

The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

DETAILED SITE PLAN

DSP-03037/01

Application	General Data
Project Name: Boulevard at Prince George's Metro Center Residential Apartment Building Location: Northwest quadrant of Belcrest Road and East West Highway Applicant/Address: Prince George's Metro Center Chris Hannesian, Vice President 6525 Belcrest Road Hyattsville, MD 20782	Date Accepted: 11/17/04
	Planning Board Action Limit: 2/10/04
	Plan Acreage: 1.58
	Zone: M-X-T/T-D-O
	Dwelling Units: 240 units
	Square Footage: 387,000
	Planning Area: 68
	Tier: Developed
	Council District: 2
	Municipality: Hyattsville
	200-Scale Base Map: 208NE03

Purpose of Application	Notice Dates
Sixteen-story student housing apartment building	Adjoining Property Owners Previous Parties of Record Registered Associations: 8/19/03 (CB-12-2003)
	Sign(s) Posted on Site: 1/21/04

Staff Recommendation		Staff Reviewer: Lareuse	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: University Town Center—The Boulevard at Prince George's Metro Center
Prince George's Plaza Transit District Overlay Zone (TDOZ)
Detailed Site Plan DSP-03037/01
Residential Student Housing Apartment Building

The Urban Design staff has reviewed the detailed site plans and presents the following evaluation and findings leading to a recommendation of APPROVAL of Detailed Site Plan DSP-03037/01 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. The Conceptual Site Plan, CSP-00024 (District Council's Order dated January 8, 2001)
- e. Primary Amendment TP-00002 (District Council's Order dated February 26, 2001)
- f. Preliminary Plan of Subdivision 4-01092
- g. Referrals

FINDINGS

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

1. The conceptual site plan (CSP) for Subareas 2 and 3 of the Prince George's Plaza Transit District Overlay Zone (TDOZ) was approved by the District Council on January 8, 2001. The CSP proposes a mixed-use development with a "main street" theme that will include office, retail and residential. Both subareas were reviewed as one site and combined consist of 40.1 acres in the M-X-T Zone and 7.6 acres in the O-S Zone, for a total of 47.7 gross acres. This application is only a portion of the overall site consisting of 1.58 acres of land for a proposed 16-story residential apartment building for use as a student-housing complex built over the top of a previously approved four-story underground parking garage. The building is proposed to be a light tan and brown brick combination with precast concrete. An at-grade passage through the building connects Belcrest Road to the future development.
2. Primary amendments to the transit district development plan for the subject property, TP-00002, were approved by the District Council on February 26, 2001, and included the following amendment, which directly addresses the proposed use on this site. The original mandatory requirement (P58) only permitted the development of multifamily with three or more bedrooms as a condominium. However, the District Council amended the requirement for this property as follows:

P58 The owner may develop multifamily residential dwelling units with three or more bedrooms by one of the following alternatives only:

- (d) **As rental units, if each unit of three or more bedrooms is a suite of bedrooms; each bedroom (which may have its own separate bathroom) is leased to one individual only; no individual may lease more than one unit; all bedrooms in a unit are leased to unrelated individuals; and each individual leasing a bedroom may have use of a common living, dining, and kitchen area, which may also include a common bathroom, laundry room or both.**

This subject application and use are in keeping with the amendment above, in that the proposal is for an apartment building that will be rented to students. It is anticipated that most of the students will be enrolled at the University of Maryland at College Park.

3. The site is located in the southwest quadrant of the intersection of Belcrest Road and Toledo Road, within close proximity of the Metro station. To the north of the subject site is the existing Metro III building. Access to the building will be provided via a drop-off area in the front of the building off of Belcrest Road, via a service road located to the rear of the building that leads to the parking garage, and to the east of the building from a proposed road to be located on the north side of the existing Metro I building. To the west of the site will be the future development of the plaza, retail, shops, possible cinema, and the main street.

4. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Parking lot and green area	16 story residential apartment building
Number of Units	0	240 with 910 bedrooms
Acreage-Subareas 2 & 3	38.63 acres	38.63 acres
Acreage-DSP-03037/01	1.585 acres	1.585 acres
Lots-Subarea 3	3	12
Parcels	0	0
Square Footage/GFA	0	387,000 sq. ft.
Floor Area Ratio (FAR)	Existing Office 1,446,750 square feet FAR-0.86	Residential Apartments 387,000 square feet FAR-1.09

5. The floor area ratio (FAR) for the 38.63 acres of land within the M-X-T Zone as approved per Conceptual Site Plan CSP-00024 listed the base FAR permitted as 0.40, consistent with Section 27-548(a)(1). As a bonus incentive in the M-X-T Zone, a residential use is permitted where 20 or more dwelling units are provided, which allows for additional gross floor area equal to a FAR of 1.0, per Section 27-545(b)(4)(A), for a total of 1.40 FAR permitted. The additional proposed development of the residential apartment building on this site plan will bring the total FAR to 1.09 for Subareas 2 and 3, which includes all of the existing development and is allowed without any additional bonus incentives. The plans include a breakdown of the bonus incentives for the overall development, but the information appears to categorize the information on a site-by-site breakdown rather than an overall FAR related to the entire M-X-T Zone, as is the method used in the approved CSP of determining allowable FAR. Therefore, the staff recommends that the plans be revised prior to signature approval to relate the FAR to the overall site.

Required findings for a Detailed Site Plan in the Transit District Overlay Zone (TDOZ) as stated in the Transit District Development Plan

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

The District Council approved several primary amendments (P1, P44, P46, P48, P50, P52, P53, P54, P58 and P59) and adopted the Planning Board's findings concerning mandatory requirements P34, P55, S28, S33, S34, S35 and S36 to the Transit District Development Plan (TDDP), which allows the development of Subareas 2 and 3 to proceed as stipulated by those amendments. The Urban Design staff has determined that the detailed site plan is in strict conformance with all mandatory development requirements as amended by the District Council.

The applicant has not filed any amendments to the mandatory development requirements with this application, but the following requirements warrant discussion as identified by the Community Planning Division in a memorandum, Iraola to Lareuse:

P2 (TDDP, page 40) – "All development/redevelopment shall have a sign plan...provide location, size, color, lettering style, construction details and material specification including

the method of illumination.”

Staff Comment: The only sign proposed for this development is a sign located along the right-of-way of Belcrest Road. The sign is subject to Part 12, Signs, of the Zoning Ordinance and has been reviewed for conformance to that section of the code. The proposed area of the sign exceeds the allowable area, therefore, the staff recommends that the sign be reduced in size or the applicant should apply for a Departure from Sign Design Standards.

P5 (TDDP, page 40) – “Small regulatory signs, such as signs which direct traffic or identify the location of service entrances or parking areas, shall not exceed 2 square feet in area.”

Staff Comment: The applicant has not developed the directional signage so the regulatory signs can be reviewed for TDDP compliance. Prior to the approval of sign permits the directional signage and the regulatory signage will be required to meet the applicable requirements.

S3 (TDDP, page 29) – “All primary and secondary pedestrian walkways shall be well-lighted to a minimum standard of 1.25 footcandles.”

Staff Comment: The plan needs to provide the minimum 1.25 footcandle lighting coverage throughout the proposed development. The photometric plan has demonstrated substantial conformance to this issue. Prior to signature approval, the plans should be revised to provide evidence of conformance.

S14 (TDDP, page 35) – “Building materials shall be high quality, enduring and distinctive. Exterior building materials, such as pre-cast concrete, brick, tile and stone are encouraged.”

Staff Comment: The material proposed for the building includes brick, primarily, and some precast concrete panels. At the top of the building a screen wall is proposed of EIFS, which is used because of its light weight. The proposed architecture is high quality and distinctive.

S15 (TDDP, page 36) – “All plazas shall have paving materials that are high quality visually attractive and compatible with adjacent building elements. A combination of the following may be required: brick, concrete pavers, flagstone, tile, exposed aggregate concrete, granite setts, and cobbles. Large expanses of poured concrete are not acceptable. A detailed paving/banding plan will be required at the time of Detailed Site Plan.”

Staff Comment: The applicant has submitted a plan for the plaza that incorporates high quality paving material and has provided a paving plan as specified in the TDDP requirement above.

G32 (TDDP, page 37) – “Plaza trees should be a minimum size of 4 inches in caliper at the time of installation. They shall be planted in at least 700 cubic feet of soil per tree with a depth of soil of 3 to 4 feet and be planted either with grating flush to grade, or in a planting bed with a continuous area of at least 75 square feet exclusive of bounding wall.”

Staff Comment: The applicant proposes several different types of plaza trees: 1½-inch caliper European Hornbeam, 1-inch caliper Serviceberry, 1-inch caliper Fringetree, 1-inch caliper Smoketree, 1-inch caliper Cornelian Cherry Dogwood, 1-inch caliper Sweetbay Magnolia, and 1½- to 2-inch caliper Yoshino Cherry trees. The reason these trees are proposed less than the minimum size in the TDDP is because the planters are located on top of the four-story garage. The standards for a typical plaza cannot be applied in this case. These plantings are very similar to a rooftop planting

and cannot be the size that would be expected in a plaza built on grade. The reduction in plant size is appropriate considering the depth of planting soil is approximately one-half of normal depth.

S25 (TDDP, page 39) – “All lighting shall have a minimum level of 1.25 footcandles and shall be provided for all outdoor spaces, plazas, parking lots, etc., for the safety and welfare of all users.”

Staff Comment: The plans should be revised to demonstrate conformance to the minimum 1.25 footcandle requirement.

S26 (TDDP, page 39) – “Lighting shall be designed to prevent glare, where possible, on adjoining properties, roadways and uses within the subject development.”

Staff Comment: The proposed lighting will not impact adjoining properties.

S31 (TDDP, page 69) – “At the 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.”

Staff Comment: The plan does not show trash receptacle locations, yet the detail is provided on the detail sheet of the plan. The applicant will need to provide trash receptacle locations on the plan. The plan should comply with the TDDP-S31 requirement.

7. **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria contained in the Transit District Development Plan;**

The Transit District detailed 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.

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

The detailed site plan generally meets all the requirements of the Transit District Overlay Zone.

9. **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 proposed application has been designed so that the location and size of the building atop the parking garage will maximize the safety and efficiency of the users of the student housing complex. The design is respectful of both proposed and existing uses and has taken into consideration quality architectural design, site design including the plaza design, and circulation, both pedestrian and vehicular. The subject application has incorporated phase one of the ultimate plaza design, landscaping, wide sidewalks, lighting, and street furniture in accordance with the TDDP to create a pedestrian-friendly environment. Therefore, staff has determined that the subject application meets the purposes of the Transit District Overlay Zone.

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

Staff has reviewed the subject application in relation to existing and proposed development within the Transit District Overlay Zone. Four office buildings, including the newly opened Center for Disease Control (CDC) building (DSP-01002), exist in Subarea 3, and the subject application proposes the first phase of the residential component of the overall project. The approved conceptual site plan for the overall project creates a main street theme for the entire development of the subarea.

The subject application provides an attractive pedestrian connection from Belcrest Road to the subject property, which will ultimately connect to the future main street. The addition of this portion of the project will create a strong pedestrian connection that will unify existing development within the TDDP. Staff is of the opinion that this application is compatible with structures and uses that are either existing or proposed within the Transit District Overlay Zone.

11. In addition to the findings above, the following is required for Detailed Site Plans:

- a. The Planning Board shall find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan.**

The proposed application is in conformance with the conceptual site plan upon approval of the recommended conditions.

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

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

At the time of final build-out, the subarea will provide for the opportunity for high quality and distinctive architecture, retail shopping, restaurants, a movie theater, a museum, outdoor skating rink, and an animated streetscape with plazas, street trees, planters and special paving that will be in conformance with the purposes and provisions of the M-X-T Zone. The proposed project will enhance the economic status of the county and provide an expanding source of desirable living opportunities for students at the University of Maryland. The detailed site plan promotes the effective and optimum use of transit and other major transportation systems.

13. 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 project will have an outward orientation with new paving, street furniture, landscaping, lighting and public spaces fronting on Belcrest Road. As this project continues to develop, other requirements of the TDDP will further ensure that new development will be physically and visually integrated with existing adjacent development. Because of the magnitude of the proposed development, it also has the potential to catalyze adjacent community improvement and rejuvenation.

14. The proposed development is compatible with existing and proposed development in the vicinity;

The subject application will provide a pleasing streetscape that will complement and enhance the character of the area and promote ridership of transit facilities. The proposed improvements will also

upgrade the existing Metro III building by providing a pleasing outdoor environment for those who work in and visit the area.

15. **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;**

Subareas 2 and 3 are already developed with four office buildings and associated surface parking that provide for a significant employment base that will help to contribute to a stable environment. The proposed addition of the subject site will enhance the existing and proposed development on the site. Future development, including restaurants, a cinema, other retail, and continuation of the outdoor plaza will enhance the quality of the transit district.

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

The subject application is a phase that follows the development of the Center for Disease Control office building and the approval of the four-story underground garage. This project is anticipated to be followed by the future development of the main street, which includes a variety of uses as described above. Even as such, the development of the subject property has been designed as a self-sufficient entity that is not dependent on the future development to be a significant contributing factor to the overall site that will allow for effective integration of future phases.

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

A major component of the development is the plaza with quality special paving, street trees, landscaping, furniture and lighting that is comprehensively designed to encourage pedestrian activity. The pedestrian system will connect into existing streets that will create convenient access to the Metro station and surrounding subareas.

18. **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).**

The subject plans indicate that the proposed plaza has been specifically designed for the human experience. The pedestrian will experience a pleasing streetscape within the plaza, with the special paving, lighting, benches, trash receptacles, and street trees that will create an overhead canopy and give the existing and future development a pleasing human scale.

19. The application is not subject to the *Landscape Manual*. Section 4.1(l), Residential Requirements, states that the minimum standards contained within that section apply to all conventional zones. It further states that mixed-use zones will be subject to the purpose and regulations and findings for the appropriate zone. Section 4.7, Table II, of the *Landscape Manual* does not apply because it states that for mixed-use developments on a single lot (in this case the lot being the entire M-X-T-zoned property), the impact category for the use nearest a property line shall determine the buffering requirements for that yard. This particular property is not adjacent to an incompatible use; the

adjacent office buildings are integral to the high-density development that is desired around and within the transit district.

20. This plan is subject to conditions of approval that are generated from previously approved plans. The following is a list of the applicable conditions that need to be addressed:

CSP-00024

- 8. A Phase II Noise Study shall be submitted at time of Detailed Site Plan for any residential components to address noise mitigation in accordance with standards established in the TDDP.**

Comment: The applicant submitted a noise impact analysis report dated September 9, 2003, prepared by Polysonics Corp., which states that the site plan that was submitted for their review indicates that the noise level contour shown on the site plan is 65 dBA Ldn. The drawing shows that the traffic noise level will be 65 dBA Ldn at a distance of 92 feet from the center line of Belcrest Road. Closer to Belcrest Road the traffic noise will be louder, and further from Belcrest Road the traffic noise will be less. Prior to signature approval of the plans, the staff recommends that the applicant revise the detailed site plan to show the 65 dBA in accordance with the noise study and to indicate which units will be affected. Prior to the release of the building permit, the applicant will be required to provide evidence that the interior noise levels have been reduced to 45 dBA or less.

- 15. For each Detailed Site Plan, the applicant, his heirs, successors, and/or assigns shall submit a parking demand analysis which reflects appropriate reduction for shared parking between the existing and proposed uses.**

Comment: The applicant has submitted a shared parking analysis for the subject site dated November 13, 2003. As of the writing of this report, the analysis is still being revised by the Transportation Planning Section.

TP-00002

- P53 Build-to lines shall be 20 feet from the face of curb along Belcrest and Toledo Roads. A build-to line up to 40 feet from the face of curb along Toledo Road and 60 feet from the face of curb along Belcrest Road may be permitted, provided the space between the building and the streetscape is designed for the pedestrian experience, with, for example, a plaza, a fountain, focal point, or sitting area and accompanying landscaping.**

Comment: The building is set back approximately 30 feet from the fact of the curb along Belcrest Road. The streetscape of Belcrest Road is designed to enhance the pedestrian experience.

4-01092

- 7. The following note shall be placed on the final plat:**

Unless an amendment is approved, no more than four curb cuts into the subject property shall be allowed along Belcrest Road for ingress and egress per the requirements of the Transit District Development Plan, Subarea 3 Requirements and guidelines (see TDDP, s42, page 102). Access to the lots may be provided pursuant to

section 24-128(b)(9) of the Subdivision Regulations.

Comment: There are currently three existing curb cuts along Belcrest Road. The proposed application will result in three curb cuts along Belcrest road, so there will be no net change.

Referrals

21. The Environmental Planning Section recommends approval of the revised detailed site plan (DSP-03037-01) with no conditions. The Environmental Planning Section previously reviewed this site in 2001 as a preliminary plan of subdivision (4-01092), and subsequently as a detailed site plan (DSP-00052) that has since been revised twice at staff level. This application seeks the approval of a revised detailed site plan for the construction of a 16-story residential tower apartment building to be erected in a previously excavated area east of Belcrest Road, between the north side of the existing Metro I office building and the south side of the existing Metro III office building at Prince George's Metro Center. The subject property is located in the M-X-T Zone within the Prince George's Plaza Transit District Overlay Zone. The subject property has an approved conceptual storm drain plan, CSD #27352-2003-00, dated September 26, 2003. This site has an approved Type II Tree Conservation Plan (TCPII/15/01), which proposes to meet all woodland conservation requirements off-site at TCPII/129/99.

A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, or streams are not found to occur on this property. The site is located in the Northeast Branch watershed, which is a tributary to the Anacostia River Basin. The soils found to occur on this property according to the Prince George's County Soil Survey are in the Christiana series. This series does not pose major problems for development. There are no rare, threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources Natural Heritage Program. No historic or scenic roads are affected by this proposal. East West Highway and Belcrest Road are noise generators; however, the noise levels are low enough to not adversely impact the commercial use proposed. The proposed use is not anticipated to be a noise generator. This property is in the Developed Tier as delineated on the approved General Plan.

The property was the subject of Detailed Site Plan DSP-01002, Prince George's County Planning Board Resolution No. 01-04, and was approved on January 9, 2001. All previous approval conditions in the resolution have been addressed. All applicable mandatory requirements from the approved Transit District Development Plan for this site have been addressed in previous submittals.

This subject property is located in Subarea 3, which is exempt from the Woodland Conservation and Tree Preservation Ordinance. This site is subject to a 10 percent afforestation requirement for the gross tract area due to a mandatory requirement of the TDOZ. 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." The DSP-03037 as submitted is in conformance with the approved Type II Tree Conservation Plan (TCPII/15/01). Required off-site easements for this site have been previously secured. No additional information is required with respect to the tree conservation plan.

The stormwater management concept approval letter dated September 26, 2003, includes the following condition of approval set as quotes in the memo: "The fee in lieu shall be assessed at the time of grading permit issuance and shall be based on multiplying the impervious area of the proposed site by \$16,000. This technical submissions and fee in lieu may be phased and approved

without contingencies or need for a new concept approval. Filterra is not required, but may be used per the discretion of the consultant engineer and are not to be subjected to a technical review. SHA approval is required at time of technical approval. A downstream adequacy analysis is required at the time of technical approval. For reference, please refer to SD#8004510-2000.” The requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Resources. No further information is required with regard to stormwater management.

22. The Transportation Planning Division has reviewed the above referenced and submitted Detailed Site Plan for the proposed construction of a 16-story apartment building containing 910 residential units on top of a multi-story underground parking garage in addition to the existing office buildings on these two sub areas of the Transit District.

This Transportation Section’s referral memo will present a discussion on the PG-TDDP’s Transportation and Parking Mandatory Development Requirements and the submitted detailed site plan and compliance with these requirements as well as the recently approved conceptual site plan (CSP-00024).

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 proposed detailed site plan does not propose to construct any additional surface parking spaces and all proposed structural parking 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, two 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 a 16-story apartment building containing 910 residential units on top of an approved but not yet constructed multistory underground parking garage, as the second phase of two-phase development plan. The submitted site plan indicates all required parking would be constructed, as structured parking and a total of 218 existing surface parking spaces would be eliminated. With this additional reduction, the total surface parking that is considered exempt from the TDDP parking and transportation requirements on these two subareas and considered as “pre-existing” would be reduced to 2,683 spaces. As a result of this, and pursuant to the requirements of the TDDP, the proposed application, if approved as submitted, will not change the total available preferred and premium surface parking totals 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.

Washington Area Metropolitan Transit Authority (WMATA) Metro buses and the University of Maryland shuttle buses that travel along Belcrest Road and East West Highway are currently servicing the site.

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, **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 are 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.

23. The Trails Coordinator of the Transportation Planning Section reviewed the application and recommends approval with one condition. The Adopted and Approved Prince George’s Plaza Transit District Development Plan (TDDP) makes several recommendations for bicycle and pedestrian facilities in the vicinity of the subject site. On-road bicycle facilities are recommended along both Belcrest Road and Toledo Road. Belcrest Road currently has wide curb lanes and wide sidewalks to accommodate bicycles and pedestrians. These existing facilities are adequate to accommodate bicycle and pedestrian movement and meet the intent of the master plan. Any construction to the road frontage should incorporate and/or retain these facilities. The placement of one “Share the Road” sign is also recommended along the subject site’s frontage.

The TDDP also recommends striped bicycle lanes along both sides of Toledo Road. Currently, a wide brick sidewalk exists along the south side of Toledo Road, in some areas wider than eight feet. No bicycle lanes are currently designated within the roadway. The existing brick sidewalk will accommodate pedestrians in a safe and attractive way. Road re-striping will be necessary to provide the recommended bike lanes.

The TDDP requires four bicycle racks per every 10,000 square feet of new retail development. No

retail development is proposed in the subject application. As noted in the submitted application, bike racks have been provided on sites surrounding the subject site. However, staff considers the provision of a small number of bicycle racks and lockers on-site to be appropriate for the use by residents of the proposed towers. Staff recommends that five bicycle racks (accommodating two bicycles each) and five bicycle lockers be considered at the residential towers to accommodate future residents who may own bicycles and store them on-site, in keeping with mandatory development requirement S29.

Any improvements to the ingress/egress from Belcrest Road shall include the crosswalk standards recommended in mandatory development requirement S42. This requirement involves the use of special paving materials and handicap ramps at all crosswalks, per Figure 7 of the TDDP.

In accordance with the Adopted and Approved Prince George's Plaza Transit District Development Plan (TDDP), the applicant and the applicant's heirs, successors and/or assignees should provide the following:

- a. Per Table 10 of the TDDP, appropriate pavement markings and signage are recommended to designate bicycle lanes along both sides of Toledo Road, per the concurrence of DPW&T or the City of Hyattsville.
 - b. Any improvements to the ingress/egress from Belcrest Road shall include the crosswalk standards recommended in mandatory development requirement S42.
 - c. Staff recommends that the provision of five bicycle racks (accommodating two bicycles each) and five bicycle lockers be considered at the residential towers, in keeping with mandatory development requirement S29.
24. In a memorandum (Bailey to Lareuse), from the Maryland State Highway Administration, the following comments were offered:
- “This office completed its review of the plan showing the proposed residential tower buildings and support documentation. Based on the available information, we have no objection to Detailed Site Plan DSP-03037/01 approval. However, State Highway (SHA) would like the opportunity to comment further on any proposed ingress/egress onto the property via MD 410 (East-West Highway) prior to issuance of building permits.”
25. In a memorandum dated January 27, 2004, the City of Hyattsville offered the following comments:
- “The Hyattsville City Council voted during its regularly scheduled City Council Meeting, January 20, 2004, to send comments to the Maryland-National Capital Park and Planning Commission as a Party of Record, recommending approval of DSP 03037/01, as presented to the City of Hyattsville on January 5, 2004. The City Council vote was 9 in favor of the recommendation and there was 1 opposed. The proposed use of the property is to construct a 16-story student housing apartment building, including private access drives, walks and infrastructure for this phase of development and to provide for future retail and/or office buildings.”
26. The detailed site plan was referred to the Town of University Park. At the time of the writing of the staff report, they had not responded.

27. The 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.
28. The detailed site plan is in conformance with the conceptual site plan.

RECOMMENDATION

Based upon the foregoing evaluation, analysis and findings of this report, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE DSP-03037/01, subject to the following conditions:

1. Prior to certification of the detailed site plan, the following revisions or information shall be supplied:
 - a. The plans be shall be revised to relate the FAR to the overall M-X-T acreage for Subareas 2 and 3.
 - b. The plans shall be revised to show the 65 dBA contour as described in the submitted noise study and the affected units shall be clearly identified.
 - c. The final grades of the plaza shall be shown demonstrating positive drainage of surface water.
 - d. The details and specifications of the pedestrian bridge that connects the subject project to the existing Metro III building shall be added to the plans.
 - e. Additional paving shall be added to the drop-off area, creating a clear delineation of the pass through lane and the drop off area.
 - f. The details and the specifications of the benches shall be upgraded from a wood to a metal bench and shall be specified as the Victor Stanley C-40 model.
 - g. The monumental sign shall be reduced in size to meet the requirements of Part 12 of the Zoning Ordinance, Signs, or the applicant shall obtain approval of a departure from sign design standards.
 - h. The plans shall be revised to clearly delineate that the loading space is a minimum 12-foot by 33-foot size.
 - i. Per Table 10 of the TDDP, appropriate pavement markings and signage are recommended to designate bicycle lanes along both sides of Toledo Road, per the concurrence of DPW&T or the City of Hyattsville.
 - j. Any improvements to the ingress/egress from Belcrest Road shall include the crosswalk standards recommended in mandatory development requirement S42.
 - k. Staff recommends that the provision of five bicycle racks (accommodating two bicycles each) and five bicycle lockers be considered at the residential towers, in keeping with mandatory development requirement S29.

2. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within the 65 dBA Ldn noise corridor have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.