

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](http://www.mncppc.org/pgco/planning/plan.htm).*

## DETAILED SITE PLAN

**DSP-05084**

Application	General Data
<b>Project Name:</b> University Town Center Safeway, parking garage and City View Condos  <b>Location:</b> Northeast quadrant of Belcrest Road and East West Highway  <b>Applicant/Address:</b> University Town Center 6525 Belcrest Road, Suite 300 Hyattsville MD 20782	Date Accepted: 1/9/2006
	Planning Board Action Limit: waived
	Plan Acreage: 3.1
	Zone: M-X-T, TDO
	Dwelling Units: 176
	Square Footage: 300,000
	Planning Area: 68
	Tier: Developed
	Council District: 02
	Municipality: Hyattsville
	200-Scale Base Map: 208NE03

Purpose of Application	Notice Dates
Construction of a mixed-use development consisting of Safeway, other retail, a 660-space parking garage and 176 multifamily units.	Adjoining Property Owners Previous Parties of Record Registered Associations: 10/17/2005 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 2/14/06

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  
City View Condominium and Safeway  
Detailed Site Plan DSP-05084

The Urban Design staff has reviewed the detailed site plan and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

**EVALUATION**

The detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Prince George's Transit District Development Plan (PG TDDP).
- b. The requirements of the Zoning Ordinance in the M-X-T Zone.
- c. Conceptual Site Plan CSP-00024.
- d. Conceptual Site Plan CSP-00024/01.
- e. Primary Amendment TP-00002.
- f. Referrals.

**FINDINGS**

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

1. **Request:** The subject application consists of a 60,089-square-foot food and beverage store (Safeway), 6,662 square feet of other retail, a freestanding three-story parking garage, and 176 residential condominium multifamily units. This detailed site plan consists of the site plan, hardscape plan, landscape plan, and architectural elevations.

2. **Development Data Summary**

**DSP-05084**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-X-T	M-X-T
Use(s)	None	Retail & Residential & Parking Garage
Number of Units	0	176
Square Footage/GFA	0	Residential: 206,300 Retail: 66,751
Total square footage		273,051
Parking proposed		660 spaces
Surface		0 spaces
Structured		660 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, with frontage along East West Highway, in close proximity to the Metro station.

4. **Surroundings and Uses:** University Town Center is bounded to the north by Toledo Road; to the west by Belcrest Road; to the east by Adelphi Road; and to the south by East West Highway. Along the east property line there are two existing churches and a public library that fronts on Adelphi Road.

The proposed parking garage is located at the southeasterly side of the property with frontage on East West Highway. Directly to the east is a church. To the north of the proposed parking garage is the existing Metro III building; to the east of the proposed parking garage is the proposed food and beverage store (Safeway), also with frontage along East West Highway. Traditional retail connects to the food and beverage store and wraps around the corner of East West Highway and proposed America Boulevard. The residential component is located above the first-floor retail components of this development.

5. **Previous Approvals:** 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 includes office, retail and residential. Both subareas were reviewed as one site and combined consist of 38.62 acres in the M-X-T Zone and approximately 7.6 acres in the O-S Zone. A revision to the conceptual site plan and primary amendments to the transit district development plan for the subject property, TP-00002, were approved by the District Council on February 26, 2001.

On April 25, 2002, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-01092 for the project. The property is the subject of record plat REP 205@43 and REP 205@44 recorded March 7, 2005. The property is known as Prince George's Center Parcels M and N, Parcel O, being a resubdivision of Parcel F.

On December 11, 2003, the Prince George's County Planning Board approved DSP-03037, for a five-story underground parking garage containing 1,167 parking spaces.

DSP-03037/01, a 16-story residential student housing project with 240 four-bedroom units, was approved on March 4, 2004, by the Prince George's County Planning Board.

DSP-03037/02, a seven-story condominium and retail building project, was approved on May 19, 2005, by the Planning Board.

DSP-03072 was approved by the Planning Board as an infrastructure plan in October of 2004 and established the main street and landscape for the development.

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.

6. **Design Features:** The proposal is to add 273,051 square feet of new space consisting of a new parking garage, a large food and beverage store, additional retail, and 176 units of condominium residential units at University Town Center. The proposed Safeway store is proposed at 60,089 square feet, the additional retail is proposed at 6,662 square feet, the residential units will be located above the retail uses and will be in a building consisting of seven stories and eleven stories. The parking garage will provide 660 parking spaces.

The structure will front on East West Highway 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 development and will provide access into the proposed parking garage.

The architectural elevations for the building depict a high quality design with some elements of art deco incorporated into the design. The majority of the multiplex building along America Boulevard consists of four complementary brick colors. The retail and office components have cast stone bases, sills, and trims along with clear glazed storefronts, metal awnings, and fabric canopies.

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 I, II and III buildings exceeded the base by .33, 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 previously approved detailed site plans, include the following:

- Open Arcade—0.099
- Enclosed Pedestrian Space—0.056
- 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 floor area ratio calculations for the project as a whole:

### **Total Subarea 3**

Gross floor area square footage	Residential: 725,330 Office: 1,523,636 Retail: 222,754
Total gross floor area square footage	2,471,720
Total FAR proposed	1.469 FAR
Bonus incentives awarded	1.515 FAR
Existing development prior to M-X-T	0.735 FAR
FAR Allowed	2.250 FAR

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

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

#### **AMENDMENT REQUESTS**

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, except as follows:

TP-00002, dated March 9, 2001 granted approval to amend P1 and P52 to read 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 the following discussion of this requested amendment in justification statement dated November 18, 2005:

"This application is only a slight revision to the elements within the 28-foot pedestrian zone previously approved with the Infrastructure DSP in order to accommodate the final articulation of the building footprint. The main building wall remains at the 28-foot line of the pedestrian zone. However, building entries, the signature tower and pilasters, all critical for the architectural character and pedestrian scale along East West Highway, project slightly into the 28-foot pedestrian zone. Projections are two feet for building entries, three feet for the tower and 16 inches for the pilasters."

Comment: The staff agrees with the applicant's request to allow minor encroachment in the 28-foot-wide streetscape. This application proposes only a slight revision to the elements within the 28-foot pedestrian zone previously approved with the infrastructure

DSP in order to accommodate the final articulation of the building footprint. The main building wall remains at the 28-foot line of the pedestrian zone. However, minor revisions are provided for building entries, the signature tower and pilasters, all critical for the architectural character and pedestrian scale along East West Highway, which project slightly into the 28-foot pedestrian zone. Projections are two feet for building entries, three feet for the signature tower and 16 inches for the pilasters.

The previously approved TP-00002 further required:

**Approval of the 28-foot build-to line is subject to the following conditions:**

- 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 percent of the linear footage 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 provides the following discussion of this requested amendment in justification statement dated November 18, 2005:

“In this application, approximately 81 percent of the 554 LF of the building frontage uses a number of architectural retailing elements to enliven the pedestrian zone. These elements include retail storefronts and entries, building entries, areas for outdoor seating in sidewalk café fashion for 390 LF and appropriate and engaging retail and directional signage, decorative metal grill work and canvas awnings for 60 LF for a total of 450 LF or 81 percent of the 554 LF of frontage. Along East West Highway approximately 81 percent of the 554 LF of the building frontage is designed and detailed to enliven the area adjacent to the sidewalk and pedestrian zone. Uses and activities along the street include retail storefronts and entries, building entries, areas for sidewalk café seating and pedestrian entries to the parking garage. Careful detailing of the building adds to the experience along East West Highway. Storefronts are modulated with articulated masonry piers and canvas awnings. The spandrel panels between the piers have decorative pattern of glazed brick that creates a colorful demarcation between the ground floor retail and the residences above. Projecting metal canopies announce major building entries. Signage and graphics add color and relate closely to the architectural character of the building. The entry to the parking garage stair is glazed and detailed similar to the other storefronts. The apparent scale of the garage at the sidewalk is reduced with decorative metal grill-work that recalls the height and cadence of the storefront on the remainder of the elevation.”

Comment: The staff agrees with the applicant's proposal for the retail and residential mixed-use buildings sited along the frontage of East West Highway in regard to meeting the intent of Condition 1 above.

The previously approved TP-00002 further required:

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 facades.**

The applicant provides the following discussion of this requested amendment in justification statement dated November 18, 2005:

“Only a portion of the proposed garage accommodating 700 spaces is fronting on East West Highway, for approximately 180 LF, of which 60 feet of the length is covered with metal grill work. Another 16 feet is covered by a pedestrian entry to the garage that is clad in brick. The remainder of the garage is clad in precast concrete that is banded to complement the remainder of the building. Each one of these material changes allows the opportunity a plane change to the face of the garage.”

Comment: The design of the parking garage, located at the street line, adjacent to the pedestrian zone, also meets the intent of enlivening “the area adjacent to the sidewalk and 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 a more interesting facade, by adding architectural grillwork extending up the front facade, the plans will provide for an interesting streetscape. The rhythmic pattern of the grillwork and the change in offset of this feature provide visual and spatial relief for the pedestrian passerby.

The previously approved TP-00002 further required:

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 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 provides the following discussion of this requested amendment in justification statement dated November 18, 2005:

“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 bases for the tree growth.”

Comment: The staff agrees with the applicant’s proposal to incorporate the continuous planting area rather than tree pits because the technology in this area of horticulture supports the continuous planting bed design over the tree pit system for ultimately better health of trees within streetscape environs.

**P4—No part of any sign shall extend above or beyond the perimeter of the building wall or roof.**

The applicant requests the Planning Board grant a primary amendment to this signage criterion in order to allow a critical part of the architectural character of this building—and all of University Town Center—the project sign on the signature tower at the East West Highway façade. The sign protrudes from the wall of the tower and announces University Town Center, giving the entire project (retail, office, residential and public plazas) identification on East West Highway. The sign and architecture are integrated to act as one. The landmark quality of the tower and the ability to see it from a distance will serve as an icon for the Prince George's Plaza Transit District. A primary amendment is requested to allow the signage at this location.

Comment: The staff agrees with the applicant's request to allow one sign to protrude over the streetscape of East West Highway. The proposed sign concept confers an identifiable brand on the area, in keeping with the high-quality place-making objectives of the transit district mandatory sign requirements. The sign detail indicates a white internally illuminated letter outlined with blue neon on an open channel around a single letter. The neon is limited to a six-inch letter and will enliven the nighttime streetscape along East West Highway.

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

The applicant requests the Planning Board waive this guideline for the plaza location at the intersection of America Boulevard and East West Highway.

Comment: The intersection of America Boulevard and East West Highway is a vehicular entry location to the main street.. The applicant is claiming that this area qualifies as a plaza. The staff does not agree with this conclusion. The area is only 1,800 square feet if the 28-foot-wide streetscape is deducted from the area shown as a plaza, too small to meet even the minimum 8,000-square-foot size of a plaza in the M-X-T Zone. It is simply an extension of the streetscape where it was not feasible to place the building. Therefore, it is not necessary to grant a waiver of the building height to plaza ratio for this area.

**S22—All parking structures shall provide a minimum of five percent of the total surface area in green space. The green space shall be planted with shade trees and shrubs. Tree planter boxes shall contain a minimum of 500 cubic feet of soil per tree, provide drainage and have an irrigation system.**

The applicant requests minor relief from the requirement above. The area of the top level of the parking structure consists of 69,363 square feet; 5 percent of this total area would equate to 3,468 square feet. This submission proposes 3,109 square feet, which is 4.4 percent of the total area. A secondary amendment for a reduction from 5 percent to 4.4 percent is requested. The area will enjoy the perception of more green space than the 4.4 percent calculation since the top level of the parking structure is also the roof-top recreation area adjacent to the parking area. On this floor 81,392 square feet is open area available for parking, of which 68,092 square feet is for parking and 13,300 square feet is to be used as a landscaped courtyard that is a mixture of paved and planted areas as well as a swimming pool for the condominium residents. The staff agrees with the applicant's proposal to reduce the green space of the parking garage from 5.0 to 4.4, if the application is revised to create built-in plant boxes rather than individual planters that are proposed because the likelihood of survival of the planting material in planters is low. Integral planter boxes with a minimum of 500 cubic feet of soil and an irrigation system



as are provided for the remainder of the rooftop will provide continuous root zone area, which should help increase plant viability.

9. The following mandatory development requirements warrant discussion in the review of this detailed site plan application.

**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 facades facing Adelphi Road does not degrade the viewshed along this corridor (as amended).**

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

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

Comment: The applicant has suggested in a memo dated February 24, 2006, that the use of continuous planting islands reduces the need for irrigation. The staff disagrees with this interpretation and recommends that the applicant submit an irrigation plan prior to signature approval that includes the streetscape along East West Highway.

**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. **The transit district site plan is consistent with, and reflects the guidelines and criteria contained in the transit district development plan;**

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

11. **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, except as noted above for the size of a plaza, as required by the M-X-T zone.

12. **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 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 Transit District Overlay Zone.

13. **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), and a free standing parking garage exist in Subarea 3. Two substantial residential projects (one of which is under construction, the 16-story student housing building), a theater, retail components, and office components have been approved. 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.

14. **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 will be 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**

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

At the time of final buildout, the subarea will provide high quality and distinctive architecture, retail shopping, restaurants, a movie theater, a museum, an 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.

16. **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. 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.

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

The subject application will provide a pleasing streetscape along the future plaza that will complement and enhance the character of the area and promote ridership of transit facilities. The

proposed improvements will also upgrade the existing buildings by providing a pleasing outdoor environment for those who work in and visit the area.

18. **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 of a theater, retail and restaurants, and continuation of the outdoor plaza will enhance the quality and contribute to the transit district.

19. **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, the 16-story residential development, the approval of the four-story underground garage, and the seven-story condominium project, known as Independence One. This project is anticipated to be followed by the future development of the plaza, building number two and the main street, which includes a variety of uses as described above. 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 to be a significant contributing factor to the overall site.

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

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

21. **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 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.

22. The application is subject to the *Landscape Manual*. Section 4.7, Table II, of the *Landscape Manual* 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. In this case, the parking garage is closest to the property line adjacent to a church. The *Landscape Manual* requires no bufferyard between the parking garage and a church, as they are both considered to be medium impacts. However, DSP-03072, the infrastructure plan for the project in this area, proposes steep slopes, (2:1) and shade trees planted at approximately 30 feet on center. The steepness of the slopes will threaten the survivability of the proposed planting. Staff recommends the plans be revised to either incorporate a retaining wall to flatten this area or obtain an easement to grade on the adjacent property to reduce the slope to no less than 5:1. Likewise, in the planting area located along East West Highway, which

involves the change in grade between the walkways, the slope should not exceed 5:1. Curbs and retaining walls may be required to accomplish this goal.

22. This plan is subject to conditions of approval that are generated from previously approved plans. The following applies to the review of this plan:

**CSP-00024**

- 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.**

The applicant submitted a parking-demand analysis. See the Transportation Planning comments below for a discussion of the applicant's analysis

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

- a. The Environmental Planning Section, in a memorandum dated February 15, 2006, recommended approval of the Detailed Site Plan DSP-05041 with no environmental conditions.

The subject property has an approved Conceptual Storm Drain Plan, CSD 27352-2003-00. This site has an approved Type II Tree Conservation Plan (TCPII/15/01), which provides for the 10 percent afforestation requirement off-site at TCPII/129/99.

The subject property is located in the southeast quadrant of the intersection of Belcrest Road and East West Highway with frontages on both roads. 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 include 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 not to adversely impact the commercial and residential uses 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.

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. This requirement has been addressed through a note on the plan which states: "Tree Conservation Requirements: 10 percent of the 13.85 acre net tract area (1.39 acres) will be provided for in a woodland conservation easement off-site." DSP-05084 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.

This site is located within the transit district overlay zone for the Prince George's Plaza, and is subject to environmental mandatory development requirements for woodland conservation and stormwater management. These have been addressed in previous reviews. No additional information is required with respect to the tree conservation plan.

A copy of the stormwater management concept approval letter CSD 27352-2003-00 was submitted and is dated September 26, 2003. 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.

The 65dBA (Ldn) noise corridor for both Belcrest Road and East West Highway are delineated on the plan as required. The noise study as submitted indicates that required 45 dBA Ldn interior noise levels for living units will be met through the use of specified combinations of proposed building elements, including acoustical building material with higher sound transmission class (STC) ratings. No additional information is required at this time with respect to noise.

- b. In a memorandum dated January 27, 2006, the Community Planning Division offered the following:

This application is consistent with the 2002 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 detailed site plan also conforms to the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* goals and mandatory development requirements, amended by TP-00002.

- c. The Transportation Planning Section has reviewed the above referenced and submitted detailed site plan for the proposed construction of 176 residential condominiums on top of 66,751 square feet of commercial retail space. The proposed development will be in addition to the existing four office buildings, and a mix of retail and residential development that is under construction, on these two subareas of the transit district.

### **Background**

The approved PG-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 the way in which the proposed development conforms to transportation and parking MDRs and guidelines outlined in the PG-TDDP.

One of the purposes of this TDDP is to ensure a balanced transportation and transit facilities network. Therefore, and for the purpose of assessing transportation needs, staff performed an analysis of all transportation facilities serving the district. This analysis indicated that the primary constraint to development in the district is vehicular congestion, particularly the congestion caused by the single-occupant vehicles (SOV) trips that should be converted to trips taken on the available transit service. As result, the TDDP

addresses transportation adequacy by recommending a number of policies for managing parking supply within the district and by adopting level-of-service E (LOS E) as the minimum acceptable LOS standard. Among the most consequential of these policies are:

- a. Establishment of a districtwide cap on the number of additional parking spaces (3,000 preferred, plus 1,000 premium) that can be constructed in the transit district.
- b. Implementation of developer contributions based on total number of preferred and premium parking spaces proposed for development. These contributions would provide a portion of funds needed to construct the recommended transportation improvements, which are summarized in Table 4 of the TDDP, to ensure that LOS E would be achieved.
- c. Authorizing the establishment of a mandatory transportation demand management district (TDMD). The establishment of the TDMD was initially authorized by the 1992 TDDP. The 1998 TDDP reauthorized establishment of the PG-TDMD with the same boundaries as the transit district. As of this writing and per the Council direction, the PG-TDMD has not been established. When appropriate, the PG-TDMD will need to be established by a petition and in accordance with Subtitle 20A of the County Code.
- d. Authorizing the establishment of a procedure for collection of the required annual PG-TDMD operational fee using the total number of parking spaces (surface and structured) that exists on each property.
- e. Requiring the Transportation Management Authority (TMA) of the PG-TDMD to prepare and submit an annual transportation and parking operations analysis report, whether or not the required LOS E standard has been maintained, and to identify appropriate trip reduction and parking management measures that will restore LOS E.
- f. Structured parking (as defined in the previous Planning Board and District Council development approvals in the TDDP) is not included in the calculation of the parking provided pursuant to the parking caps associated with the TDDPs transportation adequacy provisions.

#### **Status of Surface Parking in the Transit District**

Pursuant to the Planning Board's previous approvals of detailed site plans in the transit district, the remaining available preferred and premium surface parking for the transit district and each class of land use are reduced to the following values:

	RESIDENTIAL		OFFICE/RESCH		RETAIL		TOTAL	
	PREF.	PREM	PREF.	PREM	PREF.	PREM	PREF.	PREM
TDDP Caps	920	310	1,170	390	910	300	3,000	1,000
Subarea 1	(178)							
Subarea 4					(121)			
Subarea 6					(72)			
Subarea 9					(321)			
Subarea 10A					(34)			
Unallocated	742	310	1,170	390	362	300	2,074	1,000

Note: The number of structure parking spaces that are built or are planned in the transit district is not reflected in the figures reported in the table above, pursuant to the requirements of MDR P6.

#### **Detailed Site Plan Findings**

- a. The PG-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.
- b. The applicant proposes to construct 176 residential condominiums, 66,751 square feet of commercial retail space, and a parking garage with 660 structured spaces.
- c. Since the applicant is not proposing any additional surface parking, and based on the preceding comments, the review of the submitted detailed site plan will be limited to the adequacy determination of access points and compliance to the transportation-related requirements of the approved conceptual site plan. Further, there would be no changes to the unallocated preferred and premium surface parking spaces stated in the table above.
- d. The internal vehicular and pedestrian circulation patterns appear to be acceptable. The proposed geometric improvements associated with the two proposed access points (America Blvd. and Democracy Ave.), and along the median of East West Highway (MD 410) are deemed appropriate but requires approval and must be constructed per SHA standards and requirements.

#### **Transportation Staff Analysis and Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development in the detailed site plan as submitted will meet the circulation requirements of the Prince George's Plaza Transit District Development Plan (page 22) and Section 27-548(c)(1)(D) of the County Code, provided that:

Prior to the issuance of any building permit, the applicant shall obtain approval and agree to construct per SHA and/or the Prince George's County DPW&T standards, the

proposed geometric improvements associated with the two proposed access points (America Blvd., and Democracy Ave.) along the East West Highway (MD 410).

Comment: This condition is included in the recommendation section of this report.

- d. The adopted and approved Prince George's Plaza Transit District Development Plan (TDDP) emphasizes the importance of pedestrian connections, sidewalks, and bicycle-friendly roadways around the Prince George's Plaza Metro Station. Trail connections are recommended, wide pedestrian zones are required, and designated bike lanes are recommended along some roads. The provision of sidewalks along all road frontages is crucial to providing a walkable, transit-oriented community and encouraging pedestrian trips to Metro. As stated on page 62 of the TDDP, a principal goal is the provision of a safe, effective and pleasant environment for pedestrian trips.

#### STREETSCAPE REQUIREMENTS:

In keeping with this goal, the TDDP requires pedestrian zones with wide sidewalks along East West Highway, Toledo Road, Toledo Terrace, and Belcrest Road. Bike lanes are specifically recommended along Toledo Road and Belcrest Road. The majority of these recommendations are beyond the scope of the subject application. However, the TDDP does include several mandatory development requirements that impact the subject site.

##### *Mandatory development requirement P1 requires:*

Unless otherwise stated within the subarea specific requirements, each developer, applicant, and the applicant's heirs, successors and/or assignees shall be responsible for streetscape improvements along the entire length of the property frontage from the building envelope to face of curb. (See Figures 7, 8, and 9... East West Highway: 40-foot pedestrian zone...)

##### *Mandatory development requirement S13 requires:*

All major pedestrian crossings, such as crossings that traverse more than three lanes of traffic, shall have a contrasting pavement material. Crossings are to conform to all road code standards and conform with Figure 7.

##### *Mandatory development requirement P20 requires:*

Developers shall provide continuous sidewalks along all frontages of their property on public rights-of-ways in the transit district.

##### Discussion:

These requirements appear to have been met on the submitted site plan. An eight-foot-wide sidewalk is provided along the site's entire frontage of East West Highway, not including areas designated for street trees or street furniture such as tables, benches, and trash receptacles. Wider pedestrian areas are accommodated at the intersection of East West Highway and America Boulevard. The intersections of Liberty Lane East with both America Boulevard and Democracy Avenue both include a wide pedestrian space and curb extension. The curb extension will serve not only to calm traffic, but provides



additional space for pedestrians and shortens the distance pedestrians must travel when crossing the road.

A pedestrian refuge (median) is provided across America Boulevard at its intersection with East West Highway. This refuge improves the safety of the pedestrian crossing, while also providing for a landscaped strip. Stone pavers are proposed for the crosswalks of American Boulevard and Liberty Lane East, in keeping with mandatory development requirement S13.

Standard or wide sidewalks are reflected along all road frontages within the limits of the detailed site plan. These include wide sidewalks along both America Boulevard, a standard sidewalk along Liberty Lane East, a standard/wide sidewalk along Democracy Avenue, and the eight-foot wide sidewalk along East West Highway. Sidewalk widths vary along some segments of the roadways, with the width depending upon planting boxes and building facades. The sidewalks proposed on the submitted site plan meet the intent of mandatory development requirement P20 and should provide for an inviting pedestrian environment.

#### BICYCLE RACK/LOCKER REQUIREMENTS AND GUIDELINES:

*Mandatory development requirement S29 requires:*

The location and number of bicycle lockers, racks, and other features will be determined at the time of detailed site plan review.

*Mandatory development requirement S30 requires:*

All new retail development shall provide four bicycle racks per 10,000 gross square feet of floor space with each rack holding a minimum of two bicycles.

*Site design guideline G48 recommends:*

Whenever possible, bicycle parking facilities should be located near building entrances but should not be located so as to conflict with major pedestrian circulation.

*Site Design Guideline G49 recommends:*

In subareas with structured parking garages, a separate bicycle parking area should be provided.

*Site design guideline G50 recommends:*

All bicycle racks and/or lockers located outside of parking structures should be located in secure, well-lit, and highly visible areas with adequate space for maneuverability.

*Site design guideline G51 recommends:*

Bicycle racks and/or lockers should be sensitively sited and include landscape plantings, berming and/or low walls.

The applicant has already provided a large number of bicycle racks throughout the University Town Center project. An October 5, 2005, exhibit indicates that 396 bicycle parking spaces have been provided at racks accommodated at eight different locations throughout the project. However, the majority of these racks are located to the north of Freedom Way, and staff concurs with the City of Hyattsville that additional racks and/or bike lockers may be warranted to serve the subject application. While this may not be necessary for the Safeway or the small amount of commercial proposed, racks and lockers are appropriate to serve the residential component of the site plan. Site design guideline G49 recommends bicycle parking in subareas with parking structures. Staff recommends that the parking garage include an area with bicycle racks and a small number of bike lockers. These facilities will provide a secure location for residents or visitors to park bicycles. The bike lockers would accommodate those residents wanting more long-term, secure parking. Lockers are especially useful for those with expensive bikes where securing only a tire or the frame to a bike rack may not be sufficient or desirable.

Staff recognizes that the applicant has provided a large amount of bicycle parking elsewhere throughout the University Town Center development, and that much of this is currently underutilized. However, it is still the opinion of staff that a small number of racks and lockers are appropriate to serve the residential component of the development. It is probable that at least a proportion of future residents will own bicycles and providing a place for securing bicycles will be a necessary service for some residents. It is also recognized that a bike rack use and need evaluation may be done in the future, and bike racks may need to be relocated to better serve the needs of the development.

#### RECOMMENDATIONS

- a. Provide a bicycle rack(s) accommodating a minimum of 20 bicycles within the parking garage for the residential and or commercial component of the subject applications.
- b. Provide ten bicycle lockers within the parking garage for the residential and/or commercial component of the subject application.
- e. In a memorandum dated January 23, 2006, from the Maryland State Highway Administration, the following comments were offered:
  - This office completed a review of the site plan and support documentation. We have no objection to Detailed Site Plan DSP-05084 approval as submitted.
- f. The detailed site plan was referred to the City of Hyattsville, but as of the writing of this report, the staff has not received their comments on this detailed site plan
- g. The detailed site plan was referred to the Town of University Park, and a response has been provided in a letter dated February 22, 2006, Mayor Brunner to Lareuse, as follows:

“We have reviewed the application and would like to make the following eight comments/recommendations:

- “1. The TDOZ requirement should be met for shade trees (4) at the (secondary) plaza to be located at the southeast corner of the main structure. The applicant has

proposed to waive this requirement contending that it is ‘a meeting place for people to gather before moving along.’ However, the applicant notes that Condition G-18 and Condition G-28 will be met by including “benches, tables and chairs” in the plaza area. Trees will not only provide shade for any seating area not sheltered by proposed awnings, but enhance the environmental/green streetscape along East West Highway.”

Comment: The plan has been revised to incorporate additional tree plantings in this area; however, the tree type is not suitable for that area. The staff recommends change in the species to a plant that is better suited for urban planting and one that will withstand pollutants, such as salt, and it should be drought tolerant.

- “2. The applicant suggests in meeting Condition G-18 that “an ‘opportunity’ for public art” exists in the plaza areas. The location and features of public art should be clearly identified in the DSP. Public art is an important aspect of the quality of the public spaces of the TDOZ.”

Comment: The plan designates a location at the intersection of East West Highway and America Boulevard for public art. The staff recommends that the applicant provide the proposals for the art piece to the staff as a revision to the plan to be reviewed by the Planning Board or its designee.

- “3. The requirement to provide 5 percent of the total surface area of the parking structure in green space should be met. The applicant requests a waiver (S-22) contending that a recreational area on the top of the adjacent residential structure would help meet that requirement. The applicant further contends that the planted area on the top of the residential structure provides a ‘perception’ of more green space. The purpose of requiring green space on the roof of a parking structure has much more to do with the control and quality of water runoff than aesthetics. A major goal of the approved stormwater management plan for the TDOZ subareas is to mitigate the existing poor quality of water runoff from the large impervious surfaces on the property. Provision also should be made to irrigate the 5 percent green space.”

Comment: The plan has been revised since the comment above was made. Staff recommends approval of the request to allow 4.4 percent green area, if the condition relating to integral planters is adopted.

- “4. An underground irrigation system (G-34) should be provided for the entire length of the green space and trees along the 28-foot streetscape setback on East West Highway.”

Comment: The staff agrees with the town and recommends an irrigation system along the frontage of East West Highway.

- “5. Bike racks and lockers have been identified at other locations along America Boulevard and are predominately placed at those other locations. The location of bike racks and lockers should be identified and positioned in and around the new structure and the parking garage and, as a result, more evenly distributed throughout the Prince George’s Metro Center. Condition G-49 has not been met by the applicant.”

Comment: Staff recommends that the plan be revised to add 20 bicycle spaces within the parking garage and 10 bicycle lockers for the residential component.

6. Six-foot bike lanes (G-51) have not been placed along both sides of Toledo Road, as contended by the applicant. The required bike lanes along Toledo Road should be installed.

Comment: Staff recommends that the applicant provide the bike lanes along Toledo Road.

7. The location of trash receptacles (S-31) has not been identified. Three litter receptacles should be placed along America Boulevard, including one at each plaza, as well as one at the entranceway to the grocery store and at the entranceway to the parking structure on East West Highway.

Comment: Trash receptacles have been provided on the revised plans.

8. The east elevation of the parking structure, according to the rendering submitted by the applicant, lacks the “high quality” outlined and required in Condition (S-14), Condition (G-5), and Condition (G-9). It should provide varied visual interest, a variety of complimentary colors and materials, and decorative masonry. Consideration should also be given to the use of a trellis to soften the appearance of the parking structure (G-42).

Comment: The east elevation will be a visible component of the site as one of the main entrances into the development. Staff is recommending the adjustment of grading along that edge of the project so that the proposed shade trees will be provided a better root zone with more likely percolation of water into the root growth soil area. A retaining wall will be required in order to achieve this result, a grading easement. The addition of plant material will soften the view into this area.

- h. The Historic Preservation and Public Facilities Section, in a memorandum dated March 1, 2006, stated the following:

#### **Fire and Rescue**

The Prince George’s County Planning Department has determined that this plan is within the required seven-minute response time for the first due fire station, Allentown Company 1, Hyattsville, using the Seven- Minute Travel Times and Fire Station Locations Map provided by the Prince George’s County Fire Department.

The required fire and rescue facilities have been determined to be adequate and will not place an unreasonable burden upon the public facilities.

#### **Police Facilities**

The Prince George’s County Planning Department has determined that this detailed site plan is located in District I Hyattsville. The standard response is 10 minutes for emergency calls and 25 minutes for non-emergency calls. The test is based on a rolling average for the next 12 months. The application was accepted for processing by the Planning Department on January 9, 2006.

Reporting Cycle	Date	Emergency Calls	Nonemergency
Acceptance Date	01/05/06-12/05/06	10.00	18.00

The police response time requirements were met.

Comment: These comments are provided for information only; as per Mandatory Development Requirement 536. However, a finding of adequate public facilities for this detailed site plan is not required.

- i. The Department of Parks and Recreation had no comments regarding the proposed development.
- 24. 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.
- 25. The detailed site plan is in conformance with the conceptual site plan, CSP-00024.

## 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-05084, APPROVE amendments to P1, P4, S-22, and DENY the amendment to G-19, subject to the following conditions:

- 1. Prior to certification of the detailed site plan, the following revisions or information shall be supplied:
  - a. The applicant shall submit an irrigation plan that includes the streetscape along East West Highway and the corner at the intersection of America Boulevard and East West Highway.
  - b. The green space provided on the roof top of the garage shall be revised to include integral planters with a minimum 500 cubic feet of soil with an irrigation system.
  - c. Building dimensions, including height, shall be provided on the site plan.
  - d. The gross floor area of the proposed buildings shall be provided on the site plan.
  - e. The plans shall be revised along the eastern edge of the property adjacent to the church and across from the parking garage, in order to either incorporate a retaining wall to flatten the planting area for the shade trees or the applicant may obtain an easement to grade on the adjacent property to reduce the slope to no less than 1:5
  - f. The plans shall be revised to provide bicycle rack(s) accommodating a minimum of 20 bicycles within the parking garage for the commercial component and 10 bicycle lockers for the residential component.
  - g. The plans shall delete the bonus incentives claimed by the applicant for the arcade.

- h. The plans shall be revised to demonstrate conformance to Section 4.7 of the *Landscape Manual* between the parking garage and the church by adding a schedule.
- 2. Prior to installation of public art to be located at the intersection of East West Highway and America Boulevard, the art work shall be reviewed by the Planning Board or its designee.
- 3. Prior to the issuance of any building permit, the applicant shall obtain approval and agree to construct per SHA standards, the proposed geometric improvements associated with the two proposed access points (America Boulevard and Democracy Avenue) along East West Highway (MD 410).