



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

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Detailed Site Plan

6400 America Boulevard

DSP-21006

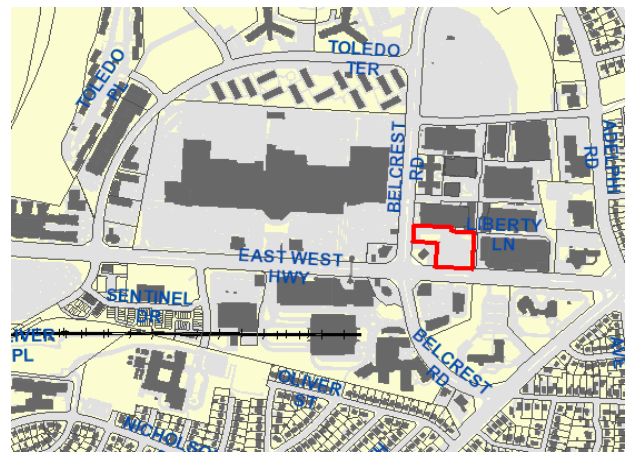
REQUEST	STAFF RECOMMENDATION
A vertical mixed-use building consisting of 316 multifamily dwelling units and 2,052 square feet of commercial/retail space.	APPROVAL with conditions

Location: In the northwest quadrant of America Boulevard and MD 410 (East West Highway).

Gross Acreage:	2.42
Zone:	M-U-I/T-D-O
Dwelling Units:	316
Gross Floor Area:	2,052 sq. ft.
Planning Area:	68
Council District:	02
Election District:	17
Municipality:	Hyattsville
200-Scale Base Map:	208NE03

Applicant/Address:
TD Parcel N Investor, LLC
1850 M Street NW, Suite 820
Washington, D.C. 20036

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Planning Board Date:	11/18/2021
Planning Board Action Limit:	11/30/2021
Staff Report Date:	11/02/2021
Date Accepted:	09/21/2021
Informational Mailing:	04/16/2021
Acceptance Mailing:	09/20/2021
Sign Posting Deadline:	10/19/2021

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at <http://www.mncppcapps.org/planning/Person of Record/>.

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-21006
 Type 2 Tree Conservation Plan TCP2-031-2021
 6400 America Boulevard

The Urban Design staff has reviewed the application 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

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment*
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Infill (M-U-I) and Transit District Overlay (T-D-O) Zones
- c. The requirements of Preliminary Plan of Subdivision 4-21006
- 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. The requirements of the Prince George's County Tree Canopy Coverage Ordinance
- g. Referral comments

FINDINGS

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

1. **Request:** The subject application is for approval of a vertical mixed-use building consisting of 316 multifamily dwelling units and approximately 2,052 square feet of commercial/retail space.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-U-I/T-D-O	M-U-I/T-D-O
Use(s)	Surface parking lot	Multifamily and commercial/retail
Acreage	2.42	2.42
Commercial Gross Floor Area (GFA)	0	2,052
Total Multifamily Dwelling Units	0	316
Studio	0	75 (23.7%)
1 Bedroom Unit	0	173 (54.8%)
2 Bedroom Unit	0	68 (21.5%)

Parking

	MAX. PERMITTED*	PROPOSED
Downtown Core		
Commercial at 2.5 spaces per 1,000 sq. ft of gross leasable area	6	-
Residential at 1.5 spaces per dwelling unit	474	-
Total	480	273**
Standard handicap-accessible spaces		5
Handicap-accessible van spaces		2

Notes: *There is no minimum number of off-street parking or loading spaces within the 2016 *Approved Prince George's Plaza Transit District Development Plan*, only a maximum number of surface parking spaces, as specified on page 259.

**Total off-street parking spaces of 273 are in the parking garage, which is in the middle of the building complex.

Loading

	REQUIRED	PROPOSED
Loading Space*	-	1

Notes: *The Transit District Overlay Zone does not prescribe a minimum number of loading spaces. The specific number of loading spaces required is to be decided at time of detailed site plan approval.

Bicycle Parking Spaces

Parking Spaces	REQUIRED BY TDOZ	PROVIDED
Residential (316 Units @ 1 space/20 Units)	16	94 (in garage)
Commercial/Retail (2,052 sq. ft @ 1 space/10,000 sq. ft.)	1	6
Total	17	100

3. **Location:** The project is located in the northwest quadrant of the intersection of MD 410 (East West Highway) and America Boulevard, east of Belcrest Road and south of Liberty Lane, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.
4. **Surrounding Uses:** The L-shaped site has four frontages on roadways in the Prince George's Plaza Transit District and is part of a larger project known as the University Town Center. The site is within the Downtown Core character area of the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (Prince George's Plaza TDDP). The site is bounded to the north by existing office buildings and to the east across America Boulevard, by a Safeway grocery store, of the University Town Center project in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones. Across Belcrest Road to the west of the site is the existing Prince George's Plaza development, in the Mixed Use-Infill (M-U-I) and T-D-O Zones, and across MD 410 to the south of the site are retail uses in the M-U-I Zone and an institutional use in the One-family Detached Residential (R-55) Zone. The Prince George's Plaza Metro Station is located across MD 410, approximately 800 feet southwest of the subject property.
5. **Previous Approvals:** The subject property was previously zoned M-X-T and under the 1998 *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zone*. Specifically, this site is part of the surface parking lot serving the existing office building, known as Metro I. Because the M-X-T Zone requires the approval of both a conceptual site plan (CSP) and a detailed site plan (DSP), the subject site has been included in many prior approvals, including a CSP-00024 for The Boulevard at Prince George's Metro Center.

On October 9, 2000, the Prince George's County Planning Board approved (PGCPB Resolution No. 00-195) CSP-00024 (including a second amendment TS-00024 as a companion application), which is for Subareas 2 and 3 of the 1998 *Prince George's Plaza TDDP*, including the subject site, with 17 conditions. The Prince George's County District Council affirmed the Planning Board's approval on January 8, 2001. The CSP proposes a mixed-use development with a "Main Street" theme to include office, retail, and residential uses. Both subareas were reviewed as one site, and combined consist of 38.63 acres in the M-X-T Zone and 9.07 acres in the Open Space Zone, for a total of 47.70 gross acres.

On November 15, 2001, the Planning Board approved (PGCPB Resolution No. 01-248) CSP-00024-01, which is an amendment to previously approved second amendment (TS-00024/01) to allow a different style of lighting pole without altering the rest of CSP-00024.

The Prince George's Plaza TDDP rezoned the property to the M-U-I and T-D-O Zones, which only requires DSP approval. Since the CSP was approved when the property was in the M-X-T Zone and the then-development scheme is completely different from the proposed one, the CSP is not relevant to the subject DSP. Furthermore, in accordance with T-D-O Zone Site Plan Review requirement SP3, which states that pursuant to Section 27-548.08(c)(2) of the Prince George's County Zoning Ordinance, a DSP in a transit district does not have to conform to a previously approved CSP. Accordingly, CSPs approved prior to July 19, 2016, have no bearing on the approval of a DSP for development in the Prince George's Plaza TDDP.

Subsequent to the approval of CSP-00024, there are (several preliminary plan of subdivision approvals preceding each DSP) four major DSPs that were approved for the larger area including the subject site as follows:

DSP-00052 was approved by the Planning Board (PGCPB Resolution No. 01-04) on January 4, 2001, subject to six conditions, for a 14,400-square-foot addition to an existing office building (Metro I) located on Parcel D (where the subject site is located), and a new chiller building adjacent to the existing Metro III office building located on Parcel C. This DSP had been revised four times administratively for various limited amendments

DSP-01001 was approved by the Planning Board (PGCPB Resolution No. 01-117) on May 24, 2001, subject to three conditions, for approximately 360 linear feet of Phase I of the Boulevard, which includes special paving, street furniture, trash receptacles, landscaping, public art, and lighting within 1.24 acres in Subarea 3. This DSP had been revised three times administratively for various limited amendments.

DSP-03037 was approved by the Planning Board (PGCPB Resolution No. 03-254) on November 20, 2003, subject to one condition, for the Boulevard at Prince George's Metro Center – Parking Garage. The first revision, DSP-03037-01, was approved by the Planning Board (PGCPB Resolution No. 04-23), on February 5, 2004, subject to three conditions, for a proposed 16-story residential apartment building for use as a student housing complex built over the top of a previously approved four-story underground parking garage. The second revision, DSP-03037-02, was approved by the Planning Board (PGCPB Resolution No. 05-108), on April 28, 2005, subject to one condition, for 112 condominium units (132,000 square feet of residential development) and 28,000 square feet of retail development. The third revision, DSP-03037-03, was approved administratively for relocating the party and fitness room from the interior of the building to the rooftop of the second floor. And the fourth revision, DSP-03037-04, was approved by the Planning Board (PGCPB Resolution No. 06-173), on July 13, 2006, subject to two conditions, for 10,100 square feet of retail space, combined with residential condominium multifamily units and the lower plaza. This DSP is valid through December 31, 2021. However, no improvements have been materialized on the subject site.

DSP-05041, University Town Center, was approved by the Planning Board (PGCPB Resolution No. 03-254) on October 27, 2005, subject to three conditions for a mixed-use development consisting of a 93,100-square-foot theater, 34,903 square feet of retail development, and 58,886 square feet of office. This DSP has been revised two times for various minor amendments, including revisions to the exterior elevations, and both revisions were approved administratively. DSP-05041-01 is still valid through

December 31, 2021, and DSP-05041-02 is valid through December 31, 2022. However, the subject site remains as a surface parking lot until now.

The subject site also has an approved Stormwater Management (SWM) Concept Plan 2802-2021-00, which is valid through March 30, 2024.

6. **Design Features:** This DSP application proposes to develop a vertical mixed-use building on an existing surfacing parking lot, used by the Metro I office building, within the Downtown Core Character Area of the Prince George's Plaza TDDP. The building will occupy the entire site with a parking garage in the middle of the building, accessed from Liberty Lane. The main entrance to the building is located at the intersection of East West Highway and America Boulevard, across from the main entrance to the Safeway grocery store on the eastern side of America Boulevard.

Architecture

The mixed-use building is 8 stories with 316 apartment units, 2,052 square feet of retail at ground level, and a 273-space parking structure enclosed in the middle of the building. The mixed-use building is designed to respond to its prominent location at the gateway to the Prince George's Plaza TDDP and to reflect the scale and materials of the neighborhood. The building is designed around two primary motifs that integrate contemporary and traditional design forms and engage with each other at the prominent grand entrance. The two motifs are visually woven together with a substantial and solid masonry base that extends from the first floor to the upper floors with two-story framed elements.

The main entrance is located at the intersection of East West Highway and America Boulevard. This corner is designed as the gateway with landmark quality and the architecture reflects its significance. The corner is provided with significant transparency and a high floor height at the main lobby. The parapet at the main entrance corner is higher than the rest of the building to emphasize the entrance. Surrounding the grand entrance will be a mural commissioned to a local artist that will allow for the vibrancy and creativity of the arts culture within Hyattsville, and the area to shine through. A small plaza has been shown at the main entrance that corresponds to the larger plaza of the Safeway building across America Boulevard. No paving details are provided with the DSP; the applicant should utilize the same paver and pattern to be in harmony with the existing plaza. A condition has been included in the Recommendation section of this report to require the applicant to provide paving details, prior to certification of this DSP.

The façades along Liberty Lane, East West Highway, and at the main lobby entrance at the southeast corner of the building consist of the more substantial masonry base to the eighth floor slab along East West Highway and fiber cement siding articulated with three-color tone and texture schemes. The major façade element is defined by silver-colored board and batten panels.

The exterior façades along America Boulevard and at its intersection with Liberty Lane consist of masonry with board and batten designed dark grey cementitious paneling accents to the seventh floor slab, with dark grey vertical and horizontal cementitious siding from the seventh floor to the parapet. The building design is visually impressive and consistent with the Prince George's Plaza TDDP's vision as gateway architecture to the transit district.

Lighting

A photometric plan has been included in this application that shows the foot-candle readings of the entrance areas, as well as the immediate surrounding outdoor areas of the building with two types of light fixtures, including a pole light and wall sconce. Both types of the proposed light fixtures are LED and full cutoff optics. Sufficient lighting has been provided.

Signage

A uniform signage plan has been submitted with this DSP that includes all signs needed to make this a successful project. Two primary identification signs have been provided on the building elevations. One blade sign is attached to the building façade to be viewed from East West Highway, to advertise the project name, that has a sign face area of 240 square feet. The other sign is a wall sign placed on the top of the same elevation, that carries the identification information, with a sign face area of 80 square feet. One lease banner sign is on the elevation fronting Belcrest Road that has a sign face area of 350 square feet and will be removed after the building is fully leased. Additional signage advertising the street level commercial/retail space tenants, address, and amenities are also shown as building-mounted signs on elevations fronting both America Boulevard and Liberty Lane. The proposed signs in general are consistent with the applicable T-D-O Zone signage standards, except for the blade sign and one wall sign that the applicant has requested amendments, as discussed below.

Recreational Facilities

This application is required to provide on-site private recreational facilities, in accordance with the previously approved PPS 4-21006. Recreational facilities will include yoga and fitness spaces, a communal lounge area, a clubroom, and outdoor pool area. A large, landscaped courtyard will be accessible to residents from the seventh floor. Active and passive recreation uses on the seventh floor will include a pool and other areas for outdoor grilling and seating. Staff evaluated the adequacy of the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines* and finds that the applicant's proposal of private on-site recreational facilities is acceptable.

In accordance with current formula for recreational facilities, for a multifamily development of 316 dwelling units, a recreational facility package worth approximately \$389,000.00 is required. The applicant proposes the following facilities, which have a value of approximately \$477,600.00, that exceeds the required obligation for this project.

Recreational Facilities	Cost Estimates
Fitness Center	\$270,000.00
Rooftop Pool	\$102,915.00
Yoga Studio	\$104,704.00
Subtotal	\$477,619.00
Amenities	
Outdoor Courtyard with seating, firepits, and grills	\$212,347.00
Rooftop seating and dining areas	\$75,000.00
7th Floor Party Room and Kitchen	\$91,289.00
Total	\$856,255.00

Additional amenities such as outdoor sitting and dining areas, outdoor firepits and grills in the Courtyard area are also provided to serve future residents.

Since all the proposed recreational facilities are within the building complex and will be installed at the same time, or before, the entire building construction is completed, at time of issuance of the first use and occupancy permit, the recreational facilities will be open to the residents. A condition regarding this timing has been included in the Recommendation section of this report.

Green Building Techniques

The applicant plans to achieve the Gold certification under National Green Building Standard (NGBS) rating system, which is an American National Standards Institute-approved green building certification program, specifically focused on single-family and multifamily residential buildings, remodeling projects, and land developments. Like the Leadership in Energy and Environmental Design rating system, the NGBS is also a point-based system, wherein a single-family or multifamily building(s) can attain certification depending on the sustainable and green practices included in design and construction and planned for its operation and maintenance. Projects can qualify for four certification levels (bronze, silver, gold, or emerald) by earning the required number of points for each level. Points are earned when a project complies with the numerous green building practices laid out within the standard. These practices fall into six general categories, as follows:

- Lot design, preparation, and development
- Resource efficiency
- Energy efficiency
- Water efficiency
- Indoor environmental quality
- Operation, maintenance, and building owner education

Projects can qualify for four levels of certification by earning the required total number of points for each level, including Bronze certification of achieving 231 points, Silver certification of achieving 334 points, Gold certification of achieving 489 points, and Emerald certification of achieving 611 points.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The Transit District Overlay Zone Standards of the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The subject site is located within the Downtown Core Character Area of the Prince George's Plaza TDDP. The Downtown Core is the transit district's central activity hub, with a mix of compact residential, retail, and office development that complement each other and frame lively walkable streets. These pedestrian-friendly streets are envisioned to be lined with cafés and stores, which draw commuters between the Prince George's Plaza Metro Station and the Mall at Prince George's Plaza, activating the streetscape. Specifically, the land use goal for the Downtown Core is also to accommodate the anticipated amount and mix of development through a significant redevelopment of the Transit District that further implements the TDDP's vision for the Downtown Core area.

The subject DSP has been reviewed for conformance with the T-D-O standards of the Downtown Core, and has been found to meet all applicable T-D-O Zone standards, except for four, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3), as follows:

- (3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.**

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a statement of justification to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

MODIFICATION 1: **Streets and Frontage / Frontage Zones**

- **All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.**
- **Where Retail Zones are provided, they shall be located as follows:**
Retail Zone 1: Adjacent to the building.
Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.
- **Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge**

The subject L-shaped site has frontages on both A and B Streets on four sides. East West Highway, Belcrest Road, and America Boulevard are A Streets and Liberty Lane is a B Street. There is a 10-foot-wide public utility easement (PUE) along East West Highway and Belcrest Road. With the PUE, the project will have a frontage depth of 25 feet along East West Highway, per the TDDP. Including the PUE, the frontage depth along Belcrest Road is 24 feet and still within the maximum build-to line of the TDDP.

On America Boulevard, a build-to line of 15 feet is proposed to address and create an urban edge for this street and respond to the adjacent development on the east side. Accordingly, the applicant requests a modification to provide less than the 20-foot frontage zone required by the TDDP.

On Liberty Lane, a build-to line of 10 feet is proposed to allow for a viable development depth and create an urban edge for pedestrians on this street. The proposed landscape design focuses on a robust streetscape and pedestrian experience. Accordingly, the applicant requests a modification to provide less than the 15-foot frontage zone required by the TDDP.

On America Boulevard (A Street), the proposed sidewalk zones are consistent with those of the surrounding developments. These consist of:

- 4-foot Tree and Furnishing Zone
- 6-foot Clear Sidewalk Zone
- 5-foot Buffer Zone

On Liberty Lane (B Street), the sidewalk varies from the standard, due to the constrained streetscape. It consists of:

- 5-foot Clear Sidewalk Zone at the back of curb
- 4.5-foot Buffer Zone to residential units

Retail Zone 1 is proposed at the northeast corner of the building. On America Boulevard, this consists of a 5-foot-wide area, adjacent to the retail use. On Liberty Lane, it is an approximately 8-foot-wide terrace, between the building and existing transformer vaults. The applicant is requesting a modification of the Frontage Depth Requirements, along America Boulevard and Liberty Lane to provide an urban edge along both streets and to respond to adjacent developments confronting the property.

Given the shallowness of the property from East West Highway to Liberty Lane, and general small size of the site, the requested modifications are necessary to achieve a viable development project that is in general conformance with the transit district land use vision. As such, the amendments will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 2: ***Streets and Frontage / Build-To Lines and Zones***

- **The minimum BTL shall be established at the rear of the frontage zones (except for promenades).**

- **The total frontage depth requirement in Tables 42- 43 and Figures 9-23 shall represent the distance between the street curb and BTL.**
- **The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.**
- **The area between the minimum and maximum BTL shall be the BTZ.**

As discussed above, the proposed development along both Liberty Lane and America Boulevard are not consistent with the build-to line requirements established in this T-D-O Zone standard, due to the size constraints and the shallowness of the site. Specifically, the DSP can only provide a build-to line of 15 feet along America Boulevard and a build-to line of 10 feet along Liberty Lane. The applicant requested to amend the build-to line for this site, in order to achieve a viable development project as proposed in this DSP. The requested amendment will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 3: *Architectural Elements / Signage/ General*

HIGH RISE BUILDING IDENTIFICATION SIGNS

- **Up to two high-rise building identification signs are permitted per building. If two such signs are installed, they should be placed on two separate sides of the building structure.**
- **High-rise building identification signs shall only be permitted on buildings 16 stories tall or greater.**
- **The maximum area for high-rise building identification signs is five square feet for every 1,000 square feet of gross floor area of the building provided, however, that in no event may the total sign area for high-rise building identification signs exceed 800 square feet per building.**

The proposed development is located at a prominent, high-visibility location within the Prince George's Plaza Transit District. This location at the southern entrance to the Downtown area of the TDDP welcomes residents, patrons, and visitors entering the TDDP from the Metro to the south, as well as those traveling along East West Highway. The development's position at such a high-profile location requires identity signage to foster a sense of character and place at the southern gateway to the TDDP. Moreover, blade signage and building mounted high-rise building identity signage is necessary to effectuate appropriate branding for a high-quality, mixed-use development along East West Highway. The proposed blade and building-mounted signage will help cultivate a brand at this unique position along the perimeter of the TDDP. The proposed alternative standard is

instrumental to establishing brand and identity along East West Highway, a six-lane arterial right-of-way with heavy vehicular traffic.

In addition, the TDDP has internal inconsistency between the T-D-O Zone standards and the location-specific building height requirement. The specific location where the site is located is identified as the gateway into the transit district. According to Map 34 of the TDDP, the site is within two zones with different maximum building heights. The maximum building height is capped at 28 stories close to Belcrest Road on the west side, and 16 stories for the rest of site until America Boulevard on the east side, while the signage standard only applies to those buildings of 16 stories and taller. The DSP proposes one primary identification sign along its main façade oriented toward East West Highway, with a sign face area of 240 square feet, which is only one-third of the maximum allowed sign face area. Staff believes this primary identification sign is necessary and appropriate at this location. The requested amendment will benefit the proposed development and transit district, and will not substantially impair the implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 4: **Architectural Elements / Signage/ General**

ATTACHED SIGNS

WALL SIGNS

- **Signs shall be rectangular and oriented horizontally or vertically**
- **Vertical wall signs may not exceed a maximum dimension of 36 inches by twice the business' frontage width.**

The second primary identification sign on the elevation fronting East West Highway, also known as A5 sign has a width dimension of 48 inches that is one foot wider than the permitted 36 inches. But given the sign is higher on the eighth floor, a wider sign is necessary to allow proper view by both vehicles and pedestrians. Staff believes this wider wall sign is necessary and appropriate at this location. The requested amendment will benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP. Staff supports this amendment request.

8. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and T-D-O Zones of the Zoning Ordinance, as follows:

- a. The proposed multifamily residential and commercial/retail uses are listed on the Table of Permitted Uses in the M-U-I Zone within the Prince George's Plaza TDDP and are consistent with the land use vision of the approved TDDP.
- b. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the Zoning Ordinance requires that:

(c) A Detailed Site Plan may not be approved unless the owner shows:

- 1. **The site plan meets all approval requirements in Part 3, Division 9;**

2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;

The 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. The proposed mixed-use development meets applicable T-D-O Zone standards, except for four standards for which the applicant has requested amendments, as discussed above. Staff recommends approval of the amendments because the alternative standards benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP.

3. Proposed uses on the property will be compatible with one another;

4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and

The application proposes 316 multifamily units and commercial retail space of 2,052 square feet within one building, with 273 structured parking spaces in the middle. The proposed uses are compatible with each other, as the commercial/retail spaces are at the corner of Liberty Lane and America Boulevard, across the street from the existing Safeway grocery store, and most of the residential units are on the second floor and above. The multifamily uses on-site will provide a residential base to support existing and future commercial uses on adjacent properties. The proposed vertical mixed-use complex is the popular development pattern that will be compatible with the other mixed-use developments on both sides of MD 410.

5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

The site is located in the Downtown Core of the transit district that has a maximum building height of 16 stories. The proposed vertical mixed-use building is 8 stories in height. Due to the varying grades on-site, the proposed building height in feet varies. Measured from actual grade to parapet, the building's height varies from 73 to 90 feet. The heights are consistent with the heights of the adjacent buildings, including the nine-story building to the north of Liberty Lane

and the five-story, approximately 80-foot-tall office building at the corner of Belcrest Road and East West Highway. In summary, the proposed building is compatible in size, height, and massing to buildings on adjacent properties.

(B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

The building is designed to respond to its gateway location within the transit district by putting the main activity-generating uses along both East West Highway and America Boulevard. In terms of physical expression, the primary façades are designed around two primary motifs that incorporate contemporary and traditional design forms and engage with each other at the prominent grand entrance. The two motifs are visually tied together with a substantial and solid masonry base that extends from the first floor to the upper floors with two-story framed elements. The main entrance and plaza is located at the prominent corner of East West Highway and America Boulevard, across the street from the entrance to the Safeway grocery store, connected by sidewalks on both sides of the streets to the complete pedestrian network within the transit district.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;

The site is surrounded on four sides by the rights-of-way of the existing roadways and the entire complex is designed in a self-contained way that has no visual intrusion into the adjacent properties. Outdoor lighting is limited to the entrance and sidewalk areas by using pole lights and wall sconces on the building for safety purposes that create no excessive lighting.

(D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;

The proposed building employs a combination of cementitious panel, metal, glass, and masonry that are similar to those buildings on the adjacent properties. The colors include reddish-orange and black bricks with black and silver-grey paneling. These materials and colors are consistent with, and complementary to other buildings

throughout University Town Center and adjacent neighborhoods. Special design attention has been paid to the existing Safeway building across America Boulevard, in order to create a harmonious built environment by locating the main entrances near each other, selecting a similar brick color, and using a mural to match the existing artful ambience.

(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;

All storage and mechanical equipment is within the building complex or on the top of the building. There are no views of those elements from adjacent properties or public streets.

(F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and

A comprehensive sign plan has been submitted with this application that includes a primary identification blade sign, amenity and address signs, as well as tenant signs. The proposed signs conform to the applicable T-D-O Zone signage standards, except for the primary identification blade sign, which uses the sign face area permitted for a high-rise building, but the proposed building is only eight stories in height. Because the internal inconsistency of the TDDP between the signage standards, which apply only to 16 stories or taller buildings, and the location specific maximum building heights that cap at 28 and 16 stories respectively, staff supports the amendment and believes the proposed primary identification blade sign along East West Highway is appropriate at this location.

(G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

- (i) Hours of operation or deliveries;**
- (ii) Location of activities with potential adverse impacts;**
- (iii) Location and use of trash receptacles;**
- (iv) Location of loading and delivery spaces;**
- (v) Light intensity and hours of illumination; and**

(vi) Location and use of outdoor vending machines.

The proposed development is consistent with all applicable T-D-O Zone standards except for four standards for which the applicant has requested amendments. The proposed uses in this development will be like most of the other existing uses in the surrounding neighborhood, in terms of hours of operation. Most of the activities generated by this development will be inside of the building complex. Given the nature of the uses, no activities with potential adverse impacts will be created by this development. There are no outdoor vending machines, nor outside trash receptacles; trash collection will take place within the building. This mixed-use development will have no adverse impacts on adjacent properties.

- c. Pursuant to Section 27-548.08(c)(2), the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a mix of multifamily residential and retail uses and is consistent with the land use vision of the Downtown Core Area, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the Prince George's Plaza Metro Station to provide significant residential opportunities and appropriate retail space. The DSP includes one, eight-story, multifamily building, with first floor retail space on the northeastern side at the corner of Liberty Lane and America Boulevard across the street from the Safeway grocery store. The DSP conforms to most of the mandatory requirements of the TDDP, except for four standards for which the applicant has requested that the Planning Board apply transit district development standards that are different from the mandatory requirements in the TDDP, in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested modifications will benefit the proposed development and the transit district and will not substantially impair the implementation of the Prince George's Plaza TDDP.

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

The subject site is within the Downtown Core Area of the Prince George's Plaza TDDP, and the development proposal is consistent with the development standards and guidelines for the Downtown Core.

- (C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;**

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-U-I Zone and applicable T-D-O Zone standards, except for four amendments that staff has recommended approval. Staff concludes that the DSP meets the requirements of both the T-D-O and M-U-I Zones.

- (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;**

The proposed building is surrounded on four sides by East West Highway, America Boulevard, Belcrest Road and Liberty Lane. The main entrance is oriented toward both East West Highway and America Boulevard, with various design focuses on each elevation. The first floor of the southern elevation, fronting East West Highway, will be occupied by the proposed amenities of the multifamily building and some residential units. The first floor of the eastern elevation, fronting America Boulevard, will be occupied by the proposed retail uses, some residential units, and the proposed amenities of the multifamily building. The first floor of the northern elevation, fronting Liberty Lane, will be occupied by the proposed retail space, mechanical space, and some residential units. The small length of the Belcrest Road frontage will be occupied by residential units. From the second floor and above are all residential units (until the eighth floor) and structured parking (until the sixth level). The structured parking is in a north-south layout behind the residential units fronting East West Highway and the mechanical spaces fronting Liberty Lane, which provide direct vehicular access to the parking garage from the back of the site. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site on four sides, including the Mall at Prince George's Plaza and the rest of the University Town Center. The central courtyard, where all outdoor amenities including a swimming pool are located, is surrounded by the residential units on north, south, and east sides and parking garage on the west side. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

- (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; and**

The subject DSP is for a vertical mixed-use building on the existing surface parking lot used to serve the Metro I office building in the Downtown Core area of the Transit District. This high-quality development will improve the

appearance of the area significantly and reinforce a high-quality standard for all future adjacent developments.

- (F) **Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.**

The T-D-O Zone has a maximum allowed parking requirement for this site. There is no required minimum number or ratio of off-street parking spaces in the TDDP.

9. **Preliminary Plan of Subdivision 4-21006:** The property is the subject of a new PPS 4-21006, which is currently scheduled on the Planning Board agenda of November 4, 2021. At the time the Planning Board approves this DSP, the final resolution of 4-21006 will not be adopted yet. Any conditions attached to the approval of 4-21006 that are applicable to the review of this DSP will need to be addressed, prior to certification of this DSP. A condition has been included in the Recommendation section of this report to require the applicant to obtain the signature approval of 4-21006 and revise the DSP accordingly, if it is necessary.
10. **2010 Prince George's County Landscape Manual:** Per page 194 of the Prince George's Plaza TDDP, the TDDP standards replace the comparable standards in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). For standards not covered in the TDDP, the Landscape Manual shall serve as the requirement, unless explicitly stated otherwise. The proposed mixed-use development project is subject to Section 4.1, Residential Requirements; and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The landscape plan provided with this DSP shows conformance with Section 4.9 requirements, but does not have information showing conformance with the requirements of Section 4.1. A condition has been included in the Recommendation section requiring the applicant to provide the Section 4.1 schedule and remove the Section 4.7 schedule, which is not applicable within the transit district (page 194 of TDDP), prior to the certification of this DSP.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual, because the application is for a new DSP. A revision (-02) to the previously approved Type II Tree Conservation Plan (TCP11-015-01-01), and a new proposed TCP2-031-2021, matching the boundaries of the new DSP, were submitted with the subject application.
- a. The site has an approved Natural Resources Inventory Plan (NRI-019-2021-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. According to a letter dated June 22, 2021, from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), no County regulated 100-year floodplain exists on-site. The DSP is consistent with the NRI.

- b. The subject site was covered in a larger TCP at the time the larger site development, including the subject site, was approved in the M-X-T Zone. With this DSP, the area of DSP-21006 is separated from the overall existing TCPII-015-01-01 as a new TCP2. The remainder of Subarea 3 will retain its grandfathered status, and the overall woodland conservation requirement would not be increased across the remaining area of Subarea 3. To avoid undue hardship to adjoining property owners, staff recommended, in a meeting with the applicant, that TCPII-015-01-01 be revised to remove the area of DSP-21006 from the prior TCPII plan and worksheet, allowing the remaining area within Subarea 3 to maintain its grandfathered status, until such time as the area is to be developed and a new TCP be required for that portion of the overall site.

The applicant is processing two TCPII plans. The first TCPII (TCPII-015-01-02) is a revision to the existing TCPII (TCPII-015-01-01). The revision shows the proposed development of Subarea 3 superimposed on the plan with the grandfathered worksheet modified by removing the area associated with this DSP application, and adds a footnote beneath it indicating that 2.42 acres were removed from the site with this DSP, and also adds a label to the plan pointing to the grey highlighted area that shows the DSP limits and indicates that the area was removed from this TCPII. This revision must be processed separately from this DSP as a stand-alone revision to the overall TCPII through a separate application to the Environmental Planning Section.

The second TCP2 (TCP2-031-2021) is a companion plan and is limited to the area of the current DSP application with a TCP worksheet calculated for the 2.42-acre area, using the current woodland conservation threshold and afforestation threshold requirements of 15 percent for the M-U-I Zone. The total woodland conservation requirement based on the zoning, the net tract area, and the amount of clearing proposed is 0.36 acre. The requirement is proposed to be satisfied with 0.36 acre of off-site woodland conservation credits, 0.24 acre of which was previously satisfied as part of the off-site requirement implemented with TCPII-015-01. The subject DSP is consistent with the governing TCP2.

- 12. **Prince George's County Tree Canopy Coverage Ordinance:** In accordance with TDDP, the tree canopy coverage (TCC) requirements for the Prince George's Plaza T-D-O Zone shall be met through the provision of street, on-site, and other trees preserved by the property owner or provided to comply with other transit district standards and guidelines. The subject DSP provides trees along its four street frontages and additional trees in the courtyard that are in conformance with the applicable TCC requirements.
- 13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Community Planning**—In a memorandum dated October 18, 2021 (Hartsfield to Zhang), incorporated herein by reference, the Community Planning Division stated that pursuant to Section 27-548.08(c), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that benefit the proposed development and the transit district and does not substantially impair the Transit District Development Plan. Community Planning Division staff supports the

requested modifications and also finds that all other elements of this application meet the requirements of Section 27-548.08(c)(2)(A) and (C) for approval.

- b. **Historic Preservation**— In a memorandum dated September 27, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, the Historic Preservation Section stated that 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. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. A Phase I archeology survey is not recommended.
- c. **Transportation Planning**—In a memorandum dated October 21, 2021 (Masog to Zhang), incorporated herein by reference, the Transportation Planning Section provided the following discussion:

Access is proposed via Liberty Lane, and this street connects Belcrest Road and America Boulevard. This is acceptable.

MD 410 is a master plan arterial roadway with a proposed right-of-way width of 120 feet. Belcrest Road is a master plan collector roadway with a proposed right-of-way width of 100 feet. The current rights-of-way are adequate along both roadways, and no additional dedication is required with this plan.

The table below summarizes the trip generation in each peak hour that will be used to demonstrate conformance to the PPS trip cap for the site:

Trip Generation Summary: DSP-21006: 6400 America Boulevard								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Multifamily (Within mixed-use building)	316	Units	32	132	164	123	67	190
Retail	2,052	sq. ft.	1	1	2	15	16	31
Less Pass-By (60 percent)			0	0	0	-9	-10	-19
Net Retail Trips			1	1	2	6	6	12
Total Proposed Trips for DSP-21006 (Sum of all bold numbers above)			33	133	166	129	73	202
Trip Cap: PPS 4-21006					166			202

During review of this plan, an issue has arisen regarding the streetscape along Liberty Lane. During review of PPS 4-21006, the County indicated that the County’s Urban Street Design Standards should be applied to this site, including the use of 8-foot-wide to 10-foot-wide sidewalks. The applicant proposes the use of sidewalks with a width of 5 feet along Liberty Lane. In response, the staff expresses general support for the County’s Urban Street Design Standards. However, the TDDP depicts a planned cross section for this exact street that shows a 5-foot minimum width

sidewalk. The Transportation Planning Section believes that the TDDP should be regarded as the controlling document and would therefore deem the 5-foot-wide sidewalk to be acceptable.

PPS 4-21006 is currently pending. The staff recommendation includes one traffic-related condition that warrants discussion, as follows:

Total development within the subject property shall be limited to uses that would generate no more than 166 AM and 202 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision (PPS), with a new determination of the adequacy of transportation facilities.

This condition establishes an overall trip cap for the subject property of 166 AM and 202 PM peak-hour trips. The proposed use would generate 166 AM and 202 PM peak-hour trips as noted in the table above; therefore, the proposal is within the trip cap.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- d. **Subdivision Review**—In a memorandum dated October 12, 2021 (DiCristina to Zhang), incorporated herein by reference, Subdivision staff stated that the development proposed in this DSP does not exceed what is proposed with PPS 4-21006 for this property, which is pending at the time of preparation of this report. The Subdivision Section identified several revisions that are required for this DSP that have been included in the Recommendation section of this report. Any applicable conditions attached to the final approval of 4-21006 will be further reviewed prior to certification of this DSP.
- e. **Bicycle and Pedestrian**—In a memorandum dated October 18, 2021 (Ryan to Zhang), incorporated herein by reference, the Transportation Planner analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the Prince George's Plaza TDDP to provide the appropriate pedestrian and bicycle transportation recommendations. The proposed development is in conformance with the pedestrian and bicycle transportation recommendations of the TDDP.

The planner also discussed the DSP's conformance with the requirements of the Zoning Ordinance and the applicable conditions attached to PPS 4-21006, which is currently pending, and concluded that the proposed DSP meets the applicable requirements and conditions.

The planner recommends that details of a bicycle rack be provided and indicated that an inverted U-style bicycle rack, or a rack of a similar style that provides two points of contact to support and secure a parked bicycle is appropriate.

Staff concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274 of the Zoning Ordinance, the relevant

design guidelines for transportation, and conclude that the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation, subject to one condition including three subconditions, excluding the one related to the pending PPS 4-21006, that have been included in the Recommendation section of this report.

- f. **Environmental Planning**—In a memorandum dated October 21, 2021 (Juba to Zhang), incorporated herein by reference, the Environmental Planning Section stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Soils: The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Urban Land-Russett-Christiana complex (0–5 percent slopes), and Urban Land.

Marlboro clay has not been identified on or within the immediate vicinity of this property; however, unsafe soils containing Christiana complexes have been mapped across most of the site. These soils have been previously disturbed and should not pose an issue to the proposed development, because no grading exceeding 20 percent is proposed. The areas of the site that are situated on existing steep slopes are above the base grade of the proposed development, and no additional load bearing stress will be added by the proposed development. The application meets Section 24-131 of the Subdivision Regulations for unsafe soils.

No additional information regarding soils is needed at this time. The County may require a soils report in conformance with Prince George’s County Council Bill CB-94-2004 during future phases of development and/or at time of permit.

Stormwater Management: An approved SWM Concept Letter and plan (2802-2021-0) was submitted with this application. The approved SWM concept plan shows the use of a micro-bioretenention facility (labeled as a proposed planter box) along the eastern edge of the proposed building, and an underground storage facility located under the northwestern portion of the proposed building. No further information is required regarding SWM with this application.

The Environmental Planning Section recommends approval of DSP-21006 and TCP2-031-2021, subject to one condition including five subconditions, that have been included in the Recommendation section of this report.

- g. **Prince George’s County Fire/EMS Department**—In an email dated September 30, 2021 (Reilly to Zhang), incorporated herein by reference, the Fire/EMS Department provided four comments regarding additional information and concern about the location of outdoor grills that are within 30 feet of the multifamily building. Those comments have been addressed by the applicant during the review process.
- h. **Prince George’s County Department of Parks and Recreation**—In a memorandum dated October 19, 2021 (Burke to Zhang), incorporated herein by reference, the Prince George’s County Department of Parks and Recreation (DPR) stated that the new PPS-4-21006, which is currently scheduled on the

November 4, 2021 Planning Board agenda, shows mandatory dedication of parkland to be addressed with on-site recreational facilities that is acceptable to DPR.

At the time of PPS review, DPR staff concurred with the applicant's proposal for on-site recreational facilities and provided conditions to remove amenities that do not qualify, such as the mail room, storage areas, and coworking space. Staff concluded however, that even with the removal of those nonrecreational areas, the applicant still meets the minimum threshold for on-site recreational facilities.

Yoga and fitness spaces, an outdoor courtyard with seating, fire pits and grills, a rooftop pool with seating and a dining area, and a clubroom with a kitchen comprise the programmatic areas shown on this DSP. The recreational facilities cost estimate has been revised to remove the amenities that do not qualify.

- i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.
- j. **Prince George's County Health Department**—In a memorandum dated September 27, 2021 (Adepoju to Zhang), incorporated herein by reference, the Health Department provided three comments on the subject application that have been transmitted to the applicant. Two comments on limiting construction noise and particle pollution have been included in the Recommendation section of this report.
- k. **Prince George's County Department of Permitting, Inspections and Enforcement**—In a memorandum dated October 8, 2021 (Giles to Zhang), incorporated herein by reference, DPIE stated that DSP-21006 is consistent with Site Development Concept Plan 2802-2021. DPIE has no objections to the approval of this DSP.
- l. **City of Hyattsville**—In a letter dated September 22, 2021 (Mayor Ward to Chair Hewlett), the Mayor of the City of Hyattsville stated that the Hyattsville City Council reviewed this DSP on September 20, 2021, and voted in support of DSP-21006 for the multifamily project at 6400 America Boulevard, Hyattsville, MD.

The Hyattsville City Council voted in support of DSP-21006, Parcel N at 6400 America Boulevard. The applicant has been working with the City through the development of their application and integrated City feedback before submission to the Maryland-National Capital Park and Planning Commission.
- m. **Washington Metropolitan Area Transit Authority**—At the time of the writing of this technical staff report, the Washington Metropolitan Area Transit Authority did not offer comments on the subject application.

RECOMMENDATION

Based upon the foregoing evaluation, analysis, and findings, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE this application, as follows:

- A. APPROVE Alternative Transit District Overlay Zone Standards, as follows:
 - 1. **Streets and Frontage** | Frontage Zones (page 208): To allow the proposed street frontage improvements along both America Boulevard and Liberty Lane, as shown on the DSP.
 - 2. **Streets and Frontage** | Build-to line and Zones (page 209): To allow for a build-to line of 15 feet on America Boulevard and 10 feet on Liberty Lane.
 - 3. **Architectural Elements** | Signage| General (page 249): To allow one high-rise building primary identification blade sign on the elevation fronting East West Highway.
 - 4. **Architectural Elements** | Signage| General (page 250): To allow the wall sign on the south elevation (East West Highway) to be 48 inches (4 feet) wide, which is 12 inches wider than the maximum allowed, as shown on the sign plan.
- B. APPROVE Detailed Site Plan DSP-21006, for 6400 America Boulevard Property, and Type 2 Tree Conservation Plan, TCP2-031-2021, subject to following conditions:
 - 1. Prior to certification of this detailed site plan (DSP), the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision PPS-4-21006, and revise the DSP accordingly, if necessary.
 - b. Revise General Note 5 to identify the proposed parcel as “Parcel 1.”
 - c. Revise General Note 11 to state that public utility easements are not provided along the subject property’s frontage on America Boulevard and Liberty Lane, per the variation request to Section 24-128(b)(12) of the Prince George’s County Subdivision Regulations filed with Preliminary Plan of Subdivision 4-21006.
 - d. Revise General Note 14 to state that mandatory dedication of parkland will be satisfied with the provision of private on-site recreational facilities and list the recreational facilities being provided.
 - e. Add the recording references for Liberty Lane and America Boulevard.
 - f. Revise the southern property boundary distance on Sheet 3 of the DSP to read 279.49 feet.

- g. Revise the label of existing 10-foot-wide public utility easements, adjacent to the rights-of-way of Belcrest Road and East West Highway, to denote them as proposed to remain.
- h. Revise the acreage listed for Parcel 1 to read 2.42 acres on Sheet 4 of the DSP.
- i. Revise the location of the label for Liberty Lane on Sheet 4 and clearly delineate the boundaries of the private road easement.
- j. Depict and label the unmitigated and mitigated 65 dBA Ldn noise contour lines.
- k. Revise General Note 23 to state what measures are required to reduce interior noise levels to acceptable levels and to reference the Traffic Noise Analysis, dated July 8, 2021.
- l. Provide paver details for the entrance plaza to be consistent with the paver and pattern used in the existing Safeway entrance plaza across America Boulevard.
- m. Provide the following site plan notes:

“During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

“During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
- n. Provide the location and amount of on-site bicycle parking on the DSP.
- o. Provide a detail sheet indicating bicycle racks to be inverted U-style or a similar model that provides two points of contact to secure a parked bicycle.
- p. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Revise Footnote 1 beneath the TCP worksheet to include the Liber and folio of the Off-site Woodland Conservation Transfer Acreage Certificate that accounts for the previously recorded 0.24 acre of off-site woodland preservation recorded with TCP11-015-01.
 - (2) Add, sign, and date the Property Owner’s Awareness Certificate on the TCP2.

- (3) Revise the title block from “Tree Conservation Plan II” to “Type 2 Tree Conservation Plan.”
 - (4) Revise the TCP approval block to reference the correct TCP2 number, as well as the correct associated Development Review Division case number.
 - (5) Add the standard off-site woodland conservation notes.
 - q. Revise the landscape plan to provide a Section 4.1 schedule and remove the Section 4.7 schedule.
- 2. Prior to issuance of the final certificate of occupancy of the residential building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.