

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on January 4, 2001, regarding Detailed Site Plan SP-00052 for The Boulevard at Prince George's Metro Center, the Planning Board finds:

1. The Detailed Site Plan is for a 14,400-square-foot addition to an existing office building (Metro I) located on Parcel D, and a new chiller building adjacent to the existing Metro III office building located on Parcel C. Both parcels are located in Subarea 3 of the Prince George's Plaza Transit District Overlay Zone.

The proposed addition is to the first floor of the existing eight-story office building. The addition is an expansion of the first floor out over an existing base which is wider than the tower portion of the building. The addition does not increase the footprint of the building. It is the applicants' intention to make the addition compatible with the style, materials and colors of the existing building.

The proposed chiller building will be located in an area adjacent to the existing Metro III office building that is significantly lower than the rest of the site and not outwardly visible from any public streets or other properties. The building will be constructed of dryvit over concrete block and will eventually be covered by a future parking garage.

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

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

Architecture (p.31)

S14 Building materials shall be high quality, enduring and distinctive. Exterior building materials such as pre-cast concrete, brick, tile and stone are encouraged. (Also, S 44 for Subarea 3)

The application is for a 14,400-square-foot building addition to the existing Metro I office building located in Parcel D, and to add a 3,244 square-foot chiller building next to the existing Metro III office building located in Parcel C of Subarea 3.

The applicant has indicated that the proposed building materials, their colors, and the new windows are to match those of the existing office building. The architectural elevations should be revised to indicate the above information.

The proposed chiller building on Parcel C is to consist of dryvit over concrete block. The building will eventually be covered by a future parking garage.

3. **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.

4. **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**

The addition to the existing Metro I building and the new chiller building meet the requirements of the Transit District Overlay Zone and applicable regulations of the M-X-T Zone.

5. **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;**

When condition 1 below is met, the design of the building will be in compliance with this requirement. The other parts of this requirement will be required in the future with new buildings as proposed by the Conceptual Site Plan.

6. **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 addition to the existing building is architecturally coordinated in terms of building materials and style and is compatible with the surrounding existing and proposed development.

Required Findings for Detailed Site Plans in the M-X-T Zone

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

The proposed development is for a 14,400-square-foot building addition to an existing office building (Metro I) and a new chiller building next to existing office building (Metro III). The additions are in conformance with the purposes and other provisions of this division.

- 8. The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed addition is to an existing office building which has an outward orientation and is physically and visually integrated with existing adjacent development. The new chiller building is to be located in an area where it will not be visible and eventually will be covered by a future parking garage.

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

The proposed additions are to existing office development that is compatible with existing and proposed development in the vicinity.

- 10. The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

As long as condition 1 below is met, the development will remain cohesive and of continuing quality and stability.

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

The addition to the existing office building and the new chiller building will not be staged, but constructed in the immediate future.

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

No new pedestrian systems are proposed with this application.

- 13. 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).

There are no areas proposed for pedestrian activities with this application.

14. The Detailed Site Plan is in conformance to Conceptual Site Plan, CSP-00024 (PGCPB No. 00-195). The Conceptual Site Plan was approved by the Planning Board on October 19, 2000 and contains 17 conditions of approval. The proposed addition to the existing building and the new chiller building were not anticipated with the approval of the Conceptual Site Plan and slightly increase the existing density on the site from 0.73 FAR to 0.74 FAR. The conditions of approval of CSP-00024 were intended for new buildings that will be subject to future Detailed Site Plan approvals. The conditions were not intended for minor additions to existing buildings.

15. The Detailed Site Plan is in conformance with all applicable sections of the Prince George's County *Landscape Manual*.

Referrals

16. The Environmental Planning Section reviewed the application for Parcels C and D and offered the following comments:

Background

Parcels C and D are developed sites in the Prince George's Center which are zoned M-X-T and are located within the Prince George's Plaza Transit District Overlay Zone. Development or redevelopment of these parcels is subject to the requirements set forth in the *Prince George's Plaza Transit District Development Plan*. Parcels C and D are located within Subarea 3, which is a part of Conceptual Site Plan CSP-00024 for The Boulevard at Prince George's Plaza. The CSP was approved November 9, 2000 by the Planning Board subject to conditions.

Parcel C is a 4.48 acre site located in the southeast quadrant of the intersection of Belcrest Road and Toledo Road with frontages on both roads. The site is developed with a large office building known as Metro Three. The current application

is for the construction of a 3,224 square foot chiller building and two 56-foot diameter below-grade water tanks in the existing parking lot.

Parcel D is a 9.37 acre site located at the northeast corner of East-West Highway and Belcrest Road with frontages on both roads. The site is developed with a large office building known as Metro One. The current application is for the addition of 14,400 square feet of building area by the enclosure of an existing open plaza area. The Detailed Site Plan application has been reviewed for conformance with the Prince George's TDDP district-wide and subarea requirements, and the approved Conceptual Site Plan.

General Requirements

- a. The plan does not indicate the boundaries of the Conceptual Site Plan, or delineate the boundaries of Subarea 2 and 3. The boundaries for Parcels C and D are also unclear.

Required Revision: Prior to certification, the boundaries of the Conceptual Site Plan, included subareas, and Parcels C and D should be clearly defined.

- b. The plan sheet and architecture do not contain a clear indication of what is proposed and what is existing.

Required Revision: The Detailed Site Plan and Architecture should be revised to clearly label features which are existing and those that are proposed as part of this subdivision.

Mandatory District-wide Requirements

- a. Under stormwater management, Mandatory Development Requirement P25 states:

■Any Development shall provide for water quality and quantity control in accordance with all Federal, State and county regulations. Bioretention or other innovative water quantity or quality methods shall be used where deemed appropriate.●

Discussion: DER is responsible for the enforcement of stormwater management requirements through the conceptual and technical plan

approval process. A Conceptual Stormwater Management approval and plan were submitted by the applicant at the time of CSP approval. The SWM Concept Plan indicates that on-site bioretention will be utilized to the greatest extent that is reasonable given site development constraints. The approved Concept Approval also addressed the ■Water Quality Recommendations for the Prince George's Plaza TDDP• (Department of Environmental Resources, March 1993).

DER will need to make a determination as to whether the development proposed will require a Stormwater Management Technical Approval, since it adds only nominally to the impervious surface of the site. If so, DER will be the reviewing agency in determining that the conditions of the SWM concept approval have been met.

- b. Under stormwater management, Mandatory Development Requirement P26 states:

■When SWM cannot be provided for existing development parcels, a mandatory 15% green space requirement shall be provided. The green space can be incorporated into the mandatory 10 percent afforestation requirements if it occurs on the actual property•

Discussion: The Conceptual Site Plan for Subareas 2 and 3 proposed to fulfill the 15% green space requirement on-site. Since the redevelopment of the site is not going forward at this time, the current plan needs to demonstrate that Parcels C and D fulfill the 15% green space requirement of this requirement.

Required Condition: The Detailed Site Plan should demonstrate that the 15% green space requirement has been met for Parcels C and D.

- c. Under stormwater management, Mandatory Development Requirement P27 states:

■Within 12 months after the District Council approves the Prince George's Plaza TDDP, the Department of Environmental Resources shall make recommendations to the District Council regarding treatment of pollutants based on the Prince George's Plaza Transit District Overlay Zone Environmental Management Plan, July 1993. Any property owner who completes construction or receives a use and occupancy permit prior to the completion of the Department of Environmental Resources study shall comply with the findings and recommendations of the study.•

Discussion: The Department of Environmental Resources is responsible for determining conformance with the ■Prince George's Plaza Transit District Overlay Zone Environmental Management Plan• at time of stormwater management technical review.

- d. Under stormwater management, Mandatory Development Requirement S31 states:

■At time of Detailed Site Plan, the number of trash cans and locations shall be shown on the plan. Trash receptacles should be placed in strategic locations to prevent litter from accumulating in and around the proposed development.●

Discussion: Although the purposes of this Detailed Site Plan are limited, this requirement indicates that each DSP needs to provide for trash cans. This is a stormwater management requirement since trash which gets into stormwater management systems can cause them to fail or function inefficiently. The existing stormwater management system within the TDOZ does not meet current stormwater management standards for quantity or quality, therefore, small measures which would enhance or maintain the function of the system are strongly encouraged. Parcels C and D are proposed for future redevelopment, but no time frame is proposed. Trash receptacles are items of street furniture that is relocatable, and relatively low in cost. The style is already mandated by the TDDP. Because the additional floor area being proposed for Metro One will bring in employees, and additional foot traffic along the major roads, we recommend that trash receptacles be placed as part of this Detailed Site Plan.

Recommended Condition: Prior to certification, the number of trash cans and locations on Parcels C and D should be shown on the Detailed Site Plan.

- e. Under stormwater management, Mandatory Development Requirement S32 states:

■Prior to the final inspection and sign-off of permits by the Sediment/Stormwater or Building Inspector, any storm drain inlets associated with the development and all inlets on the subject subarea shall be stenciled with ■Do Not Dump, Chesapeake Bay Drainage.●

The Detailed Site Plan and the Sediment Control Plan (in the sequence of construction) shall contain this information.●

Discussion: Although the purposes of this Detailed Site Plan are limited, this requirement indicates that any DSP needs to provide stenciling of storm drains. This is a small, inexpensive, but effective method of educating the public about extent of the Chesapeake Bay Watershed.

Recommended Condition:

- 1. Prior to certification, the Detailed Site Plan should be revised to include notes and details necessary to implement the stenciling of any storm drain inlets associated with the development and all inlets on Subarea 3 with ■Do Not Dump, Chesapeake Bay Drainage. ●*
- 2. At time of permits, the Environmental Planning Section should review the Sediment and Erosion Control Plan to confirm that the information necessary to implement storm drain stenciling has been included in the Sequence of Construction.*

- f. Under woodland conservation, Mandatory Development Requirement S33 states:
- Afforestation of at least 10 percent of the gross tract shall be required on all properties within the Prince Georges Plaza Transit District currently exempt from the Woodland Conservation and Tree Preservation Ordinance. Afforestation shall occur on-site or within the Anacostia Watershed in Prince Georges County, with priority given to riparian zones and nontidal wetlands, particularly within the Northwest Branch sub-watershed.●**

Discussion: Subarea 3 is exempt from the Woodland Conservation and Tree Preservation Ordinance, so it is subject to the 10% afforestation requirement for the gross tract area. The applicant has addressed this requirement through a note on the plan submitted which states: ■Tree Conservation Requirements: 10% of the 13.85 acre net tract area (1.39 acres) will be provided for in a woodland conservation easement off-site. ●

This note is insufficient and should be removed. A TCP I was approved as part of the Conceptual Site Plan for this site; a TCP II is required as part of any Detailed Site Plan.

Required Condition:

1. Prior to certification, a TCP II for Subarea 3, which is in conformance with TCP I/35/00 should be approved by Planning Board or designee.

- g. Under 100-year floodplain, Mandatory Development Requirement P28 states:
■Any new development or reconstruction of existing development shall be in conformance with the Prince George's County Floodplain Ordinance.●

Under 100-year floodplain, Mandatory Development Requirement P29 states:

■No development within the 100-year floodplain shall be permitted without the express written consent of the prince George's County Department of Environmental Resources.●

Under 100-year floodplain, Mandatory Development Requirement P30 states:

■If the development is undergoing subdivision, approval of a variation request shall be obtained for proposed impacts to the floodplain.●

Discussion: Although there is 100-year floodplain in Subarea 3, there is no 100-year floodplain on Parcels C and D.

- h. Under nontidal wetlands, Mandatory Development Requirement P31 states:
■If impacts to nontidal wetlands are proposed, a Maryland Corps of Engineers Joint Permit Application shall be required.●

Under nontidal wetlands, Mandatory Development Requirement P32 states:

■If impacts to nontidal wetlands are proposed, a State Water Quality Certification pursuant to Section 401 of the Clean Water Act shall be required from the Maryland Department of the Environment.●

Discussion: There are no jurisdictional wetlands on Parcels C and D.

- i. Under noise, Mandatory Development Requirement P33 states:
■Each Preliminary Plat, Conceptual and/or Detailed Site Plan shall show the 65 dBA(Ldn) noise contour based upon average daily traffic volumes at LOS E. Upon plan submittal, the Natural Resources

Division shall determine if a noise study is required based on the delineation of the noise contour.●

Under noise, Mandatory Development Requirement S34 states:

■If it is determined by the Natural Resources Division that a noise study is required, it shall be reviewed and approved by the Natural Resources Division prior to approval of any Preliminary Plan of Subdivision, Conceptual and/or Detailed Site Plan.●

Discussion: The Detailed Site Plan does not show the 65 dBA(Ldn) noise contour and no noise study has been submitted. The location of this contour was shown on the Conceptual Site Plan, and indicates that there are no noise impacts on office area proposed for the Metro One building. The 65 dBA(Ldn) contour for Toledo Road indicates that there are noise impacts to the Metro Three building, but no construction of additional office space is proposed at this time.

Required Condition:

- 1. Prior to certification, the Detailed Site Plan should be revised to show the 65 dBA(Ldn) noise contour, as determined at time of Conceptual Site Plan approval, to demonstrate to the satisfaction of the Environmental Planning Section that the additional development proposed is in conformance with ■Table 8: Established Noise Standards in Transit District●*

Mandatory Requirements for Subarea 3

The Mandatory Development Requirements for Subarea 3 are not environmental in nature, and require no finding from the Environmental Planning Section.

Conceptual Site Plan Conditions

Conceptual Site Plan CSP-00024 was approved by the Planning Board on November 9, 2000. The plan submittal was reviewed for conformance with applicable environmental conditions of approval as expressed in PGCPB No. 00-195.

- a. Condition No.6 states:

■Off-site woodland conservation sites shall be determined at time of TCP II. If off-site mitigation locations outside of the Anacostia watershed are proposed, the applicant shall demonstrate that due diligence has been made to secure a location within the watershed, and that efforts have been unsuccessful.●

Required Conditions:

- 1. Prior to approval of the Type II Tree Conservation Plan, the location of all off-site wood conservation should be identified.*
 - 2. Prior to the issuance of any permits, the applicant should record easements for off-site woodland conservation areas in the Land Records of Prince George's County and a copy shall be provided to the Environmental Planning Section.*
 - 3. Prior to the issuance of any permits, a Type II Tree Conservation Plan should be prepared or revised, and approved for all off-site woodland conservation receiving sites.*
17. The Transportation Planning Division has reviewed the above referenced and submitted Detailed Site Plan for the proposed addition to an existing office building and the construction of a new chiller building on these two subareas of the Transit District.

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 ensure adequacy of the transportation facilities, based on the number of additional parking spaces, as long as the authorized total parking limits and their attendant, respective, parking ratios (Tables 5 and 6 of the TDDP) are not exceeded. The collected fee will be applied toward the required number of transportation improvements totaling \$1,562,000, as summarized in Table 4 of the TDDP. These improvements are needed to ensure that the critical roadways and intersections in the transit district will remain adequate and will be operating at or above Level-of-Service E, as required by the plan.

The total number of proposed parking spaces shown in the submitted Detailed Site Plan is exactly the same as the total number of parking spaces that were existing on the subarea 2 and 3 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.

Therefore, the review of the submitted Detailed Site Plan will be limited to the adequacy determination of access points, vehicular and pedestrian circulation, and the level of compliance with the transportation-related requirements of the approved Conceptual Site Plan.

Detailed Site Plan Findings and Comments

The TDDP identifies the subject property as Subareas 2 and 3 of the TDOZ. There are 15 subareas in the TDOZ, 2 of which are designated as open space and will remain undeveloped. The property is located at the northeast quadrant of the intersection of East West Highway (MD 410) and Belcrest Road. The proposed application is for construction of approximately 14,400 gross square feet additional space to an existing Metro I office building and a new chiller building adjacent to the existing Metro III office building. The submitted site plan indicates a total of 3,505 parking spaces, exactly the same number of parking spaces that existed on these two subareas prior to the approval of the TDDP. Therefore and pursuant to the requirements of the TDDP, the proposed application, if approved as submitted, will not change the total available preferred and premium parking totals for retail uses or for the Transit District.

The submitted Detailed Site Plan does not propose any changes to the existing access points, on-site circulation patterns, and the layout and location of pedestrian facilities. Furthermore, it is important to note that the proposed Detailed Site Plan is exempt from meeting the Transportation Conditions referenced in the approved Conceptual Site Plan for the subject property, The Boulevard at Prince Georges Metro Center. The Conceptual Site Plan Transportation Conditions are intended for new development planned for the site and were not intended for minor changes to any of the existing buildings.

However, pursuant to the adopted and approved TDDP, all new retail developments are required to provide four bike racks for every 10,000 gross square feet of floor space with each rack holding a minimum of 2 bikes. The submitted site plan does not show the location of the required bicycle racks.

For the proposed 14,400 gross square feet of retail space, six racks each holding a minimum of two bikes are needed. The required 12 bike spaces can be accommodated in a single rack with the number of spaces.

The center is currently being serviced by Washington Area Metropolitan Transit Authority (WMATA) Metro buses and The University of Maryland shuttle buses at a bus stop within the center's parking area.

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 be a member and participate in the TDMD, once it is established. 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 is set at a rate of \$2.00 per space.

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, the approved Conceptual Site Plan, and the proposed additional development will be adequately served within a reasonable period of time with existing, programmed or planned transportation facilities, if Condition 2 below is met.

18. The application was referred to the municipalities of Hyattsville, University Park, College Park, Brentwood, Riverdale and Mount Rainier. The City of Hyattsville (Mollino to Wagner) and the Town of University Park (Cook to Wagner) responded that they are in favor of the application. As of the writing of this report, no response has been received from the other municipalities.

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 for the above-described land, subject to the following conditions:

1. Prior to certification, the architectural elevations shall be revised to specify that building materials, colors and windows are to match those of the existing building.
2. Prior to certification of the Detailed Site Plan, the plan shall be revised to provide for at least 12 secure bicycle parking positions within the site as deemed appropriate by the Transportation Planning Section and Development Review Division staff.
3. Prior to certification, the Detailed Site Plan shall be revised:
 - a. To clearly define the boundaries of the Conceptual Site Plan, included subareas, and Parcels C and D;

- b. To clearly label features which are existing and those that are proposed on both the plan sheets and the architecture;
 - c. To show the number of trash cans and their locations on Parcels C & D, subject to approval by the Urban Design Review Section;
 - d. To show the 65 dBA(Ldn) noise contour, as determined at time of Conceptual Site Plan approval.
4. Prior to Detailed Site Plan certification, a TCP II for Subarea 3 shall be approved by the Planning Board or designee, which is in conformance with TCP I/35/00.
5. Prior to approval of the Type II Tree Conservation Plan, the location of all off-site woodland conservation shall be identified. If off-site mitigation locations outside of the Anacostia watershed are proposed, the applicant shall demonstrate to the satisfaction of the Environmental Planning Section that due diligence has been made to secure a location within the watershed, and that efforts have been unsuccessful.
6. Prior to the issuance of any permits:
- a. The applicant shall record easements for off-site woodland conservation areas in the Land Records of Prince George's County and a copy shall be provided to the Environmental Planning Section; and
 - b. A Type II Tree Conservation Plan shall be prepared or revised and approved for all off-site woodland conservation receiving sites; and

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 Eley, seconded by Commissioner Lowe, with Commissioners Lowe, Eley, Brown, Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 4, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of January 2001.

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Executive Director

By Frances J. Guertin
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