

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 May 8, 2003, regarding Detailed Site Plan DSP-99044/01 for Prince George's Plaza, Parcels A1 and A2, the Planning Board finds:

1. This revision to the Detailed Site Plan DSP-99044 is for the purpose of constructing an anchor store (Target) and two additional tenants in the Prince George's Plaza Shopping Center in Subarea 11 of the Prince George's Plaza Transit District Overlay Zone. The new anchor store is planned to be constructed in the previous location of the vacant GC Murphy store. This development proposal includes demolishing the existing structure on the east end of the shopping center and constructing a new anchor store and two additional smaller tenant spaces. In addition, the remaining streetscape improvements along East West Highway are included in the review of this application.

2. **Development Data**

Detailed Site Plan DSP-99044/01

Zone	T-D-O-Z (C-S-C)
Total Site Area	51.78 acres
Existing Gross Floor Area	959,500 sf.
Gross Floor Area approved DSP-99044	1,047,342 sf.
Proposed Gross Floor Area DSP-99044/01	1,104,463 sf.
Floor Areas Ratio	0.49
Number of Existing Parking Spaces (surface)	3,583 spaces
Number of Proposed Parking Spaces (surface)	3,112 spaces
Number of Structured Spaces	0
Loading Spaces Required:	12 spaces
Loading Spaces Provided:	6 spaces at grade 22 spaces in underground tunnel

3. The shopping center site consists of approximately 52 acres of land in the C-S-C Zone and is located at the northwest quadrant of the intersection of East West Highway and Belcrest Road. The existing

development on the site is an enclosed shopping mall that was developed in the late 1950s. Three pad sites exist, including the newly renovated Outback Steakhouse restaurant, which was developed as part of Phase I of the overall site renovation.

4. The original Detailed Site Plan, DSP-99044, and companion cases for Primary Amendments TP-00001, Secondary Amendments TS-99044A, and for a Departure from Design Standards DDS-515 were reviewed and approved by the District Council on July 10, 2001. The original Detailed Site Plan was designed for Phase I of the redevelopment of the mall and included the renovation of one of the pad sites for the Outback Steakhouse, a portion of the streetscape improvements along East West Highway in front of the Outback Steakhouse, and the redesign of the area around the anchor store, which is the subject of the subject application.
5. The District Council granted Primary Amendments in the review of TP-0001 for P1, P96, P97 and denied amendment to P94. The following provides a summary of the changes:
  - P1—reduced the width of the streetscape along East West Highway from 40 feet to 28 feet.
  - P96—requires a 20- to 40-foot build-to line for structures containing more than three office uses.
  - P97—requires landscape strips of 30 and 20 feet wide where surface parking lots are adjacent to public roads, East West Highway and Belcrest Road, respectively, for structures containing more than three office uses.
6. The District Council agreed with the Planning Board and the staff to not grant a Primary Amendment to P94 to eliminate the requirement of a landmark-type building at the intersection of East West Highway and Belcrest Road.
7. The District Council reviewed and approved Secondary Amendments to S8, S17, S30 and S33 in application TS-99044A in conjunction with the original Detailed Site Plan DSP-99044
8. The District Council agreed with the Planning Board and the staff to not grant an amendment to secondary mandatory requirements S23, S64 and S65.
9. The Departure from Design Standards, DDS-515, was approved for conformance to Section 4.7, Buffering Incompatible Uses, which was the subject of an Alternative Compliance application that was denied. The applicant has subsequently submitted a Departure from Design Standards (DDS-515) application that was approved.
10. Section 27-548.08(c)(1), Required Findings for a Detailed Site Plan in the Transit District Overlay Zone (TDOZ) includes the following findings:

**(A) The Transit District Site Plan is in strict conformance with any Mandatory Development Requirements of the Transit District Development Plan;**

**Comment:** The Detailed Site Plan as submitted is not in strict conformance with all of the Mandatory Development Requirements. Mandatory Development Requirements are made up of primary and secondary requirements. The following Primary Mandatory Development Requirements warrant discussion in the review of this Detailed Site Plan application.

P2 All development/redevelopment shall have a sign plan approved by the Planning Board at the time of Detailed site Plan. This plan shall provide the sign (location(s), size, color, lettering style, construction details and material specifications including the method of illumination).

**Comment:** Conceptual Site Plan CSP-94023 (PGCPB No. 94-247), approved by the Planning Board on Thursday, July 21, 1994, approved a signage plan for the subject site. This approval included standards to ensure consistency for all future signs on the Prince George's Plaza Shopping Center parcel. The signage plan approved in 1994 continues to be valid. Also, the property is subject to a Departure for Sign Design Standards (DSDS-440) approved in December of 1991. The architectural elevations show the proposed signage for the Target store and the conceptual location of the signage for the two tenants. The staff agrees in concept with the applicant proposal, except consideration should be given to providing some signage on the elevation facing Belcrest Road; however, the information provided is limited and conformance to the previously approved plans cannot be made at this time. Prior to the approval of any sign permits, the proposals should be reviewed for conformance to the Zoning Ordinance and DSDS-440.

In addition to the Primary Mandatory Requirement above, the application is also subject to the Secondary Mandatory Development Requirements. The staff analysis and recommendations are provided below:

S23 All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge (See Figure 7), unless they are providing short-term parking for ten cars or fewer.

S65 All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge (See Figure 7), unless they are providing short-term parking for ten cars or fewer.

**Comment:** Use of the wall throughout the transit district is required by the TDDP as a unifying element. The wall is appropriate along Belcrest Road to screen the front of vehicles from the view from the roadway. The applicant has verbally argued against providing the wall, although no request in writing to amend the requirements above has been received by this office. The staff feels strongly that the wall should be required, for a number of reasons. First, the public improvements along Belcrest Road should be enhanced through the development of private properties in order to sustain

the quality of the visual image of the area. The screening of the fronts of vehicles from the roadway and the pedestrian corridors are an important element of the transit district. Second, the applicant has argued that the existing trees will be damaged through the implementation and construction impacts to the base of the trees that were planted in association with the development of the improvements within Belcrest Road. However, the staff disagrees with the applicants' argument, primarily because the site plan indicates the removal of paving and existing curbing and the replacement of new curbing in the same area. Those impacts will be no more devastating to the root zone of the trees than the incorporation of the low wall in the same location. In fact, root pruning is not necessarily detrimental to the health of a tree. The staff also recommends that because of the proposed improvements, with or without the wall, the applicant should assess the current health of the existing shade trees and provide for any horticultural needs to the trees such as fertilization, pruning and/or removal and/or replacement of tree grates that might be causing damage to the trees. Further, the applicant should be responsible for replacement of any London Plane trees that die as a result of the improvements along Belcrest Road. These recommendations to the plans have been included as conditions of approval in the Recommendation section of this report.

The Community Planning Division provided the following review in conjunction with the planting design within Phase III of the development along East West Highway, in front of the low wall proposed there:

"The length of the proposed wall is approximately 835 linear feet. The applicant proposes to plant only 45 evergreen shrubs (juniper) along 110 feet of the 835-foot wall length, one-eighth of the distance. The remainder of the wall area is planted with daffodils for 610 linear feet and feather grass for 115 linear feet. Clearly, more evergreen shrubs are needed to comply with S23. Problems associated with the deciduous plantings proposed: a) Daffodils are seasonal and will leave a large expanse of bare mulched area when not in bloom; b) Feather reed grass is a summer plant that grows four to five feet tall (too high for security purposes along a pedestrian zone), will die in the winter months, will need annual weed maintenance (poor appearance along an expansive well-traveled stretch of East West Highway), and will need to be cut each spring to allow for new growth. This proposed planting scheme is not in keeping with the urban character planned for the TDDP. The planting should be maintenance-free, provide evergreen color, and use plant varieties. The planting material will need to be revised to include evergreen plant variety along the 835 linear feet of wall prior to Detailed Site Plan approval."

**Comment:** Staff recommends that the landscape plan be revised to incorporate a variety of maintenance-free, evergreen plant material of appropriate size.

S3      All primary and secondary walkways shall be well lighted to a minimum of 1.25 foot candles.

**Comment:** This information should be demonstrated prior to signature approval. In particular, the new entrance into the Target store needs to have upgraded lighting, either freestanding or wall mounted. This area appears to be poorly lit according to the photometric plan submitted.

The following Subarea 11 Secondary Mandatory Development Requirements are contained within the TDDP and warrant discussion:

S67 The proposed architecture shall be enduring, high quality and distinctive.

Comment: The proposed architecture for the Target store proposes a painted split face block and accent dryvit material, using colors that are nationally uniform on all Target stores. The staff has recommended minor changes to the architectural elevations for the purpose of improving the view from Belcrest Road and unifying the structure visually as viewed from all sides of the building. The structure is highly visible from Belcrest Road and visible from East West Highway. In order to upgrade the appearance from all sides, since nearly all sides of the structure are highly visible, whether by the passersby in the vehicles or from within the parking lot of the shopping center, it is important from a design standpoint to treat each side with the same amount of architectural detailing. For example, the architecture indicates a dark base at the bottom of the structure on Belcrest Road that does not wrap around the entire building. This is a highly visible element at base of the building that will look unfinished unless it encircles the entire building. The staff also recommends the adding of a pilaster along Belcrest Road and signage to identify Target as viewed from Belcrest Road. This and other architectural detailing changes are included as conditions.

11. Section 27-548.08(c), Required Findings for a Detailed Site Plan in the Transit District Overlay Zone (TDOZ).

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

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

**(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**

**Comment:** The development data provided in Finding 2 demonstrates conformance to the C-S-C zone.

**(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;**

The subject application includes an existing development that is only being partially redeveloped. In the areas of the plan that indicate redevelopment, the layout of the development minimizes conflicts between pedestrian and vehicular circulation systems if the conditions of the Transportation Planning Section are adopted. This architectural proposal provides for coordinated architectural building style and materials if the conditions of approval are adopted. The plan also provides adequate open space

areas for landscaping in and around the linear pedestrian walkways, provides for safe and efficient parking and loading areas, and is adequate to meet the purposes of the TDOZ, if the conditions of approval are adopted.

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

The proposed building will be architecturally coordinated in terms of building materials and style and will be situated on the site in a manner that is compatible with the surrounding existing and proposed development if the conditions of approval regarding the modification to the architecture are adopted.

The conditions of approval improve the proposed architecture so that when viewed from any direction, the structure is equally detailed in a manner to reflect a unified and consistent.

12. Section 27-548.08(c)(2) Required Findings:

**(2) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements to the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

**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 find that the site plan meets all mandatory requirements that apply.**

**Comment:** The applicant requests to adjust the prior approval to reduce the width from a 28-foot-wide pedestrian streetscape to 27.5 feet wide. During the construction of the streetscape improvements along East West Highway, a stakeout error caused the construction of the streetscape to vary slightly from the previously approved amendment. Mandatory requirement PI, as amended by the District Council, allowed the reduction of the width of the streetscape from 40 feet to 28 feet wide. The amendment of S8 allowed for the adjustment of the design of the elements within the streetscape, i.e., the location of the sidewalk, the location of street trees, etc. The plans were approved so that the sidewalk was located such that a double row of trees would flank both sides of the sidewalk. The stakeout error resulted in a streetscape of 27.5 feet in width, the location of the sidewalk moved, and the location of the street trees changed from a double row to a single row. Due to the construction error, the sidewalk moved and there was room for the planting of street trees on only one side of the sidewalk, not both sides of the sidewalk, as previously planned. Staff inspected the site and it was determined that the constructed streetscape was in substantial conformance to the previously approved plans.

In the applicant's statement of Justification for an amendment to the TDDP requirements, Daniel F. Lynch of the Knight, Manzi, Nussbaum and LaPlacca, P.A provides the following:

"During a walk through of the site immediately after construction, it was determined that the pedestrian zone was not constructed in accordance with SP-99044 or the primary amendment, in that it is only 27.5' in width. This variation was a result of the sidewalk being constructed 16' from the fact of curb at East-West Highway instead of 15' and no curb was constructed on the northern side of the wall as shown on the approved plans. As noted, the underlying purpose of having the wall located on the south side of the curb line was to help protect it from possible damage caused by vehicles. In light of this, the applicant has installed bollards and placed striping 2' from the north side of the wall to help protect it from vehicles and increase the width of the pedestrian zone.

"Section 27-548.08(c)(2) states in part that the Planning Board, in approving a site plan for property located in a T-D-O Zone, shall find that the mandatory requirements, as amended, will benefit the proposed development of the Transit District and will not substantially impair implementation of the TDDP and that the site plan meets all applicable mandatory requirements. As noted, P1 and P97, as originally amended, require that the applicant provide a pedestrian zone 28' in width. Furthermore, a portion of this pedestrian zone was designed for the purpose of providing protection of the wall from vehicles. The applicant believes that the addition of the bollards will provide protection to the wall and given the other diminutive nature of the variation, only 1.5', the applicant believes that the amendment will benefit the proposed development and will not impair implementation of the TDDP. Specifically, reduction of the pedestrian zone, for an existing center such as Prince George's Plaza, allows for the flexibility sometimes necessary in redesigning existing parking areas to conform the TDDP requirements and therefore helps encourage redevelopment in the T-D-O Zone. At the same time, this amendment will not be detrimental to the Transit District since the amendment will in no way impact pedestrian movement along the subject property's frontage which is the underlying purpose of this requirement. Finally, as demonstrated on the site plan submitted in conjunction with this request, all applicable mandatory requirements of the TDDP will be met.

"In light of the above, the applicant, Preit-Rubin, believes that this requested amendment complies with the criteria set forth in Section 27-548.08(c)(2) and respectfully request that the Planning Board approve this amendment."

A supplemental amendment to P1 was filed on February 26, 2003, in order to adjust the streetscape improvements in another location, near the intersection of East West Highway and Belcrest Road. The applicant requests to narrow the streetscape in this area due to a lease agreement that apparently restricts the closing of entrances for Parcel 2 along East West Highway. This amendment changes the approach to the development of the streetscape along the front of the subject property at the intersection with Belcrest Road. The following excerpt from the applicants' Statement of Justification provides the applicants' reasons for the requested amendment:

"Since the time of original submittal in June 2002, numerous changes have been made to the plan to accommodate the requirements of the new anchor tenant, Target, and to honor lease restrictions

associated with the existing fee-simple Parcel, A-2, in the southeastern corner of the site. The leasehold restrictions have just recently come to light. In this regard, the plan has been changed from that previously approved to retain three access points at the bank location, two on East-West Highway and one on Belcrest Road, and to the [sic] leave the ATM machines in their existing locations. In order to honor these restrictions, the primary amendment request and justification statement must be amended as follows:

“Development Requirement P-1

“In addition to the request for a reduction from a 28’ pedestrian zone along East-West Highway to a 27.5’ zone utilizing a 3’ brick wall and bollards, it is requested that the zone be reduced to 12’ along the 70’ long island in front of the existing ATM machines at the Chevy Chase Bank Building, in essence retaining the existing situation. The ATM machines are not able to be relocated as previously anticipated by the mall owners due to leasehold restrictions with the Bank. Therefore, the proposed plan improvements in this area to relocate or reorient the ATM machine, relocate the southern most drive-through, and close the two right-in/right-out access points have been revised to retain the machines in their existing location, including the existing service drive, and to retain the two access points. To enhance this area, the plan has been revised to include converting the existing grass strip between the drive aisle and East-West Highway to a paved 10’ sidewalk with 1’ curb on either side constituting the 12’ pedestrian zone, and to add a paved crosswalk between this island and the tower plaza to the west and existing streetscape to the east. In this way the main objective of the streetscape requirement, accommodating pedestrian movement along East-West Highway is achieve [sic] via a continuous wide sidewalk system with a 3’ brick wall where parking is located adjacent to the right-of-way. The proposed 10’ sidewalk will serve as a transitional area between the 11’ sidewalk located along Belcrest Road and the 8’ sidewalk within the tower plaza and along the balance of the East-West Highway frontage. The applicant acknowledges that at such time as the bank parcel is converted to another use, such as the ‘potential future landmark building’, the entire 28’ streetscape width will be implemented at that time.

“This request is in keeping with the findings for approval of a Primary Amendment of Section 27-548.08(c)(2) as it will benefit the development of the Transit District by allowing for the construction of the new anchor store and extensive streetscape improvements for which the owner must obtain concurrence from other major leaseholders in the center, including the bank, and will not substantially impair the implementation of the TDDP as it meets all other mandatory requirements as previously reviewed. The purpose of the 28’ width was to allow for the location of a wide sidewalk and wall to screen views of parking located adjacent to her right-of-way. At this location, no parking is located adjacent to the right-of-way, only an ATM machine and service drives. Reduction of the pedestrian zone to 12’ width along this 70’ length will allow the flexibility necessary for the center to proceed with interim improvements associated with the Target store but allow for continued operation of the bank until such time as a new user is implemented at this location. Your favorable consideration of this request will encourage the redevelopment in the T-D-O Zone and allow for plan approval in conjunction with all mandatory requirements, as amended. The applicant requests that this supplemental amendment be approved by the Planning Board in conjunction with the original request and pending revision to the Detailed Site Plan.”



**Comment:** The staff recommends approval of the request to validate the construction error, which reduced the previously approved 28 feet width to 27.5 feet. The staff has concerns about the applicant's proposal for the further modification to P1 at the location near the intersection of East West Highway and Belcrest Road. Streetscape improvements, previously identified as Phase II and Phase III, were determined to be a priority and are recommended to be completed prior to the issuance of the certificate of occupancy for the anchor store. This will complete the streetscape improvements along East West Highway, recognizing the streetscape improvements near the corner may actually be temporary until the bank site is redeveloped.

The Community Planning Section provided the following review comments regarding the applicants request for the amendment to P1 as it applies to Phase III of the street frontage:

“The applicant is seeking an amendment to P1 to allow a 27-foot width streetscape instead of the 28-foot pedestrian zone as shown above. No amendment should be granted for this due to the following reasons:

- “a. The Planning Board decision approved for the prior site plan of SP-99044 (Outback Steakhouse—Phase I development) required the applicant to maintain a 28-foot width of streetscape. The Phase I development resulted in a construction error which provided only a 27-foot width streetscape which resulted in a single row of street trees and an unprotected low wall against vehicular traffic. Currently, the Phase III development provides ample room for maintaining the Planning Board approved 28-foot streetscape width. The site plan submitted with this Target application should be revised to the double row of street trees using a 1-foot width for the low wall a 6-foot width landscape strip planted with a row of street trees (3 ½” – 4” caliper trees which require planting space for a 36-42” ball width), an 11-foot pedestrian walkway, and a 10-foot landscape strip planted with the second row of street trees for a total streetscape width of 28-foot. Attached is a concept sketch for the 28-foot streetscape/pedestrian zone that should be followed in order to maintain the transit district's goals and objectives for streetscape improvements. In addition, Planning Board has approved the double row of street trees for three of the five subareas along East West Highway to the south. Specifically, these are the Home Depot currently constructed on Subarea 9, the CVS currently constructed on Subarea 4, and the Giant Food store approved for Subarea 6. Furthermore, the large parcel adjacent to the Target store is subarea 3, which is approved by Planning Board for the remainder double row of trees along the northern edge of East West Highway. All together these subareas comprise the majority of the streetscape area.
- “b. A major concern for Subarea 11 of the Prince George's Plaza TDDP, is that since the shopping center parcel is the largest Subarea in the entire transit district it is imperative that the double row of street trees are planted to maintain the continuity of the streetscape. The mishap of the Outback Steakhouse construction, which provided only a single row of street trees along East West Highway, is an error that

should not be repeated nor accepted for this Detailed Site Plan application or any other application to follow within the Prince George's Plaza TDDP so that the goals and vision for this metro area are realized.”

**Comment:** The Urban Design Section agrees in concept with the Community Planning Section in regard to Phase III. The use of a double row of trees will make a major impact on the visual appearance of the overall transit district in that the softening of the parking lot is much needed. The Urban Design Section recommends that the plans be revised to incorporate the full 28 feet of streetscape as measured from the property line and that the design of the streetscape elements be arranged as follows: a 1-foot width for a curb, 1-foot width for the low wall, a 6-foot width landscape strip planted with a row of street trees (3 ½”–4” caliper trees), an 8-foot pedestrian walkway, and a 12-foot landscape strip planted with the second row of street trees for a total streetscape width of 28-foot. This is similar to the agreement reached with the applicant on the original approval of the plans for Phase I. This proposal is superior to the current design on the plans because the curb will act as a barrier to the back side of the wall, which is visible from the interior to the site, and it will provide substantially more shade trees, contributing to the overall appearance of the subject site and the transit district.

13. The Transportation Planning Section staff has reviewed the above referenced Detailed Site Plan in support for the subject property and offers the following comments:

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

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

### **Transportation Findings and Comments**

The TDDP identifies the subject property as Subarea 11 of the TDOZ. There are 15 subareas in the TDOZ, two of which are designated as open-space and will remain undeveloped. The proposed site consists of approximately 51.78 acres of land in the C-S-C zone. The property is located at the

northwest quadrant of the MD 410 and Belcrest Road Intersection. The proposed application is for construction of a new retail store (Target), and two additional tenants in the Prince George's Plaza Shopping Center. The new Target Store will be constructed in the place of the GC Murphy store, which is currently vacant. The submitted site plan indicates a total of 3,112 parking spaces, which is 66 spaces less than the 3,178 total surface parking spaces that were approved as part of the Detailed Site Plan (DSP-99044) approval for this site in May 2000. It is important to note that the proposed total of 3,112 surface parking spaces is 471 spaces less than the 3,583 surface parking spaces that existed within the same subarea prior to the approval of the TDDP. It should be noted that the proposed application, if approved would not change the total available preferred and premium parking totals for retail uses for the Transit District.

The total number of proposed surface parking spaces shown in the submitted Detailed Site Plan is less than the total number of surface parking spaces that were included in the approved Detailed Site Plan for this site in May 2000 (DSP-99044), or existed prior to the approval of the TDDP. Pursuant to the TDDP applicability, replacement or alterations to legally pre-existing parking spaces are exempt from meeting the TDDP Transportation and Parking Mandatory Requirements. The accumulated sum of all approved additional parking spaces in the Transit District does not exceed the recommended parking cap, the review of the submitted Detailed Site Plan will be limited to site's access points, on-site vehicular and pedestrian circulation and the level of compliance with all other applicable transportation related requirements and site design guidelines.

The on-site pedestrian circulation patterns as proposed are not adequate. The submitted site plan shows a safe and direct walkway from the end of the pedestrian bridge across East-West Highway to the main sidewalk along the Plaza. However, the site plan does not provide for safe pedestrian walkways from Belcrest Road to the proposed sidewalk next to the new Target store. The site plan also does not provide for a safe and conflict free traffic movement in the vicinity of the existing and signalized access along the Belcrest Road. In addition, the submitted Detailed Site Plan proposes retaining one limited vehicular access point along Belcrest Road and just north of its intersection with MD410, and the two limited access points along MD410 and to the east of the existing pedestrian Metro Overpass. Since elimination of all these three access points are problematic to the applicant due to a current lease agreement (staff requests applicant to provide a copy), staff recommends that the proposed access point to Belcrest be relocated further north, and the elimination of one of the access points along MD410 (the access point closest to the Pedestrian Bridge). Doing so and re-orienting the proposed parking isles within Phase 2, would improve access to and from the site and the existing ATM machines, and would greatly improve vehicular circulation to and from the Center.

The Center is currently being serviced by Washington Area Metropolitan Transit Authority (WMATA) Metrobuses, and the University of Maryland shuttle buses at a bus stop within the Center's parking area. The submitted Detailed Site Plan has eliminated this on-site bus stop and provides a bus pull-off area along Belcrest Road and directly across the proposed Target Building. Finally, it should be noted that the 1998 PG-TDDP also authorized the Prince George's Plaza Transportation Demand Management District (TDMD), which requires that each property owner in the District to be a member and participate in the TDMD. The annual TDMD membership fee is

\$5.00 for each surface parking space. The annual TDMD membership fee for parking spaces in structures and surface spaces that are permanently reserved for handicapped occupant vehicles, carpools and vanpools are set at a rate of \$2.00 per space. As required by the TDDP, the Transportation Planning Section of the Countywide Planning Division will begin the implementation of the TDMD and its requirements as outlined in the County Zoning Ordinance, once the total allocation under the approved preferred parking cap has been reached.

### **Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that the proposed Detailed Site Plan as submitted will be in conformance and consistent with all applicable Transit District Mandatory Transportation and Parking Requirements and Site Design Guidelines, and the proposed development will be adequately served within a reasonable period of time with existing, programmed or planned transportation facilities, if the following conditions are included as a part of approval of the subject submitted Detailed Site Plan:

1. Prior to the approval of the Detailed Site Plan, the submitted plans shall be revised to include the following:
  - a. Provide an additional direct pedestrian crosswalk from Belcrest Road to the proposed sidewalk on the north corner of the new Target store.
  - b. Reorient the parking and parking access isles in the vicinity of the existing and signalized access along the Belcrest Road, which eliminates the potential vehicular conflicts within Phase 2, parking area A.
  - c. Relocate the existing access point along Belcrest closest to its intersection with MD410 further north, and construct a right-in/ right out access point per the Prince George's County Department of Public Works and Transportation standards. Also, re-orient the proposed parking isles on the east side of Phase 2, parking area C toward this access point.
  - d. Eliminate the existing right-out access point along MD 410 (next to existing Metro Pedestrian Bridge), and reorient the proposed parking isles in this area to accommodate safely and efficiently traffic movements to and from the existing ATM machines, the bank and also to provide for queuing for the ATM machines.

**Comment:** These conditions have been included in the recommendation section, however, 1d. was modified further by the State Highway Administration per the following memo:

“We understand that it is the applicant’s desire to maintain existing access points along west MD 410. We have completed our assessment of the plan and proposal. The following comments are offered:

- “1. The subject property is located along MD 410 as along MD 410 (East-West

Highway). Our Highway Location Reference Guide identifies MD 410 as an urban principle arterial, six lane divided highway. The Annual Average Daily Trip count on this section of MD 410 is 44,975 vehicles per day.

- “2. A significant number of vehicles travel along the East-West Highway corridor. Given, the fact that the shipping center is increasing the total square footage of retail space will add more traffic to those trips.
- “3. With respect to the existing access points at MD 410/Belcrest Road maintaining ingress/egress at the location at full build of the new store will create operational problems.
- “4. We recommend that the two (2) existing entrances along MD 410 close to Belcrest Road be closed. This will improve traffic operations at MD 410/Belcrest Road and on-site circulation to the out parcels and new store parking areas.”

**Comment:** The applicant accepted the modified condition and added language in order to provide for a time frame in which to approach the State Highway Administration to discuss the issue and to possibly come to a compromise agreement. The applicant's language is italicized and is provided below:

Eliminate both access points along MD 410 (next to the existing Metro Pedestrian Bridge), and reorient the proposed parking isles in this area to accommodate safely and efficiently traffic movements to and from the existing ATM machines, the bank and also provide a queuing for the ATM machines. *In the event the applicant is able to obtain an approval from the State Highway Administration to allow the retention of one or both of these access points, the Planning Board's designee may review and approve a revision to the Detailed Site Plan accommodating these access points prior to the issuance of a certificate of occupancy for the Target Store.*

- 14. The plans have been reviewed for conformance to the *Landscape Manual* and the staff finds that the plans adhere to the requirements within the *Landscape Manual*.
- 15. The previously approved Detailed Site Plan included the following conditions of approval:
  - 2. **As part of the review of a Detailed Site Plan for the proposed anchor store or a new pad site, a determination shall be made as to the timing of the construction of Phase III streetscape improvements.**

**Comment:** The staff recommends, and the applicant agrees, to complete the Phase III improvements prior to the issuance of the use and occupancy permit for the anchor store.

- 8. **Prior to the issuance of a building permit for Phase II, a performance bond, letter of credit or other suitable financial guarantee shall be submitted to the Development Review Division of M-NCPPC for the plaza area.**

**Comment:** This condition is reiterated in the recommended conditions for this plan.

16. The Mayor and Common Council of University Park reviewed the application and provided the following preliminary comments in a letter dated May 7, 2003, to the Planning Board:

“We have five comments and recommend the following:

- “1. As the result of a construction error, the pedestrian zone along East-West Highway was recently installed contrary to approved DSP-99044. This error Reduced the width of the zone from 28’ to 27.5’ and rearranged the streetscape. We have no objection to validating the e3rror.

However, this error should not be perpetuated at other locations on the property. The Phase III development area along East-West Highway west of the main entrance to Prince George’s Plaza provides ample room for maintaining the Planning Board’s approval of a 28’ streetscape width. The streetscape should include a double row of street trees using a one foot width for a low wall, a 6’ width landscape strip planted with a row of street trees, an 11’ pedestrian walkway, and a 10’ landscape strip planted with the second row of street trees for a total width of 28’.

- “2. The area facing Belcrest Road should include an opaque wall and evergreen hedge to screen the parking area from the adjacent pedestrian walkway. This wall would be consistent with the wall used for screening and currently in place along the East-West Highway frontage of the parcel. It is also an integral part of the overall parcel design. These features are required by the Approved Transit District Development Plan – TDDP (See S65, pg.119, Subarea 11 of the Plan.) The wall provides continuity for the parcel, safety and is aesthetically pleasing matching the proposed red brick façade of the planned target store.

This requirement is supported by staff comments on page 2 of the original Technical staff report.

As an alternative, the existing trees along the Belcrest Road right-of-way could be replaced and the grate openings modified, as well as construction of a three (3) foot high retaining wall along the length of the parking area. Within the eight (8) foot green area between the wall and the sidewalk which would result a row of trees, evergreen shrubs and groundcover could be installed. The wall should be face brick and capped,.

As with the DSP approved by the planning Board and the District Council in DSP-99044, the streetscape and pedestrian zoning plans should be referred to the Town of University Park (and City of Hyattsville) for review and comment since all of the fine details have not been finalized by staff.

- “3. The area opposite Chevy Chase Bank at the intersection of Belcrest Road and East-West Highway should likewise include the same opaque wall for screening. (See comments above.)
- “4. The proposed bus shelters (see page 6 of 9 DSP) include display panels for commercial advertising. The approved TDDP does not provide for such advertising within the right-of-ways of the Transit District or on the subject parcel and the commercial advertising panels should be deleted from the plan. Such advertising and would only add to sign clutter which the approved plan seeks to reduce.
- “5. The Stormwater Management Concept Plan includes a fee payment in lieu of providing on-site attenuation/quality control measures. We wish to discuss with the Department of Environmental Resources during technical review the possibility of using storm septors and/or entrapment grates at storm water inlets. These measures would address pollution issues on site which is preferable to constructing down stream mitigation projects.”

**Comment:** The staff has included as conditions point number 1 and 3 above. The plans provide for a wall in the area described in point number 2.

17. The City of Hyattsville reviewed the application and provided the following comments in a letter dated April 28, 2003, to Susan Lareuse:

“City staff reviewed submitted materials and request the following comments be included in the staff report for the Detailed Site Plan Review. Please note however, the City’s Planning Committee will also review the materials on May 6, and the City may have additional comments after that meeting and prior to the May 8 hearing date.

- “1. The City accepts the changes being proposed to the entrance, building facade and the building footprint to the Target Store.
- “2. The City has no objection to the proposed changes in configuration to the front parking lot between East West Highway and the Target site, however access into and out of Parcel A1 and Parcel A2 should be reviewed closely to prevent any pedestrian and vehicular conflicts.

**Comment:** The Transportation Planning Section has addressed this issue in their memorandum.

- “3. The City has no objections to the previously resolved landscaping change, as determined during construction of the Outback Restaurant, shifting from a double row of trees to a single row along the sidewalk along the East West Highway (south) side of the property and adjacent to its parking areas.
- “4. The City requests the landscaping improvement requirements within the Prince George’s

TDDP for the TDOZ along Belcrest Road be required as specified. As cited the Mandatory Development Requirements and Site Design Guidelines for Subarea 11, “(S65) All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge (Figure 7), unless they are providing short-term parking for ten cars or fewer”.

**Comment:** This requirement is included as a condition of approval.

- “5. The City remains concerned and asks for assistance in obtaining placement of a median barrier on East West Highway between the Mall and the Prince George’s Metro Station, to eliminate the safety and security concerns for pedestrians who continue to run across the street right beneath the pedestrian overpass. During all times of Metro operations, pedestrians of all ages, even with small children in tow, are dashing across this multi-lane highway in each direction, placing them in harms way. Please assist us in bringing this dangerous situation to the attention of Maryland State Highway Administration and WMATA and any other agency that can and should take remedial action to eliminate a dangerous and life threatening situation for pedestrians.”

**Comment:** This issue requires Planning Board consideration.

18. The Environmental Planning Section provided comments for minor revisions to the plan. The applicant completed those changes.
19. The proposed Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-99044/01, subject to the following conditions:

1. Phase II and Phase III streetscape improvements shall be completed prior to the issuance of the certificate of occupancy for Target by the Department of Environmental Resources.
2. Prior to certificate of approval the plans shall be revised to indicate the following:
  - a. A low (2-3 feet in height) brick with cap retaining wall shall be provided to screen the front of the vehicles as well as provide a planting bed for the replacement of the street trees, in Phase II in front of the parking lot located north of the bus pull-off along Belcrest Road. An additional wall shall be located between the sidewalk and the parking lot along the bus pull-off area, which shall be the same wall design as along East West Highway. The existing London Planetrees along Belcrest Road shall be removed, the grate openings shall be modified to enlarge the tree planting area to provide for a new double row of trees (if space



permits) of Zelkova “Green Vase” (3 ½ to 4 inch) to be planted, as replacements. Evergreen shrubs, groundcover and perennials shall be provided to soften and enhance the appearance between the wall and the sidewalk, where there is sufficient room. Details and specifications of the retaining wall, grate modification, soil amendments and plantings shall be provided.

- b. Sheet 9 of 9 of the Landscape Plan, showing the Phase III implementation of the streetscape, shall incorporate the full 28 feet of the streetscape as measured from the property line. The streetscape elements shall be arranged as follows: a 1-foot width for a curb, 1-foot width for the low wall, a 6-foot width landscape strip planted with a row of street trees (3 ½”–4” caliper trees), an 8-foot pedestrian walkway, and a 12-foot landscape strip planted with the second row of street trees. Appropriate landscaping located in front of the proposed low wall shall incorporate a variety of maintenance-free, groundcover including evergreen plant material of appropriate size.
- c. Additional lighting shall be provided near the new entrance into the Target store, either freestanding or wall-mounted.
- d. Widen the median located within the northernmost entrance to accommodate the plantings of shrubs to enhance the appearance of the entrance.
- e. Provide an additional direct pedestrian crosswalk from Belcrest Road to the proposed sidewalk on the north corner of the new Target store.
- f. Reorient the parking and parking access aisles in the vicinity of the existing and signalized access along Belcrest Road, in order to eliminate the potential vehicular conflicts within Phase 2, parking area A.
- g. Relocate the existing access point along Belcrest closest to its intersection with MD410 further north, and construct a right-in right/out access point per the Prince George’s County Department of Public Works and Transportation standards. Also, re-orient the proposed parking aisles on the east side of Phase 2, parking area C toward this access point.
- h. Eliminate both access points along MD 410 (next to existing Metro Pedestrian Bridge), and reorient the proposed parking aisles in this area to safely and efficiently accommodate traffic movements to and from the existing ATM machines, the bank and also to provide for queuing for the ATM machines. In the event the applicant is able to obtain an approval from the State Highway Administration to allow the retention of one or both of these access points, the Planning Board’s designee may review and approve a revision to the Detailed Site Plan accommodating these access points prior to the issuance of a certificate of occupancy for the Target Store.
- i. The revised plan, addressing each of the conditions above, shall be referred to the Town of University Park and the City of Hyattsville for review and comment.

3. Prior to the issuance of a building permit for Phase II, a performance bond, letter of credit or other suitable financial guarantee shall be submitted to the Development Review Division of M-NCPPC for the plaza area.
4. Prior to signature approval of the architecture for the Target store, the following modifications shall be made:
  - a. An additional pilaster shall be added to the left side of the side elevation facing Belcrest Road.
  - b. The color of the lower base of the building, shown as Townsend Harbor Brown, shall be uniform along the side elevation, lower level elevation, and the mall-facing elevation.
  - c. Signage shall be provided on the side elevation to identify the anchor store as viewed from Belcrest Road.
  - d. All utility doors shall be of a color to blend with the color of the painted split face block.
  - e. All rooftop mechanical equipment shall be screened or relocated from view from pedestrian and vehicular traffic along both Belcrest Road and East West Highway.
5. Prior to the issuance of any sign permits, the signage shall be reviewed for conformance to the previously approved conceptual signage plan for the overall development and the previously approved Departure From Sign Design Standards.

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 Scott, seconded by Commissioner Lowe, with Commissioners Scott, Lowe, Eley, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, May 8, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29<sup>th</sup> day of May 2003.

Trudye Morgan Johnson  
Executive Director

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By Frances J. Guertin  
Planning Board Administrator

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