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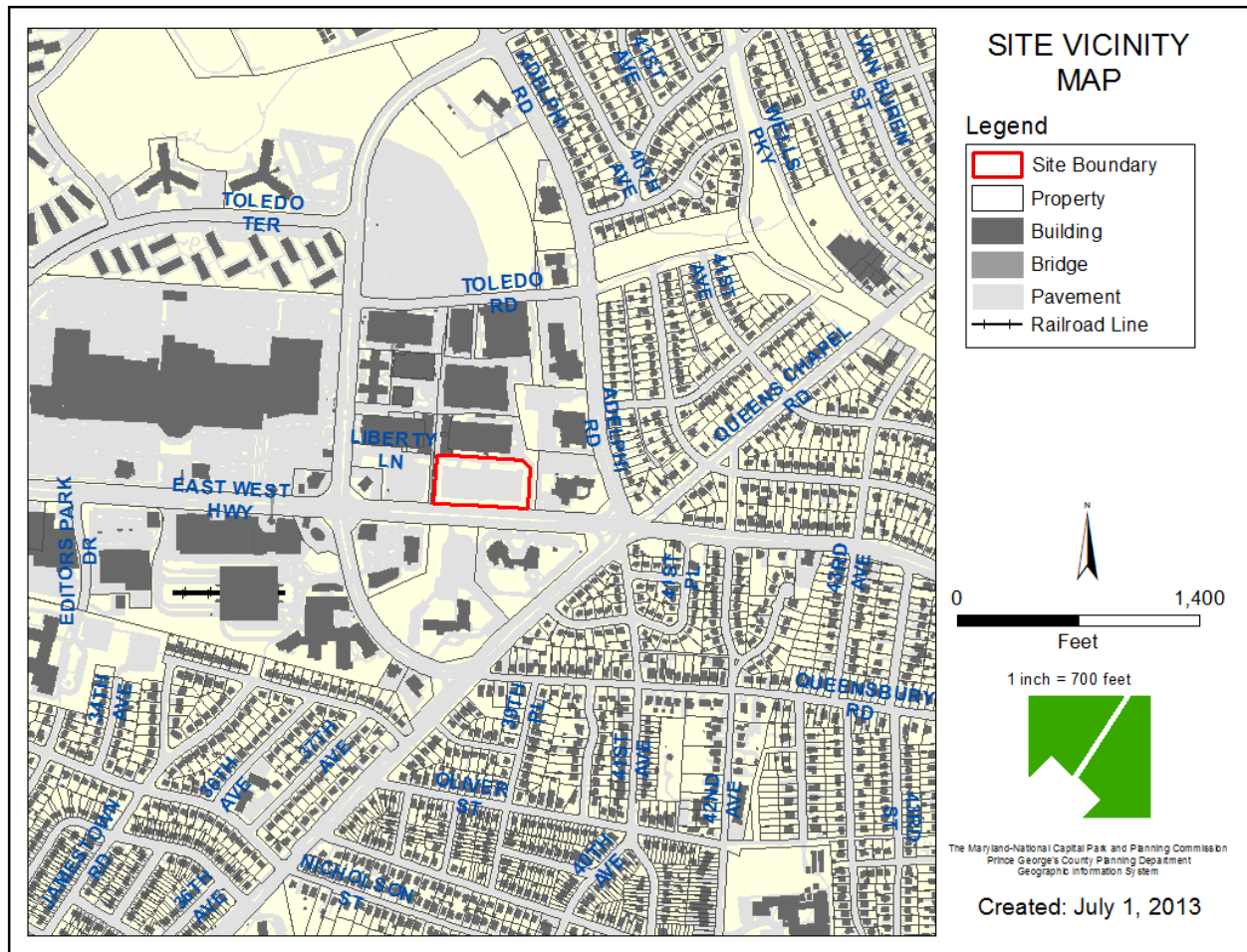
## Detailed Site Plan

**DSP-05084-02**

Application	General Data	
<b>Project Name:</b> University Town Center, Parcel S  <b>Location:</b> North side of East-West Highway (MD 410), in the northeast quadrant of its intersection with America Boulevard.  <b>Applicant/Address:</b> ECHO-UTC, LLC 2176 Wisconsin Avenue, Suite 200 Washington, DC 20007	Planning Board Hearing Date:	10/31/13
	Staff Report Date:	10/16/13
	Date Accepted:	08/23/13
	Planning Board Action Limit:	11/09/13
	Plan Acreage:	3.49
	Zone:	M-X-T & T-D-O
	Dwelling Units:	0
	Gross Floor Area:	85,524 sq. ft.
	Planning Area:	68
	Tier:	Developed
	Council District:	02
	Election District	17
	Municipality:	City of Hyattsville
	200-Scale Base Map:	208NE03

Purpose of Application	Notice Dates	
A mixed-use development of 85,524 square feet, including a food and beverage store, other retail, and office.  This request also includes amendments to the use table, building height, and reduction in width and design of the streetscape.	Informational Mailing:	04/22/12
	Acceptance Mailing:	08/19/13
	Sign Posting Deadline:	10/01/13

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Susan Lareuse, RLA <b>Phone Number:</b> 301-952-4277 <b>E-mail:</b> Susan.Lareuse@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-05084-02  
University Town Center, Parcel S

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

The detailed site plan (DSP) was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance for the Transit District Overlay (T-D-O) and Mixed Use Transportation-Oriented (M-X-T) Zones.
- b. The 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*.
- c. The requirements of Conceptual Site Plans CSP-00024 and CSP-00024/01.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject application consists of a 52,105-square-foot food and beverage store (Safeway) within Building A; 23,547 square feet of retail/office in Building B; 9,872 square feet of retail/office contained within building C; and a two-story parking garage with 289 parking spaces.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use(s)	Surface Parking	Retail and Office, Food and Beverage Store, and Parking Garage
Number of Dwellings	0	0
Square Footage/GFA	0	Retail: 16,678 Food and beverage Store: 52,105 Office: <u>16,741</u> Total: 85,524
Parking proposed		<b>289 spaces</b>
Surface		0 spaces
Structured		289 spaces

3. **Location:** The site is located in Planning Area 68, Council District 2. More specifically, it is located just east of the northeast quadrant of the intersection of Belcrest Road and East-West Highway (MD 410), with frontage along East-West Highway, in close proximity to the Prince George's Plaza Metro station.

4. **Surroundings and Uses:** This phase of the development of University Town Center (Subarea 3 as identified in the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* (Prince George's Plaza TDDP/TDOZ)) is bounded to the north by Toledo Road; to the west by Belcrest Road; to the east by properties fronting on Adelphi Road; and to the south by East-West Highway (MD 410). Along the eastern property line, there are two existing churches and a public library that fronts on Adelphi Road. Across East-West Highway is another church, with access onto East-West Highway.

The proposed parking garage is located centrally to the overall development, and on the western and northern sides of Building C, which is comprised of retail on the first floor and office on the second floor, at the southeasterly side of the property with frontage on East-West Highway. Directly to the east is Democracy Avenue, a private road that serves as the single access point to the development from East-West Highway, beyond which is an existing religious institution. To the north of the proposed parking garage is a private road known as Liberty Lane and the existing Metro III building. The proposed food and beverage store (Safeway) and the parking garage for all of the uses on the site will have frontage along East-West Highway, but no access is proposed into the parking garage from the highway. Building B has traditional in-line retail on the first floor and office space at the second floor, and is located at the corner of East-West Highway with frontage on America Boulevard. The development proposed within the DSP constitutes an entire block within the overall town center.

5. **Previous Approvals:** The conceptual site plan (CSP) for Subareas 2 and 3 of the Prince George's Plaza TDDP/TDOZ was approved by the District Council on January 8, 2001. The CSP proposed a mixed-use development with a "main street" theme that includes office, retail, and residential uses. Both subareas were reviewed as one site and the combined acreage consists of 38.62 acres in the Mixed Use Transportation-Oriented (M-X-T) Zone and approximately 7.6 acres in the Open Space (O-S) Zone. A primary amendment to the TDDP for the subject property, TP-00002,

was approved by the District Council on February 26, 2001. The primary amendment previously approved that affects this case allowed for a reduced streetscape width from 40 feet to 28 feet.

On April 25, 2002, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-01092 for the project. The property is also the subject of a record plat, Parcel S, recorded in Plat Book REP 209-54 on December 5, 2005.

Previously approved DSPs for Subarea 3 within University Town Center are as follows:

- Detailed Site Plan DSP-03037 for a five-story underground parking garage containing 1,167 parking spaces was approved by the Planning Board on December 11, 2003.
  - Detailed Site Plan DSP-03037/01 for a 16-story residential student housing project with 240 four-bedroom units was approved on March 4, 2004 by the Planning Board.
  - Detailed Site Plan DSP-03072 for infrastructure to allow for grading, installation of roadbeds, utilities, and to establish the main street and landscape for the development was approved on June 3, 2004 by the Planning Board. That application established the connection of Democracy Boulevard and its connection to East-West Highway (MD 410).
  - Detailed Site Plan DSP-03037/02 for a seven-story condominium and retail building project was approved on May 19, 2005 by the Planning Board.
  - Detailed Site Plan DSP-05041 for a 93,100-square-foot theater, 34,903 square feet of retail development, and 58,886 square feet of offices was approved on November 17, 2005 by the Planning Board.
  - Detailed Site Plan DSP-05084 was approved by the Planning Board on May 11, 2006 for City View Condominiums, including a 60,089-square-foot food and beverage store (Safeway), 6,662 square feet of other retail, a freestanding three-story parking garage for 660 parking spaces, and 176 residential condominium multifamily units located above the retail uses and in buildings 7 to 11 stories in height.
  - Detailed Site Plan DSP-05084/01 was approved by the Planning Board on June 25, 2009 for a pylon sign located on the corner of East-West Highway (MD 410) and America Boulevard at the entrance to University Town Center. The sign has been erected and is located within the boundary of the subject application.
6. **Design Features:** The proposal is to add a 52,105-square-foot food and beverage store (Safeway) within Building A; 23,547 square feet of retail/office in Building B; 9,872 square feet of retail/office contained within building C; and a two-story parking garage with 289 parking spaces. The structure will front on East-West Highway (MD 410) and will wrap around the corner of the proposed main street, America Boulevard. Democracy Avenue will also connect to East-West Highway at the most easterly portion of the site and will provide access into the proposed parking garage. The development will also have frontage on Liberty Lane, which will provide additional access to the parking structure, the loading dock, and service area. Metro Building III is located across Liberty Lane from the subject site.

The development will act as a gateway into the Prince George's Plaza Transit District, transitioning from the residential development to the east to University Town Center. The architecture of Building C will inform the passerby that they have arrived at a destination, as the corner of the building has been designed for commercial use as a two-story stand-alone building. The two-story wall of glass and metal trellis along the front façade of the Safeway building will create a distinctive visual impact with columns and glass that are appealing to both the pedestrian and the driver of a vehicle. This long glass storefront allows for enlivenment of the streetscape with the programmatic interior elements of the store, as viewed from the outside. The curve of the westernmost portion of the Safeway façade acts as another interesting visual feature to the streetscape where a plaza has been designed to provide for seating and outdoor dining. The building turns the corner onto America Boulevard where Building B as a traditionally-designed building frames the entrance onto the main street of University Town Center. On-street parking is provided along this location where storefronts and fabric canopies line the front building façade. At the northwest corner of America Boulevard and Liberty Lane, the building contains a lobby to take pedestrians to the second floor where commercial uses are located and/or to rooftop parking.

Building A, the proposed Safeway store, is the anchor tenant to the development and is located centrally to the overall development, with structured parking to the east of the store and on the store's rooftop. Access to the food and beverage store is provided from the rooftop of the parking structure, from the primary and secondary entrances along the frontage of East-West Highway, and directly from the first floor parking garage.

Building B is located west of the Safeway building and is composed of retail on the first floor and office uses above. The building is approximately 115 feet long by 40 feet in depth, and 30 to 40 feet in height. The building fronts on America Boulevard and has individual entrances for each of the future tenants. An elevator and staircase on the northwestern corner of the building will provide service to people who park on the second level of the parking garage and provides direct access to the main street within the town center and other businesses within the overall development.

Building C is located on the eastern end of the development with frontage on East-West Highway and Democracy Avenue, and is composed of retail on the first floor and office uses on the second floor. The building is approximately 52 feet long by 45 feet in depth, and approximately 40 feet in height. The building fronts on East-West Highway and has an entrance at the street level, and access to the upper story from grade is along Democracy Boulevard. Staff recommends that the entrance into the structure from the first floor into the lobby also provide an entrance from directly into the lobby from the garage. The applicant has agreed that this will improve the circulation and access to the second floor. A condition included in the Recommendation section of this report requires the applicant to revise the plans prior to certification to address the access issue.

7. The base 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 is 0.40, consistent with Section 27-548(a)(1). However, since the existing square footage of the three Metro Buildings (I, II, III) exceeded the base FAR by 0.33 and was built in the 1970's, prior to the M-X-T zoning being in place, the addition of bonus incentives should apply only to development subject to the M-X-T Zone. The existing development should not be subject to the requirement of bonus incentives to justify existing development that occurred 40 years ago. Previously approved bonus incentives for the property, based on approved DSPs, include the following:

Open Arcade	0.099
Enclosed Pedestrian Space	0.055
Theater	0.221
Residential	1.000
Rooftop Activities	0.007
Outdoor Plaza	0.133
Total Bonus Incentives Earned	1.515

The following table provides the FAR calculation for the project as a whole:

**Total Subarea 3**

Gross floor area (sq. ft.)	
Residential	519,000
Office	1,522,377
Retail	224,786
Total GFA square footage	2,266,163
 Bonus incentives awarded	 1.515 FAR
Existing development prior to M-X-T zone	0.735 FAR
FAR allowed	2.245 FAR
Total FAR proposed	1.347 FAR

**Required findings for a detailed site plan in the Transit District Overlay Zone (TDOZ) as stated in the Transit District Development Plan (TDDP)**

8. Per Section 27-548.08(c)(1)(A), the transit district site plan will be in strict conformance with any of the mandatory development requirements of the TDDP if the following amendments are approved:

**Amendment Requests**

The Zoning Ordinance, in Section 27-548.09.01(b)(1), Amendment of the Approved Transit District Overlay Zone, allows the property owner to request the District Council to change the list of allowed uses, to change the building height, and to ask for amendments to the transit overlay district development standards. The District Council has mandatory review of this project because the applicant is requesting modification of the use table and building height requirements. The Planning Board will provide a recommendation to the District Council.

The applicant submits the following discussion in the justification statement dated September 25, 2013:

“Amend Detailed Site Plan (DSP-05084) pursuant to Sections 27-289(b), 27-548.08, 27-548.09.01 of the Zoning Ordinance, and request amendments to the *Approved Transit District Development Plan (TDDP) for the Prince George’s Plaza Transit District Overlay Zone (TDOZ)* to:

- “(i) reduce the minimum building height in Subarea 3;
- “(ii) revise the table of uses in Subarea 3; and

- “(iii) reduce the build-to line/pedestrian streetscape along MD 410 in order to construct a mixed-use development consisting of a Safeway, other retail, office, and structured parking, and to remove the previously approved 176 multifamily dwelling units.”

The applicant provided additional clarification in their amendment request with the following discussion, also stated in the justification statement dated September 25, 2013:

“...in order to accommodate the development as proposed, the applicant is requesting amendments to P1/P52, P50, S8, as well as an amendment to the Table of Uses, Table 17 on page 144 of the TDDP by permitting a food or beverage store, by right, without the requirement that said use be located within an office building, hotel, wholly enclosed shopping mall, or within and accessory to an allowed use.”

- a. **Amendment to the Use Table** per Section 27-548.09.01(b)—The applicant provides the following discussion:

“... because the TDDP for Prince George’s Plaza, in Subarea 3, does not permit a food or beverage store, by right, unless it is located within an office building, hotel, or wholly enclosed shopping mall or within and accessory to an allowed use, the Applicant is also requesting an amendment to Table 17 on page 144, in accordance with Section 27-548.09.01 of the Zoning Ordinance, to list a food or beverage store as a by right permitted commercial use in Subarea 3.”

**Comment:** Staff supports the amendment to the use table to allow the food and beverage store in an independent structure.

Further, staff believes that the limitation in the table of uses of the TDDP did not take into consideration a large anchor grocery store in a mixed-use development, nor did it take into consideration a grocery store of this size. It does not make sense that a grocery store of this size would be required to be within and/or accessory to other uses. However, if the vision of the TDDP was intended to prohibit the independent pad site of a convenience store or the like, then it would make sense that the use should be only built in association with the other uses listed. Staff supports the independent development of a food and beverage store in this case because it is over 50,000 square feet and it is an anchor to nearly 35,000 additional square feet of retail and office space. It should also be noted that the TDDP allows a food and beverage store within the subject TDDP within the C-S-C Zone, and that a single-story food and beverage store has been built and is operating within Subarea 6, which is directly adjacent to the metro station. Subarea 6 is in closer proximity to the metro station than the subject site.

- b. **Amendment to the building height** requirement per Section 27-548.09.01(b)—The applicant is also asking for relief from the following specific subarea requirement:

**(P50) The minimum building height for uses other than residential shall be 4 stories.**



Primary Amendment TP-00002 granted approval to amend P50 in 2001 to read as follows:

**The proposed cinema, retail uses, and restaurants may be one-story in height. The language in Table 17 (page 144 of the TDDP) is modified to read as follows: Eating or drinking establishments, provided the use is located either within or attached to an office building, department store, variety or drug store, hotel, or other retail use, residential building, or wholly enclosed shopping mall, or is attached to and accessory to an allowed use.**

However, the above language does not give relief for the proposed project as is currently revised. The applicant provides the following discussion of this requested amendment to reduce the minimum building height from the required four stories to one to two stories in the justification statement:

“Although the District Council previously approved an amendment to allow retail uses in Subarea 3 to be one-story in height, a determination has recently been made that this reduction in height did not extend to retail uses that are not within or directly adjacent to an office building, department store, residential building, or wholly enclosed shopping mall. Accordingly, in order to accommodate the development as proposed, an amendment to reduce the minimum height for retail uses from 4 stories to 1 story is required and requested. It is worth noting that unlike in some of the more recently adopted Sector Plans, the TDDP/TDOZ for Prince George’s Plaza provides its height minimums in the form of stories, without further explanation on the actual height requirements in feet (both minimums and maximums) for each story (*c.f.*, *2010 Central US 1 Corridor Approved Sector Plan*). This is significant in th[e]is instant request because the Zoning Ordinance definition for ‘story’ equally does not include a height requirement in feet. Instead, ‘story’ is defined as ‘the space (excluding a ‘Crawl Space’) between the surface of two successive floors in a ‘Building’ or between the top floor and the ceiling or underside of the roof framing.’ Consequently, it is not correct to assume that a one story minimum height requirement translates into a building that is only 10 feet in height. Indeed, unlike the TDDP for Prince George’s Plaza, other adjacent Sector Plans for infill mixed use developments clarify that first-floor commercial uses – although one story – can actually exceed 20 feet in height. This is the case here, under the strict definition of ‘story,’ the Safeway building is considered to be a one-story building, however, the actual height of the building (including the other office and retail buildings) ranges from approximately 18’ up to 48’. Therefore, there are portions of the proposed building that do comply with the intent of the 4 story minimum, but given the strict application of the definition, do not specifically comply with the 4 story minimum requirement.

“The requested one-story height minimum for Subarea 3 will not negatively impact the purposes or intent of the development requirement, as the building – in places – exceeds forty feet in height, albeit being a one to two story building. Moreover, the height limitation was created to discourage (or prevent) pad sites and fast-food restaurants. This proposal contemplates the full development of Parcel S with a +/-52,105 square foot Safeway grocery store, +/-16,678 square feet of demised commercial/retail or restaurant space, and +/-16,741 square feet of office space, all of which being within a common building or buildings. No pad sites or drive-through fast food restaurants are proposed or envisioned. This

amendment will allow the development at the pedestrian scale envisioned and will meet the intent of this requirement by providing a building along MD 410 and America Boulevard in scale with the vision for the Town Center.”

**Comment:** Staff supports the amendment to reduce the building height. The TDDP calls for nonresidential buildings in Subarea 3 to be four stories in height (see P50 on page 101 of the TDDP). The applicant requests relief from the minimum four-story building height for nonresidential uses. The creation of a consistent street wall is also of primary importance within the TDDP (see G7 on page 35 of the TDDP). The proposed Safeway development, while being one to two stories, will range from 18 to 44 feet in height. The series of buildings will create a consistent street wall that will be pedestrian-scaled and contribute to enlivening the streetscape.

- c. **Amendment to streetscape requirements P1 and P52**—The applicant is asking for additional relief from the requirement of the streetscape, beyond the relief that was previously granted in the review of TP-00002. Primary Amendment TP-00002 granted approval to amend P1 and P52 to reduce the required 40-foot-wide streetscape requirement to 28 feet in width as follows:

**The applicant shall provide streetscape improvements along the property’s entire East West Highway frontage, with a 28-foot pedestrian zone, measured from face of curb. No permits shall be issued until there is approved a detailed site plan showing conformance with TDDP streetscape requirements. Construction of streetscape improvements shall be in phase with development. It may be scheduled when the detailed site plan is approved.**

The applicant provides discussion of this further amendment to reduce the streetscape from 28 feet in to 20 feet in width in the justification statement as follows:

“This application is requesting an amendment to the 28’ pedestrian zone previously approved with the Infrastructure DSP in order to accommodate the final articulation of the building footprint and to accommodate the recently adopted State Highway Administration Bicycle Policy & Design Guidelines, which requires uniform criteria for bicycle facilities – in this case, a 5’ bike lane within MD 410 – to achieve a consistent statewide approach to bicycle design. The inclusion of a 5 foot bike lane within MD 410, along the property’s frontage (a requirement that did not exist at the time the TDDP/TDOZ was adopted and did not exist when the original detailed site plan was approved), causes the main building wall to be 20 feet from the face of curb. However, building design for the supporting columns that support the decorative trellis, which is critical for the architectural character and pedestrian scale along East West Highway have been designed to create place making and a vibrant pedestrian zone along the frontage of MD 410. The reduction to the pedestrian zone does not detract from the purpose of this requirement, as considerable design and landscaping techniques have been incorporated to ensure a unifying link between the architecture and the street exist to help establish a sense of identity for this area. With one exception (the area near the Safeway entrance) the pedestrian sidewalk along East West Highway is 8’ wide, and at its [sic] inch point near the entrance to the Safeway, is 7’ wide. The applicant believes that by maintaining a wide sidewalk area and creating two plaza areas (in front of the garage which is stepped back and at the

corner of America Boulevard) the pedestrian experience will be activated and secured despite the reduction caused by the inclusion of a bike lane along the property's frontage. Again, the reason for this amendment is because of SHA's implementation of its recently adopted Bicycle Policy, which forces the applicant to reduce the available streetscape area. That said, the garage fronting on MD 410 is set back from the adjoining building, which creates a new plaza area allowing for additional landscaping and seating. The façade is screened by a series of piers supporting a steel framework that will carry public art. In addition, there will be outdoor dining in the public plaza at the corner of America Boulevard and MD 410.

"The landscaping in this area has been revised/enhanced to provide [] trees along the main sidewalk. In addition, seating areas and bike racks have been added to provide nodes for seating and activation of the space. A new plaza has been added between the entry of the grocery store and the retail/office building providing other opportunities for seating and screening of the parking structure."

**Comment:** The Maryland State Highway Administration (SHA) did not provide comment in their memorandum to staff for the subject case relating to the requirement for additional need for widening of East-West Highway. Staff is relying on the applicant that the additional frontage dedication will be required from SHA at the time of an access permit. Staff supports the reductions of the streetscape in order to accommodate the recently approved SHA Bicycle Policy and Design Guidelines that require additional space for bicycle facilities along state roadways. If a new dedicated SHA bike lane is constructed along East-West Highway, an eight-foot setback will have to be provided for this facility. A future 20-foot-wide sidewalk along East-West Highway will still meet the intent of the TDDP to encourage the placement of buildings along East-West Highway, Toledo Road, Belcrest Road, and Toledo Terrace so that they define the space, create a pedestrian-friendly environment, and minimize views of parking areas (see page 28 of the TDDP). The proposed public plazas at the corner of America Boulevard and East-West Highway and in front of the parking garage, along with the associated landscaping, will enhance the pedestrian experience and provide the necessary buffer from the roadway.

Approval of the 28-foot build-to line by the District Council, in conjunction with TP-00002, was subject to conditions. In support of the request for additional relief to reduce the streetscape from 28 feet to 20 feet, staff believes it is prudent to review the plans for conformance to those conditions. Below are the previous conditions of approval required by the District Council followed by a discussion of each:

- 1. The first floor of the building on East-West Highway, including the first 15 feet of building height, shall include for at least 80% of the linear frontage along the building's build-to line, uses to enliven the area adjacent to the sidewalk and pedestrian zone. Such uses may include retail shops, restaurants, movie theaters, display windows, residences, hotels, hotel or office lobbies, indoor or outdoor eating areas, or similar uses.**

The applicant has provided the following discussion demonstrating conformance to the condition above:

“In this application, approximately 80% of the 508 LF of the building frontage uses a number of architectural [r]etailing elements to enliven the pedestrian zone. These elements include retail storefronts and entries, building entries, areas for outdoor seating in sidewalk café fashion for 50 LF and engaging retail and directional signage, decorative composite panels and canvas awnings. Careful detailing of the building adds to the experience along East West Highway Storefronts. Projecting metal canopies announce major building entries. Signage and graphics add color and relate closely to the architectural character of the building. The apparent scale of the garage at the sidewalk is reduced with decorative composite panels that recall the height and cadence of the storefront on the remainder of the elevation. There will be outdoor dining in the public plaza at the corner of America Boulevard. As shown on Exhibit A and the revised landscape plan, this Plaza area totals approximately 5,620 square feet. Another plaza has been created by pushing the parking garage back 15 feet allowing for an additional row of trees and an art feature. Exhibit A and the detailed site plan evidence that 80% of the linear frontage is activated along MD 410 by the buildings elevations and pedestrian plaza areas.”

**Comment:** Staff agrees with the applicant’s proposal to enliven the streetscape along East-West Highway. The revised plaza design and building fenestration along the frontage of the streetscape all combine to provide and contribute to an enlivened streetscape and pedestrian experience.

**2. A parking garage may front East West Highway, subject to the condition just stated and the following:**

**Parking garage use on or above the first floor shall employ such techniques as building offsets, variations in building materials or color, and attractive banding to avoid monotonous façades.**

The applicant has provided the following discussion demonstrating conformance to the condition above:

“Only a portion of the proposed garage accommodating 77 spaces is fronting on East West Highway, for approximately 100 LF, of which, 80 feet of the length is covered with various landscaping, trees and benches. The composite panels across the façade’s [sic] vertical piers of the garage provide visual interest along the façade and compliment the color palette of the overall building design...The garage has also been set back away from the street to allow for a landscaped sitting area in front. This setback creates a plaza allowing for an additional landscaping and seating.”

**Comment:** Staff agrees that the design of the parking garage, which is set back 15 to 20 feet from the pedestrian zone with a seating area between the garage and the sidewalk, contributes toward enlivening the area adjacent to the pedestrian zone. Through the submission of revised plans that provide for a planting bed along the front of the garage and revisions to the architectural elevations to create decorative screen panels for the purpose of concealing the upper floors of the parking garage, and with designed imagery of either local history or market places, the architecture will provide for an interesting streetscape. The rhythmic pattern of the columns and the change in offset of the garage provide visual and spatial relief for the pedestrian passersby.

3. **Each Detailed Site Plan shall show that all tree pits along East West Highway are connected by a continuous non-compacted soil volume system under the sidewalk. Details of the soil and tree pit system shall be shown on applicable Detailed Site Plans and approved by the Planning Board or its designee. Plans shall show use of a “structural soil” like “CU-Soil or an equivalent product for shade trees in tree pits.**

The applicant has provided the following discussion demonstrating conformance to the condition above:

“This revision to the frontage of East West Highway has placed the trees in a continuous volume of planting soil rather than tree pits in order to accommodate grade changes along the streetscape as well as to provide a better planting base for the tree growth. Specifically, the plan(s) show very large continuous tree planting strips on both sides of the sidewalk providing for very large soil volumes for ideal tree growth conditions. There is no need for special soils.”

**Comment:** Generally staff would agree with the applicant in regard to the desirability of continuous planting beds for shade tree growth. However, in this instance, the narrowing of the sidewalk due to the anticipated widening of East-West Highway for the provision of the bike lane, coupled with the planting bed needed to address changes in grade along the front of the building makes staff believe that the use of tree pits and structural soils is a better solution and will contribute to a widened sidewalk with benches strategically placed along the frontage. Staff recommends a condition be added to the plans as was the case in the original DSP.

- d. Amendment to the treatment of the street frontages S8—The applicant is asking for relief from the requirement for the treatment of the street frontages per the following requirement:

**S8 All property frontages shall be in accordance with Figures 7 and 8 to create a visually continuous streetscape.**

The applicant provided the following discussion of this further requested amendment:

“An amendment to Figure 7 on 32 is hereby requested to deviate from the requirement to provide a double row of street trees within the pedestrian zone along East West Highway. As described above, with the imposition of the bike lane within the right-of-way for MD 410 restricts the ability to provide a double row of street trees. Nevertheless, to offset any impacts associated with not having a double row of street trees, the applicant’s landscape plan provides for a single row of trees that exceed the number of trees that would have otherwise been provided. Moreover, by providing a single row of street trees, the applicant is able to maximize the remaining streetscape area and pedestrian plaza areas, which offer 8’ wide sidewalks (throughout the vast majority of the property’s frontage) and multiple seating areas and designed ‘rooms’ to create a sense of place along the streetscape. Accordingly, the applicant believes that its landscape plan does will not negatively impact the spirit or intent of Figure 7 on page 33.”

**Comment:** The applicant has provided clear justifications for the requested amendment and staff does not disagree with the proposal. The anticipated reduction of the streetscape due to the requirements of SHA places a burden on the applicant that could not be anticipated at the onset of the design and engineering plans for the development. Since SHA did not include the requirement of road widening in their memorandum to The Maryland-National Capital Park and Planning Commission (MNCPPC) in their review of the DSP, this may also serve as further evidence of a new SHA policy that the county has been struggling to understand how to enforce. The requirement for a double row of street trees in this location would only serve to reduce the sidewalk area further and is not necessary.

9. The following mandatory development requirements warrant discussion in the review of this DSP application.

**G19 A minimum plaza distance to building height ratio of 2:1 should be provided.**

The applicant provides the following discussion in the justification statement:

“This guideline for the building height ratio is not provided at this secondary plaza location, as the goal of the overall project is to direct people to the main Plaza, Independence Plaza, farther north along America Boulevard at the center of the project. The purpose for this secondary plaza is to create a sense of arrival and visual interest from East West Highway, but not to be a *per se* gathering place for large numbers of people. Rather a place to meet and proceed along the Boulevard. The Planning Board previously concluded in the original DSP that the area did not qualify as a plaza, as the area was only 3,000 square feet (deducting the 28-foot-wide streetscape from this area shown as a plaza), which is too small to meet the minimum 8,000 square foot size of a plaza in the MXT Zone. It was determined that this area is simply an extension of the streetscape where it is not feasible to place the building. Consequently, a waiver of the building height to plaza ratio for this area is not necessary.”

**Comment:** Staff agrees with the applicant that the Planning Board previously found that the intersection of America Boulevard and East-West Highway is a vehicular entry location to the main street. The plaza area is only 4,425 square feet, too small to meet the minimum 8,000-square-foot size of a plaza in the M-X-T Zone for purposes of awarding density increments. It is simply an extension of the streetscape as outdoor eating area associated with the tenants (Starbucks and Safeway prepared food service), and where it was not feasible to place the building.

**P54 A building setback of 50 to 100 feet shall be allowed along the eastern property line. At the time of detailed site plan, the setbacks shall be closely reviewed to ensure that treatment of the façades facing Adelphi Road does not degrade the viewshed along this corridor** (as amended by TP-0002).

**Comment:** This amendment simply modified the setback from the eastern property edge and allows for the development of the parking garage, currently shown as 51.26 feet from the eastern property line.

**G34 All landscaping materials should have an automated irrigation system.**

**Comment:** The plans include preliminary design of an irrigation system for the development and a condition is included to require the applicant to provide complete plans prior to certificate of approval.

**S31 At the time of the 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.**

**Comment:** Trash receptacles have been shown on the plans, two along East-West Highway and two along America Boulevard.

10. As required by Section 27-548.08(c)(1) of the Zoning Ordinance, the Planning Board shall make the following additional findings when approving a detailed site plan in the T-D-O Zone:

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

**Comment:** The transit district site plan will be consistent with and reflect the guidelines and criteria contained in the TDDP (except as noted above) when the conditions of approval below are met. All applicable mandatory requirements from the approved TDDP for this site have been addressed in previous submittals.

**(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 DSP generally meets all of the requirements of the TDOZ and as required by the M-X-T Zone, except for the requested amendments.

**(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;**

**Comment:** The proposed design plans of the mixed-use retail and residential building are respectful of both proposed and existing uses and have taken into consideration quality architectural design, site design (including the rooftop design), and circulation, both pedestrian and vehicular, except as noted in other sections of this report. However, if the conditions of approval are adopted, staff finds that the subject application meets the purposes of the TDOZ.

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

**Comment:** Staff has reviewed the subject application in relation to existing and proposed development within the TDOZ. Four office buildings, including the Center for Disease Control (CDC) building (DSP-01002), a freestanding parking garage, three residential buildings, a theater, retail components, and office components have been built in Subarea 3. Staff is of the opinion that this application is compatible with the existing structures and uses within Subarea 3 of the TDOZ.

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 CSP-00024, which depicted a building along the street line of East-West Highway with an enlivened streetscape.

12. As required by Section 27-546(d) of the Zoning Ordinance, the Planning board shall also find that:

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

**Comment:** At the time of final build out, Subarea 3 will provide high-quality and distinctive architecture, retail shopping, restaurants, a movie theater, 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 project will enhance the economic status of the county and provide an expanding source of desirable grocery shopping opportunities for the neighborhood residents and students living within a 16-story high-rise building. The DSP promotes the effective and optimum use of transit and other major transportation systems.

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

**Comment:** The proposed project will have an outward orientation with new paving, street furniture, landscaping, lighting, and public spaces. 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 overall proposed development, it also has the potential to catalyze adjacent community improvement and rejuvenation.

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

**Comment:** The subject application will provide a pleasing streetscape along East-West Highway and the future plaza that will complement and enhance the character of the area and promote ridership of the nearby transit facilities. The proposed improvements will also upgrade the existing development by providing a gateway into the transit district.

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

**Comment:** Subarea 3 is already developed with four office buildings and associated parking that provide for a significant employment base that will help to contribute to a stable community. The proposed addition of the grocery store and associated retail and office uses will enhance the existing and proposed development and will enhance the quality of and contribute to the transit district.



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

**Comment:** The subject application is a phase that follows the majority of the development within Subarea 3, including the CDC office building, the 16-story residential development, the four-story underground garage, the seven-story condominium project, known as Independence One, the plaza, residential building number two, and the main street. Even with all of the above, the development of the subject property has been designed as a self-sufficient entity that is not dependent on future development and to be a significant contributing factor to the overall site.

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

**Comment:** This project is pedestrian friendly. It will connect into existing streets and sidewalks and promote convenient access to the Metro station and surrounding subareas.

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

**Comment:** The subject plans indicate that the retail development along the proposed plaza has been specifically designed for the human experience. Pedestrians will experience a pleasing streetscape within the plaza; the shop windows and canopies will give the existing and future development a pleasing human scale. Staff recommends that three panels located at the plaza be designed with imagery similar to the treatment of the garage opening along East-West Highway.

13. The application is subject to Sections 4.7 and 4.9 of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Section 4.7(c)(2)(I) states that, for mixed-use developments on a single or multiple lot with uses arranged vertically, the impact category for the use shall be based on the predominant use of the property to determine the buffering requirements for that yard. In this case, the parking garage and a retail/office building are located closest to the property line adjacent to an existing church to the east of the property. The Landscape Manual requires no bufferyard between the parking garage or the retail/office uses and a church, as they are both considered to be medium-impact uses. However, DSP-03072, the infrastructure plan for the project in this area, proposed steep slopes (2:1) and shade trees planted at approximately 30 feet on center along the property boundary. The site was graded in accordance with the approved plan and, therefore, steep slopes just beyond Democracy Boulevard will threaten the survivability of the proposed planting. In the approval of the original DSP-05084, the Planning Board required the plans be revised to incorporate a retaining wall to flatten this area, and the subject application has provided a solution that appears to be different than the original Planning Board conditions, but is equally acceptable. A condition has been included in the approval of this plan in order to refine the retaining wall system and tree planting.
14. **Conceptual Site Plans CSP-00024 and CSP-00024/01:** This plan is subject to conditions of approval that are generated from previously approved plans. Since most of the project approved under the CSP has been built, only the following warrant discussion in the review of this plan:

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 submitted a parking demand analysis. See the Transportation Planning referral comments (memorandum dated October 9, 2013) attached for a discussion of the applicant's analysis.

This DSP is in conformance with Conceptual Site Plans CSP-00024 and CSP-0024/01.

15. **Referrals Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Environmental Planning Section**—In a memorandum dated October 14, 2013, the Environmental Planning Section recommended approval of Detailed Site Plan DSP-05084 with conditions (attached).
- b. **Community Planning Division**—In a memorandum dated September 30, 2013, the Community Planning Division offered the following:

This application is consistent with the 2002 *Prince George's County Approved General Plan* (General Plan) Development Pattern policies for the Developed Tier and regional center. The site is within the Developed Tier and the core area of the regional center for the Prince George's Plaza Metro Station. The vision for a center is mixed-residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

The DSP also conforms to the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* (Prince George's TDDP/TDOZ) goals and mandatory development requirements, amended by Primary Amendment TP-00002.

The grocery store will be located along East-West Highway (MD 410), 20 feet from the face of curb if a new dedicated SHA bike lane is constructed along East-West Highway. The grocery store will be finished primarily with red and orange brick. Wide expanses of metal, glass, and composite cedar-colored panels will be interspersed along this façade to provide visual interest and accent the entrances along the East-West Highway streetscape. The parking garage with 100 feet of linear frontage on East-West Highway will be located immediately east of the main entrance to the Safeway. The structure of the garage, which will sit back from the façade of the Safeway, will be concealed behind vertical, composite, cedar-colored paneled columns, and photographic art murals. Liner retail and office buildings, composed of red brick, will flank either end of the grocery store and parking garage. The parking garage will extend along the Democracy Avenue and Liberty Lane frontage of the development. The building façades fronting the two streets will be finished with a combination of pre-cast, metal, and masonry materials. Enhanced landscaping will be provided along the Democracy Avenue frontage of the building to help lessen any visual impact of the garage.

The Safeway and retail and office buildings will be a minimum 18 feet to maximum 44 feet in height at its highest point along East-West Highway. A ±4,000-square-foot public plaza with seating areas and opportunities for public art work will be situated near the intersection of East-West Highway and America Boulevard. A second, but smaller open space with seating and additional landscaping, will be provided in front of the parking garage façade along East-West Highway.

### **Conclusions of Community Planning Division**

The application is consistent with the development pattern policies of the General Plan for regional centers in the Developed Tier. The proposed grocery store will contribute to the development of a mixed-residential and nonresidential center proximate to the Prince George's Plaza Metro station.

The application generally conforms to the land use recommendations of the Prince George's TDDP/TDOZ. While the TDDP does not specifically identify the intended future land uses for the parcels within the plan area, it does link the allowed/desired uses to the zone and provides a purpose statement that calls for high-density mixed-use development in close proximity to the Metro station that will promote transit ridership.

- c. **Transportation Planning Section**—The Transportation Planning Section review of the plans is contained in two memorandums. The first is contained below in the analysis of bicycle and pedestrian facilities. The second memorandum, dated October 9, 2013 and received October 15, 2013 by the Development Review Division, is attached to this report. Refer to that memorandum for further analysis.

The Transportation Planning Section has reviewed the plans for conformance to bicycle and pedestrian facilities. The proposal is for the redevelopment of an existing property that contains surface parking and is subject to prior approved Detailed Sit Plan DSP-05084. It will contain commercial land uses if this application is approved. In terms of bicycle and pedestrian facilities, access, and circulation, the applicant's proposal is consistent with the Prince George's TDDP/TDOZ.

### **Background**

the proposal does not conflict with urban design goals that contained in the TDDP, specifically in terms of pedestrian and bicycle facilities, access, and circulation. The TDDP's Urban Design Goals (page 28) are related to pedestrian and bicycle access and circulation, and to the overall design character throughout the Prince George's Plaza Transit District. The goals encourage placement of buildings along East-West Highway so that they define the space to create a pedestrian-friendly environment, while minimizing views of parking areas. The goals encourage the use of structured parking and the linking up of residential neighborhoods to the Metro station and other uses with a strong pedestrian network.

### **Pedestrian Access and Circulation**

The TDDP describes a primary, secondary, and tertiary pedestrian system that is part of a comprehensive, well-coordinated, pedestrian network that promotes transit ridership and provides numerous direct connections to the Metro station and transit district services. The subject proposal includes these pedestrian systems as applicable, and they appear to be adequate for the intended use (described below in the context of the Mandatory Development Requirements).

**TDDP Required Findings**

The following is a list of the district-wide requirements and guidelines (page 27), and sub-area requirements and guidelines (page 93) that are applicable to the subject application in terms of pedestrian access and bicycle facilities. The TDDP contains subsections to achieve the goals. Pedestrian Access and Bicycle Facilities are two subsections that will be analyzed below. The TDDP also contains district-wide requirements and guidelines (page 27), and sub-area requirements and guidelines (page 93).

**Mandatory Development Requirements****S5 Special Paving materials**

The paving materials should be consistent with the paving that was previously built within the existing sidewalks of America Boulevard and the existing sidewalk that is currently built along the majority of the frontage of East-West Highway, specifically in front of the Prince George's Plaza Shopping Center site. The plaza located at the intersection of East-West Highway and America Boulevard should also be creatively designed to reflect a sense of place and provide for the transition from one paving pattern and material to another. This will require an analysis of the paving for each of the frontage areas mentioned. Details and specifications, as well as layout patterns, should be added to the plan. The current proposal is for a simple brushed concrete sidewalk. The transition to the sidewalk within the property to the east should be done at Democracy Boulevard. A condition has been added to the plans relating to this issue to require the applicant to revise the plans to provide for the special paving within the streetscape areas prior to certificate approval of the plans.

**G1 Minimize Vehicular and Pedestrian Conflicts**

The proposal does not conflict with this mandatory development requirement. Vehicular access is limited to Liberty Lane and Democracy Avenue. The proposal minimizes vehicular and pedestrian conflicts by providing the recommended streetscape on East-West Highway and by minimizing the number of curb cuts along roadways. The width of the sidewalk narrows to a minimum of seven feet along a portion of the frontage due to the reduced streetscape from 28 to 20 feet in width. The use of structural soils under the pavement so that the sidewalk will appear to extend from the most northern side of the walkway to the curb, in areas between the tree planting pits, will provided for the appearance and feel of a wider streetscape than what is currently proposed. It will create a more comfortable experience for the pedestrian to move along East-West Highway.

**S9 Streetscape Elements**

The proposal for streetscape elements has been adequately provided.

**S10 Traffic Lights**

The applicant states that there are no new traffic lights proposed within this application. However, if one is eventually approved by SHA for a left-turn lane into the project, then decorative mast arms should be required, subject to SHA modification.

### **S11 Limbing Street Trees**

The applicant states that trees will be pruned in the future according to the specifications of the TDDP.

### **S12 Tree Pits**

Tree pit design should comply with the latest technology for the health of shade trees to promote growth and sustainability.

## **Bicycle Facilities (page 41)**

### **S29 and S30 Bicycle Parking**

The applicant proposes 26 bicycle parking spaces. Each rack allows two bicycle parking spaces. The TDDP requirement is four bicycle racks per 10,000 gross square feet of retail floor space. Subtracting the office space leaves a total of 68,783 of gross square feet of retail; therefore, 28 bicycle spaces are required.

### **G48, G49, G50, and G51 Bicycle Parking, Lighting and Visibility**

The proposed locations for bicycle parking appear to be well lit. Any additional bicycle parking that is added to the plan should be located within the parking garage or adjacent to building entrances in well-lit locations.

## **Zoning Ordinance Requirements**

### **Sections 27-546(d) and 27-548.02**

The applicant's proposal contains a pedestrian system that is convenient and that is comprehensively designed to encourage pedestrian activity within the development (see Section (27-546(d)(6)). It is consistent with the regulations contained within Section 27-548-06(e), which requires that "the pedestrian system within the Transit District shall be oriented toward serving the Metro station, as well as other development within the District." The proposal orients sidewalks in order to provide access to the nearby Prince George's Plaza Metro Station.

## **Recommendations—Trails and Bicycles**

- (1) Provide four bicycle parking spaces for every 10,000 gross square feet of retail use located in well-lit areas and near building entrances.
  - (2) All bicycle parking racks shall be anchored in concrete.
- d. **Maryland State Highway Administration (SHA)**—In a memorandum dated August 27, 2013, SHA found that an access permit is required for the development of the site as proposed. Other comments required additional information to be submitted to SHA prior to issuance of an access permit.
- e. **City of Hyattsville**—The DSP was referred to the City of Hyattsville and, in letter dated September 24, 2013 (Mayor Tartaro to Chairman Hewlett and Chairman Harrison), the City recommends approval of the application with conditions, and is in support of the reduced building height and the amendment to the use table. Below is an excerpt from the letter that explains their position:

“It is our understanding that the primary purpose of the revised site plan includes the proposal to eliminate 176 residential units from the project, as was previously approved by M-NCPPC Planning Board. The City is in agreement that in order for the retail and office development to move forward the planned residential units approved in the existing site plan must be eliminated from the project. The City of Hyattsville’s support is conditional upon the applicant and M-NCPPC Planning Board’s acceptance of the following conditions:

- “1. The applicant shall include additional way-finding for both motorized vehicles and bicyclists to clearly indicate opportunities for parking facilities.
- “2. The applicant should maximize the opportunity for ‘place making’ through placement of street furniture, enlargement and the commissioning and placement of art at the site. The City’s expectation is that the art shall be similar to the size and scope of artwork of the Pilgrim’s Quandry piece at Post Park Apartments created by Alan Binstock. The placement of any artwork should be at the discretion of the developer and should only be included as a means of enhancing the development.
- “3. The applicant should consider additional bicycle parking opportunities both at street level inside the parking garage and incorporated into the exterior streetscape. Inclusion of bicycle parking that is both highly visible and accessible is necessary to ensure the project is well incorporated into the pedestrian and transit oriented prioritization of the TDOZ.
- “4. Any on-street parking associated with this site shall be metered.”

**Comment:** The above conditions have been included in the Recommendation section of this report.

- f. **Town of University Park**—The DSP was referred to the Town of University Park. As of the writing of this report, staff has not yet received a response.
- g. **Public Facilities**—The Public Facilities Section, in a memorandum dated September 3, 2013, stated the following:

**Police Facilities**

The proposed development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the July 1, 2012 (U.S. Census Bureau) county population estimate is 881,138. Using 141 square feet per 1,000 residents, it calculates to 124,240 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

**Fire and Rescue Service**

The Special Projects Section has reviewed this plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Regulations.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time	Travel Time Guideline	Within/ Beyond
1	Hyattsville	Engine	6200 Belcrest Rd.	0.7	3.25	Within
1	Hyattsville	Ladder Truck	6200 Belcrest Rd.	0.7	4.25	Within
1	Hyattsville	Ambulance	6200 Belcrest Rd.	0.7	4.25	Within
12	College Park	Paramedic	8115 Baltimore Ave.	3.64	7.25	Within

### **Capital Improvement Program (CIP)**

The Prince George's County Capital Improvement Program for Fiscal Years 2013–2018 provides funding for replacing existing Hyattsville Fire/EMS Station 1 at 6200 Belcrest Road.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

### **School Facilities**

The plan has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the “Adequate Public Facilities Regulations for Schools” (Council Resolutions CR-23-2001 and CR-38-2002) and concluded that the plan is exempt from a review for schools because it is a nonresidential use.

### **Water and Sewerage Findings**

Section 24-122.01(b)(1) states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System.

- h. **Historic Preservation Section**—The Historic Preservation Section provided the following comments in their review of the application:
- (1) The Historic Preservation Section’s review of DSP-05084-02, University Town Center, found the subject application for 68,783 square feet of retail (including a Safeway grocery store) and 16,741 square feet of office space will have no effect on identified historic sites, resources, or districts.
  - (2) A Phase I archeological survey is not recommended on the above-referenced 3.49-acre property located at 6401 America Boulevard in Hyattsville, Maryland. The subject property is currently developed with a parking lot associated with the building to the north. The site was extensively graded and disturbed during initial construction of these features. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is

low. This proposal will not impact any historic sites, historic resources, documented properties, or known archeological sites.

- i. **Subdivision Review Section**—The subject property is known as Parcel S, located on Tax Map 42 in Grid A-2, within the M-X-T Zone, and is 3.49 acres in size. The site is currently improved with a parking lot. The applicant has submitted a revised DSP for the construction of a 52,105-square-foot grocery store, a 16,678-square-foot retail store, and a 16,741-square-foot office. The total gross floor area of development proposed on-site is 85,524 square feet.

Parcel S was recorded in Plat Book REP 209-54 on December 5, 2005. The DSP shows the correct bearings and distances on the property as reflected on the plat. The plat shows a public utility easement (PUE) on the property along the frontage of East-West Highway. The DSP should reflect and label the PUE as shown on the plat. The record plat contains five notes, one of which impacts the review of the DSP:

- 3. **Unless an amendment is approved no more than four curb cuts in the subject property shall be allowed along Belcrest Road for ingress and egress per the requirements of the Transit District Development Plan, Subreq 3 Requirements and Guidelines (see TDDP, S24, Page 102). Access to lots may be provided pursuant to Section 24-128(b)(9) of the Subdivision Regulations.**

The subject site does not have frontage on or access to Belcrest Road. The DSP shows Parcel S with frontage on East-West Highway, an arterial roadway, and access onto abutting Parcels R and O pursuant to Section 24-128(b)(9) of the Subdivision Regulations. In addition, there is an existing access easement that is recorded in Land Records which serves this parcel and the surrounding parcels, as reflected on the record plat (Liber 19927, Folio 460). Plat Note 3 and the existing easement (Liber 19927, Folio 460) should be added as a note on the DSP as reflected on the record plat.

Detailed Site Plan DSP-05084-02 is in substantial conformance with approved Preliminary Plan of Subdivision 4-01092 and the record plat if the above comments have been addressed. Failure of the site plan to match the record plat will result in grading and building permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.

- j. **Prince George's County Health Department**—The Health Department provided comment on this case in a memorandum dated August 30, 2013 (attached). In response, the applicant provided a letter dated September 25, 2013 (attached).
- k. **Prince George's County Police Department**—The Police Department indicated that they did not have any comment on this application.

## RECOMMENDATION

The Urban Design Section recommends that the Planning Board adopt the findings contained herein, recommend to the District Council APPROVAL of the requested changes to the use table and the minimum height of the building, APPROVE amendments to P1, P52, and S-8, and APPROVE Detailed Site Plan DSP-05084-02, University Town Center, Parcel S, subject to the following conditions:



1. Prior to certification of the detailed site plan (DSP), the following revisions or information shall be supplied:
  - a. Revise the architecture of Building C to add an entrance into the lobby on the first floor to provide access directly from the parking garage.
  - b. Revise the architecture to include product clarification relating to the composite panels, brick selections, art panel, etc. shown in the building material key in order to ensure that the materials are durable, moisture resistant, approved for ground contact, and attractive.
  - c. Revise the architecture to impose imagery over the three panels located at the plaza area similar to the design located on the parking garage, or to reflect the uses within the associated structures. The panels shall not contain advertising information and may be changed out for seasonal theme variations.
  - d. Revise the plans to show the street tree plantings to tree pits along East-West Highway (MD 410) with a connected continuous non-compacted soil volume system under the sidewalk. Details of the soil and tree pit system shall be shown on the plans using “structural soils.” Details and specification shall be added to the plans and should reflect the latest technology for the health of the trees, at a reasonable cost.
  - e. Submit additional details and specifications relating to the proposed irrigation plan that includes the streetscape along East-West Highway (MD 410), the plaza located at the corner of the intersection of America Boulevard and East-West Highway, and the streetscape along America Boulevard.
  - f. Revise the plans along the eastern edge of the property adjacent to the church and across from the parking garage, in order to provide details and specifications of the parking garage. The plans shall demonstrate that the slope of the grade within the retained area is flattened to no more than a 5:1 slope. A level planting surface shall be provided for each tree of no less than six feet in radius with good top soil behind the retaining walls and mulch to retain moisture.
  - g. Revise the plans to provide bicycle rack(s) accommodating a minimum of four bicycle parking spaces for every 10,000 gross square feet of retail (currently 28 bicycle parking spaces), anchored in concrete, at street level inside the parking garage and incorporated into the exterior streetscape, and in well-lit, highly-visible, and accessible areas, and near building entrances.
  - h. Revise the plans to include additional way-finding for both motorized vehicles and bicyclists to clearly indicate opportunities for parking facilities, as necessary.
  - i. Revise the plans to add street furniture and art (similar to the size and scope of artwork of the Pilgrim’s Quandry piece at Post Park Apartments created by Alan Binstock) at the site. The placement of any artwork should be considered at the plaza area. If the University Town Center monument signage can be moved to the island within America Boulevard, this will be allowed to be done and artwork could be placed in its location.
  - j. Revise the plans to provide details and specifications of the paving materials within the streetscape consistent with that currently existing along the majority of the frontage on the northern side of East-West Highway.

- k. The Type II tree conservation plan (TCPII) shall be revised to reflect the proposed development as approved by the Planning Board. The TCPII shall be submitted as an addendum to the existing plan, with an additional sheet only reflecting the proposed development for the subject project. The approval block shall be updated and reflect all previous approvals in regular typeface.
- l. Revise the plans to indicate that all new inlets shall be stenciled with “Do Not Dump, Chesapeake Bay Drainage” on the DSP sediment control plan.
- 2. On-street parking associated with this site shall be metered.
- 3. Prior to certification of the detailed site plan, the Type II tree conservation plan (TCPII) shall be revised to reflect the proposed development as approved by the Planning Board. The TCPII shall be submitted as an addendum to the existing plan, with an additional sheet only reflecting the proposed development for the subject project. The approval block shall be updated and reflect all of the previous approvals in regular typeface.