colihan Barney
Executive Director


By Jessica Jones
Planning Board Administrator

PCB:JJ:JK:rpg

APPROVED AS TO LEGAL SUFFICIENCY


M-NCPPC Legal Department

Date 7/31/17