

July 30, 2009

MEMORANDUM:

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Gary Wagner, Planner Coordinator

SUBJECT: The Boulevard at Prince George's Metro Center, Parcels C and D
Detailed Site Plan, SP-00052

The Urban Design staff has reviewed the Detailed Site Plan and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

The Detailed Site Plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's Transit District Development Plans (TDDP)
- b. The requirements of Part 10A. Overlay Zones of the Zoning Ordinance
- c. The requirements of the Zoning Ordinance in the M-X-T Zone
- d. Referrals

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

- 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 Georges County *Landscape Manual*.

Referrals

16. The Environmental Planning Section was unable to provide a memorandum as of the writing of this report, but will be available at the Planning Board hearing.
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 George's 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 verbally to staff that they are in favor of the application. As of the writing of this report, no response has been received from the other municipalities.

RECOMMENDATIONS

Based upon the analysis and findings of this report, the Urban Design staff recommends that the Planning Board adopt the findings and APPROVE SP-00052 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.