



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

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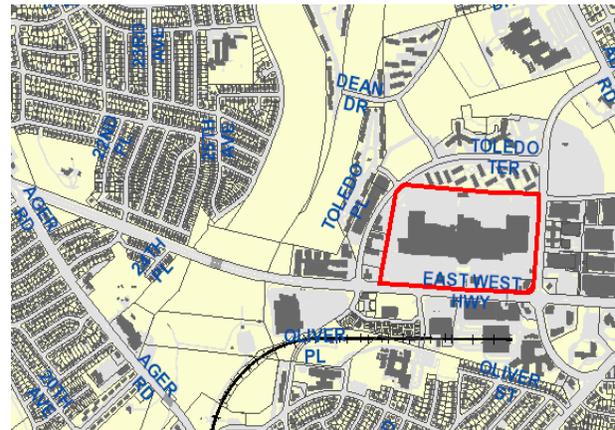
Detailed Site Plan

DSP-99044-20

The Mall at Prince George's (Self Storage)

REQUEST	STAFF RECOMMENDATION
An amendment to the list of allowed uses for the subject property to permit 796 consolidated storage units in the basement of the existing shopping center, known as The Mall at Prince George's Plaza.	APPROVAL with conditions

Location: In the northwest quadrant of the intersection of MD 410 (East West Highway) and Belcrest Road, approximately 1,600 feet west of the intersection of MD 410 and MD 500 (Queens Chapel Road).	
Gross Acreage:	51.03
Zone:	M-U-I/T-D-O
Dwelling Units:	N/A
Gross Floor Area:	88,878 sq. ft.
Planning Area:	68
Council District:	02
Election District:	17
Municipality:	Hyattsville
200-Scale Base Map:	208NE03
Applicant/Address: PSG East West Storage 2711 Moores Valley Drive Baltimore, MD 21209	
Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	10/14/2021
Planning Board Action Limit:	10/29/2021
Staff Report Date:	09/28/2021
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Acceptance Mailing:	07/01/2021
Sign Posting Deadline:	09/14/2021

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-99044-20
The Mall at Prince George's Plaza–Self-storage

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

The amendment to a 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 4-97084;
- d. The requirements of Detailed Site Plan DSP-99044, and its amendments;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- h. 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 an amendment to the list of allowed uses for the subject property, per Section 27-548.09.01(b) of the Prince George’s County Zoning Ordinance, to construct 796 consolidated storage units in the basement of the existing shopping center, known as The Mall at Prince George’s Plaza.

2. **Development Data Summary*:**

	EXISTING	PROPOSED
Zone	M-U-I/T-D-O	M-U-I/T-D-O
Use(s)	Integrated Shopping Center	Integrated Shopping Center / subterranean consolidated storage
Acreage	51.03	51.03
Building Gross Floor Area (GFA)	1,129,017	1,129,017**
Consolidated Storage Units	0	796

Parking

	MAX. PERMITTED	PROPOSED
Prince George’s Plaza – 1,129,017 sq. ft. (Preferred Ratio of <4.35 spaces/1,000 sq. ft.)	4,911	3,364***

Notes: * The development data for this shopping center is based on the most recent Planning Board’s approval of Detailed Site Plan DSP-99044-17.

**The proposed storage units will use the basement space of the existing mall, and no new gross floor area is proposed.

***The existing parking lot on the site was approved under many previous DSPs that were subject to the 1998 *Prince George’s Plaza Approved Transit District Development Plan for the Transit District Overlay Zone*, which included the specified maximum parking ratio. The subject amendment to the DSP proposes to utilize the subterranean space of the existing shopping mall, does not increase the GFA, and is therefore exempt from the 2016 *Approved Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zone* standards, per Exemption E8 on page 199.

DSP-99044-17 showed the maximum permitted off-street parking spaces at 4,911 for the shopping center per the then-governing TDDP. DSP-99044-17 was approved for 3,347 surface parking spaces. This DSP proposes an additional 17 spaces within the basement of the mall to serve the consolidated storage users only, which is still within the maximum allowed number of parking spaces for this shopping center.

Loading	EXISTING	PROPOSED
Loading Spaces for 995,758 gross leasable area (GLA) * (3 per 100,000 GLA plus 1 for each additional 100,000 GLA)	27	31**

Notes: *Total off-street loading spaces, as approved in DSP-99044-17.

**This DSP includes four additional loading spaces within the basement area that will serve the consolidated storage users only. The T-D-O Zone does not prescribe a minimum number of loading spaces. The specific number of loading spaces required is to be decided at time of DSP approval.

3. **Location:** The project is located in the northwest quadrant of the intersection of MD 410 (East West Highway) and Belcrest Road, approximately 1,600 feet west of the intersection of MD 410 and MD 500 (Queens Chapel Road), within the property known as the Mall at Prince George's Plaza, in Council District 2 and Planning Area 68. The proposed consolidated storage units will be completely within the basement of the existing mall building.
4. **Surrounding Uses:** The entire Mall at Prince George's Plaza site is bounded to the south by MD 410, to the north by multifamily apartments in the Mixed Use–Infill (M-U-I) Zone, to the west by commercial office space in the M-U-I Zone, and to the east by Belcrest Road. Surrounding the property are a variety of retail and multifamily uses in the M-U-I, Multifamily High Density Residential, Mixed Use–Transportation Oriented, and Multifamily Medium Density Residential Zones that are all within the Transit District Overlay (T-D-O) Zone.
5. **Previous Approvals:** The original existing development on the site was an enclosed shopping mall that was developed in the late 1950s. The 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (Prince George's Plaza TDDP and TDOZ) retained the property in the M-U-I and T-D-O Zones. Detailed Site Plan DSP-99044 and companion cases Primary Amendment TP-00001 and Secondary Amendment TS-99044A were originally approved in 2001. The property was also the subject of a Departure from Sign Design Standards (DSDS-440), approved in December 1991, and Departure from Design Standards DDS-515 was reviewed and approved by the Prince George's County District Council on July 10, 2001.

The original DSP-99044 was designed for Phase I of the redevelopment of the mall and included the renovation of an existing pad site as Outback Steakhouse, a portion of the streetscape improvements along MD 410 in front of Outback Steakhouse, and redesign of the area around the east end of the shopping center.

DSP-99044-01 was for the purpose of constructing a new anchor store (Target) and the addition of two tenants at the rear of the shopping center. The Prince George's County Planning Board granted a further amendment to Standard S8, in conjunction with approval of DSP-99044-01 in 2003.

DSP-99044-02 was for the purpose of renovating the rear (north side) of the shopping mall to improve access into the center, repaving, and incorporating additional green area, and was approved administratively by the Planning Director in 2003.

DSP-99044-03 was to allow two-way traffic in an existing drive aisle that was previously utilized for one-way traffic for loading purposes, and was approved administratively by the Planning Director in 2005.

DSP-99044-04 was for the purpose of adding a restaurant pad site (Olive Garden) of 7,685 square feet, and was approved by the Planning Board on June 21, 2005.

DSP-99044-05 was for modification of the rear elevation on the east end of the structure to accommodate new tenants and to remove 19 parking spaces, and was approved administratively by the Planning Director in 2006.

DSP-99044-06 was for the purpose of constructing a pad site for a sit-down restaurant (Famous Dave's) of 6,574 square feet, and was approved by the Planning Board on September 11, 2008, but the restaurant was never constructed.

DSP-99044-07 was for the purpose for constructing a Chick-fil-A fast-food restaurant on Parcel A-1 and was approved by the Planning Board on October 3, 2013. The approved Chick-fil-A fast-food restaurant was appealed to the District Council on April 14, 2014. The District Council approved the use, but disapproved the drive-through service and the fast-food restaurant was never constructed.

DSP-99044-08 was for the purpose of adding a retail store, T.J. Maxx, including signage, to an existing tenant site, and was approved administratively by the Planning Director in 2013.

DSP-99044-10 was for the purpose of exterior renovations to Outback Steakhouse and changes to the entrance, and was approved administratively by the Planning Director in 2015.

DSP-99044-12 was for the purpose of amending the building-mounted signage criteria of the Prince George's Plaza TDDP and TDOZ, to allow two 6.5-foot, building-mounted, internally lit, channel letter signs. It was approved by the Planning Board on May 4, 2017.

DSP-99044-13 was for the purpose of constructing a building addition within the 15 percent threshold allowed by the TDDP. It was withdrawn and proceeded through the permit process.

DSP-99044-14 was for approval of an infrastructure-only DSP for construction of a pad site for a future 7,718-square-foot freestanding restaurant. It was approved by the Planning Board on December 14, 2017 (PGCPB Resolution No. 17-154). In the approval of the infrastructure-only DSP, the applicant was notified that future amendments would be subject to any relevant standards of the TDDP for construction of the freestanding restaurant.

DSP-99044-15 was for the purpose of amending the building-mounted signage criteria of the TDDP, to allow a 6.5-foot, building-mounted, internally lit, channel letter sign for one new retail location, and was approved by the Planning Board on December 14, 2017.

DSP-99044-17 was approved on July 25, 2019, by the Planning Board (PGCPB Resolution No. 19-84) for construction of an 8,285-square-foot, freestanding eating and drinking establishment, and a request to amend the transit district standards.

DSP-99044-18 was approved administratively by the Planning Director on October 21, 2020, for the addition of four electric vehicle charging stations and related landscape and parking revisions.

DSP-99044-19 was approved administratively by the Planning Director on March 5, 2021, for the installation of four electric vehicle charging stations by Electrify America.

6. **Design Features:** This DSP application proposes to convert the underused basement space of the existing mall building into 796 consolidated storage units. The requested amendment to the permitted uses for the subject property is required because the consolidated storage use is not listed in the Prince George's Plaza TDDP and TDOZ use table, and therefore is prohibited. No above-ground site improvements are proposed with this DSP, except for two new building-mounted signs.

According to the applicant, and as shown on the site plan, the two existing loading ramps along the north side of the mall will provide one-way vehicular access to the subterranean areas. Vehicles enter via an existing ramp located on the eastern side of the mall (near the Target store) and exit via an existing ramp along the western side of the mall (near the JCPenney store). Existing gates over the entrance and exit tunnels control access to the proposed consolidated storage facility and commercial delivery areas in the basement.

Pedestrian access to the units and the accessory office space will be provided via a stairwell behind a storefront that will appear similar to other retail establishments at the mall. The storefront will be located along the southern façade of the mall, which is fronting on MD 410 and situated among other retail commercial spaces.

An additional 17 parking spaces for passenger cars and 4 loading spaces for moving trucks will be provided within the basement area serving the storage unit users. In accordance with the applicable T-D-O Zone standards, there are no minimum parking and loading requirements for this site. However, this site has a maximum parking cap, and the number of loading spaces is required to be determined with the approval of the DSP. In accordance with the applicant's statement of justification, the four additional loading spaces are sufficient to meet the loading needs for the storage unit users. The mall has another existing 27 loading spaces distributed throughout the site. The 17 subterranean parking spaces are also exclusively serving the storage unit users. The existing 3,347 surface parking spaces on both the northern and southern sides of the mall building will continue to serve other shoppers.

Architecture

This DSP application proposes to utilize the existing basement space only and proposes no above-ground improvements on the existing site. The only external changes will be the addition of two building-mounted signs on the existing mall building.

Lighting

A photometric plan has been included in this application that shows the foot-candle readings of the entrance areas, as well as the basement areas where the consolidated storage units will be located. Sufficient lighting has been provided.

Signage

Two building-mounted signs will denote the consolidated storage units. Signage will be placed at two locations: (1) above the access ramp along the northern façade of the building, to denote vehicular access to the units; and (2) above the storefront entrance denoting pedestrian access to the consolidated storage units. The applicant will also add a tenant

identifier to the existing monument sign that is fronting on MD 410. No additional monument signage is proposed with this DSP. The proposed signs are consistent with the applicable T-D-O Zone signage standards.

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 TDDP. The Downtown Core is the transit district's central activity hub, with a mix of 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. In order to implement the land use goals for the Downtown Core area, the property owner of the Mall at the Prince George's Plaza has been redeveloping the existing surface parking lot with new buildings that have been proposed with prior amendments to the DSP and help reposition MD 410 from a local commuter route to a true main street. This DSP introduces additional activities through creative use of the underutilized basement of the existing mall that further implements the TDDP's vision for the Downtown Core area.
- a. **Amendment to the List of Permitted Uses:** In accordance with Section 27-548.09.01(b)(1), a property owner may ask the District Council to amend the list of allowed uses in the TDDP for the subject property. Section 27-548.09.01(b)(5) specifies the required findings for the District Council to approve such an application, as follows:
- (5) **The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.**

The subject property is in the Downtown Core area of the TDDP and is the anchor of the commercial/retail services within the Transit District, which is one of the eight Regional Transit Districts designated by the 2014 Plan Prince George's 2035 Approved General Plan. Regional Transit Districts are described as destinations where people from around the region want to live, work, visit, and shop. To meet this goal, the TDDP establishes a policy and regulatory framework that promotes walkable, transit-oriented, mixed-use development in the Transit District.

The Land Use Goal for the Transit District is to achieve "a mix of land uses that complement each other, help create and support an attractive and vibrant public realm and are within convenient walking distance of each other and public transit."

In addition, the TDDP also calls for intensification and redevelopment of the core to create a more dynamic place.

According to the applicant, there is an unmet storage demand within the Transit District due to the large amount of multifamily dwelling units either constructed or planned. The applicant further states:

While these storage units are not provided solely for the benefit of residents living in nearby multifamily units, many storage units will be of a size that appeals to multifamily residents looking for extra storage space. A majority of the proposed units, 54%, will be 50 sq. ft. or less in space—roughly the same size as a walk-in closet—while nearly 80% of the proposed units will be 100 sq. ft. or less. The relatively small size of these units means the units are not primarily aimed towards storing large or bulky items—items that frequently get moved into a unit, forgotten and remain there indefinitely. Instead, these units are envisioned to store golf clubs, holiday decorations, books, and clothing—seasonal or infrequently used items that may take up too much storage space in a multifamily unit but would still be used from time to time. It is envisioned since this proposed use is within reasonable walking distance from many of the multifamily buildings in the Transit District, and given the types of items stored, at least some of the trips to these storage units will be on foot.

Additionally, the proposed consolidated storage units will strengthen the existing commercial uses within the Transit District without serving as competition, providing the residents of Prince George's County with another reason to visit the Transit District, and in particular, the Mall at Prince George's. Unlike consolidated storage buildings that are typically stand-alone buildings that may or may not be located near other commercial establishments, it is envisioned that many users of these storage units will combine their visits to them with shopping or eating at the restaurants within the Transit District.

Staff agrees with the applicant that the subterranean self-storage is complementary to the existing uses in the Transit District. Given the storage units and the associated parking and loading are completely underground, with controlled access, the proposed use does not have a detrimental impact on the adjoining properties. In addition, this conversion does not require any additional site improvements, except for two new building-mounted signs, that makes this site plan in full conformance with all applicable requirements.

In conclusion, staff found that the proposed subterranean self-storage use in the basement of the existing mall building is appropriate and complementary to the existing commercial/retail uses that will strengthen the functions of the Downtown Core. This application meets the purposes and recommendations for the Transit District.

- b. **T-D-O Zone Standards:** Since the DSP proposes no site improvements, except for two new building-mounted signs, it is exempt from most of the T-D-O Zone standards. The subject DSP is only subject to T-D-O Zone standards pertinent to signage, and parking and loading.

The DSP includes two building-mounted signs that advertise the proposed use with red text of “Self-storage.” The two signs measure 38 and 86 square feet, respectively, and are consistent with the T-D-O Zone signage standards.

As previously discussed, the TDDP has no minimum requirements for either parking or loading for this site. The prior TDDP established maximum parking for the entire T-D-O Zone, with an assigned maximum parking of 4,911 spaces for this site. This site was previously approved (DSP-99044-17) for 3,347 off-street parking spaces and 27 off-street loading spaces. With the addition of 17 parking and 4 loading spaces within the basement, the site meets the parking requirements. T-D-O Zone standards require loading to be approved with this DSP. The proposed additional four loading spaces exclusively for the storage unit users are sufficient to meet the loading needs.

- 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 follow:

- a. The proposed consolidated storage use is not listed on the Table of Permitted Uses in the M-U-I Zone within the Prince George’s Plaza TDDP. However, the proposed use on the subject property will make full use of the existing underutilized basement of the mall and intensify the development on the existing site, which is 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. Given the limited scope of this DSP, it meets the applicable development standards pertinent to signage, parking and loading of the Prince George’s Plaza TDDP, as discussed in Finding 7 above.

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 796 self-storage units within the basement of the existing shopping center building. Since the storage units are completed within the basement of the mall building, the proposed use will be compatible with the other commercial uses on the north side 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;**
 - (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;**
 - (C) **Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**
 - (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;**
 - (E) **Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

This DSP proposes no new building or above-ground structures. All self-storage units are enclosed by the existing building with controlled access. The above requirements are for any new buildings and are not applicable to this DSP.

- (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**

The only new signage are two building-mounted signs, which are in conformance with the applicable T-D-O Zone signage standards, as discussed above.

(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. According to the applicant, all access to the subterranean self-storage units will be controlled by the operator via a gate. These gates are open from 7:00 am to 8:00 pm in the summer, and 7:00 am to 6:00 pm during the winter. Private storage users may access their units between 6:00 am and 10:00 pm, though accessing the storage units when the gates are closed will require assistance from the mall security staff, which is available 24 hours a day. To speak with an employee or lease a unit, users must visit the office when it is open, which will be Monday through Saturday from 10:00 am to 6:00 pm.

Since all proposed self-storage units are underground, the proposed use and the associated parking and loading spaces 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 DSP is limited to making full use of the existing underutilized basement of the mall building and is in strict conformance with the applicable requirements of the 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 DSP is generally consistent with the TDDP and proposes development that is consistent with the mall property. It is noted that the subject site plan is to convert the underused subterranean spaces of the existing mall building to self-storage units, thereby generating additional activity on the property, which conforms with the redevelopment goal of the TDDP.

- (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 zone, which are the M-U-I Zone and T-D-O Zone standards. This DSP meets the applicable requirements of 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 only improvements proposed externally on this site are two building-mounted signage that are adequate to meet the need of the proposed use and 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 DSP proposes no additional building, so this requirement is not applicable to this DSP.

- (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. With the addition of 17 parking spaces within the basement of the existing mall building, the proposed parking is still with the maximum permitted number for this site, as previously discussed.

- 9. Preliminary Plan of Subdivision 4-97084:** The property is the subject of Preliminary Plan of Subdivision (PPS) 4-97084, which was approved by the Planning Board on January 8, 1998 (PGCPB Resolution No. 97-355), subject to four conditions. None of the conditions are applicable to the review of this DSP, which is limited to the conversion of the underused basement into self-storage units.

10. **Detailed Site Plan DSP-99044 and its amendments:** DSP-99044 was approved for construction of the Prince George's Plaza Shopping Center on April 12, 2001 (PGCPB Resolution No. 1-77). The site plan has been subsequently revised 18 times as of the writing of this technical staff report. None of the approvals have any conditions that are applicable to the review of this DSP, which is limited to the utilization of the existing basement space of the mall building.
11. **2010 Prince George's County Landscape Manual:** Per page 190 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 subject DSP proposes no site improvements and is exempt from the T-D-O Zone landscaping standards.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The DSP application is to use the basement area only and therefore it is not subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance because it will not affect the previously approved Type II Tree Conservation Plan, TCPH-100-00.
13. **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 proposes no site disturbance and therefore has no impact on the prior findings of the site's conformance with the applicable TCC requirements.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference, as follows:
 - a. **Community Planning**—In a memorandum dated September 16, 2021 (Hartsfield to Zhang), the Community Planning Division stated that this DSP, which proposes to amend the list of permitted uses for the subject property to permit consolidated storage in the basement of the existing mall building, will benefit the proposed development and the Transit District. The proposed subterranean consolidated storage will not substantially impair the TDDP because the Prince George's Plaza TDDP recommended mixed-use for the property, which will not be diminished by the proposed use.
 - b. **Transportation Planning**—In a memorandum dated September 15, 2021 (Masog to Zhang), the Transportation Planning Section provided the following discussion:

The current proposal would involve the development of 88,878 square feet of consolidated storage within the basement of an integrated shopping center. The area proposed for redevelopment is otherwise fully developed. It has been used for storage associated with the retail uses on the main floor of the retail center and is directly served by a one-way driveway passing underneath the retail center. Access and circulation are acceptable.

MD 410 is a master plan arterial facility. Belcrest Road is a master plan collector. Toledo Terrace is a master plan primary roadway. Adequate rights-of-way along all facilities have been previously dedicated or deeded, so no further dedication is required of this site. It is further noted that no new exterior construction is proposed by this plan.

In the course of reviewing this plan, the question of a possible development or trip cap for the Mall at Prince George's Plaza site was raised. In considering that premise, the Transportation Planning Section makes the following findings:

- The property was the subject of PPS 4-97084. That PPS was approved pursuant to the 1992 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*. The traffic analysis within this document (page 118) was based on uses generating 190 AM and 300 PM additional peak-hour trips for the mall site. For purposes of understanding what was considered when the Planning Board approved PPS 4-97084, staff believes that the 190 AM and 300 PM additional peak-hour trips constitutes a trip cap for the overall site.
- When the 1992 TDDP was done and the last traffic analysis was done, based on a review of plans and aerial photography, it is believed that 960,757 square feet existed on the site. That amount of retail space would generate 506 AM and 2,319 PM peak-hour trips.
- With the additional development that was analyzed for the 1992 TDDP added to the existing development in 1992, the transportation staff determined that the trip quantities of 696 AM and 2,619 PM peak-hour trips constitute the trip cap for the entire Mall at Prince George's Plaza site.
- In reviewing DSP-99044-17, it was determined that the site, as it exists today, is developed with 1,120,732 square feet. With the addition of the square footage proposed by that prior revision, as it stands today the site is approved for 1,129,017 square feet. That amount of retail space would generate 573 AM and 2,613 PM peak-hour trips.
- The consolidated storage use at 88,878 square feet would generate 9 AM and 15 PM peak hour trips.
- The transportation staff agrees that the space to be occupied by the consolidated storage use would not have been counted as part of the mall's leasable area, but it is understood that the space has been actively used for storage and processing deliveries. Typical retail trip rates would include delivery of merchandise. The retail space will still be getting delivery of merchandise, and so those types of trips are not wholly going away, but they would decrease slightly without the available retail storage area. By virtue of the space being converted from one type of storage to another, with both generating a very low trip volume, it is determined that the trip impact of converting this space to consolidated storage is de minimis.

To conclude, it was determined that the overall site's square footage was approaching the limit allowed by prior PPS approvals. By allowing the conversion of the basement storage use to a use of similar scale in terms of trip impact, it is believed that the site is operating within the trip cap, and that any substantial change in use or addition of square footage within the site will trigger a new process for entitlements.

- c. **Subdivision Review**—In a memorandum dated September 13, 2021 (Gupta to Zhang), the Subdivision staff stated that the proposed development is in general conformance with the PPS applicable to this property. The Overall Site Plan (sheet DSP-4) shows all 10-foot-wide public utility easements and rights-of-way for water, in accordance with the record plat. However, these easements and utility rights-of-way should also be reflected on the Existing Conditions/Demolition Plan (sheet DSP-5) and the Site Plan (sheet DSP-6). The Subdivision Section recommends approval of this DSP with one condition that has been included in the Recommendation section of this report.
- d. **Bicycle and Pedestrian**—In a memorandum dated September 14, 2021 (Ryan to Bishop), the 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.

There are two proposed entrances to the use. A bicycle rack has already been installed on the northern side of the building near the proposed entrance, however there is no bicycle parking on the southern side. Staff recommends the applicant provide an additional bicycle rack on the southern side of the building near the entrance of the proposed use. 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 two conditions that have been included in the Recommendation section of this report.

- e. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- f. **Prince George's County Police Department**—In a memorandum dated August 4, 2021 (Tolson to Planning Coordinator), the Police Department states that the controlled access to the parking and storage facility should limit the access of unauthorized persons and vehicles. Territorial Reinforcement is a principle of Crime Prevention Through Environmental Design that addresses distinction between public and private property.

- g. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- i. **Town of University Park**—In a letter dated September 1, 2021 (Mayor Carey to Chair Hewlett), the Mayor of the Town of University Park stated that he and the Council met on August 16, 2021, and voted unanimously that the Town of University Park has no objections to this DSP.
- J. **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-99044-20, which amends the permitted uses to allow the adaptive reuse of unleaseable retail space in the basement of the Mall at Prince George’s Plaza.

RECOMMENDATION

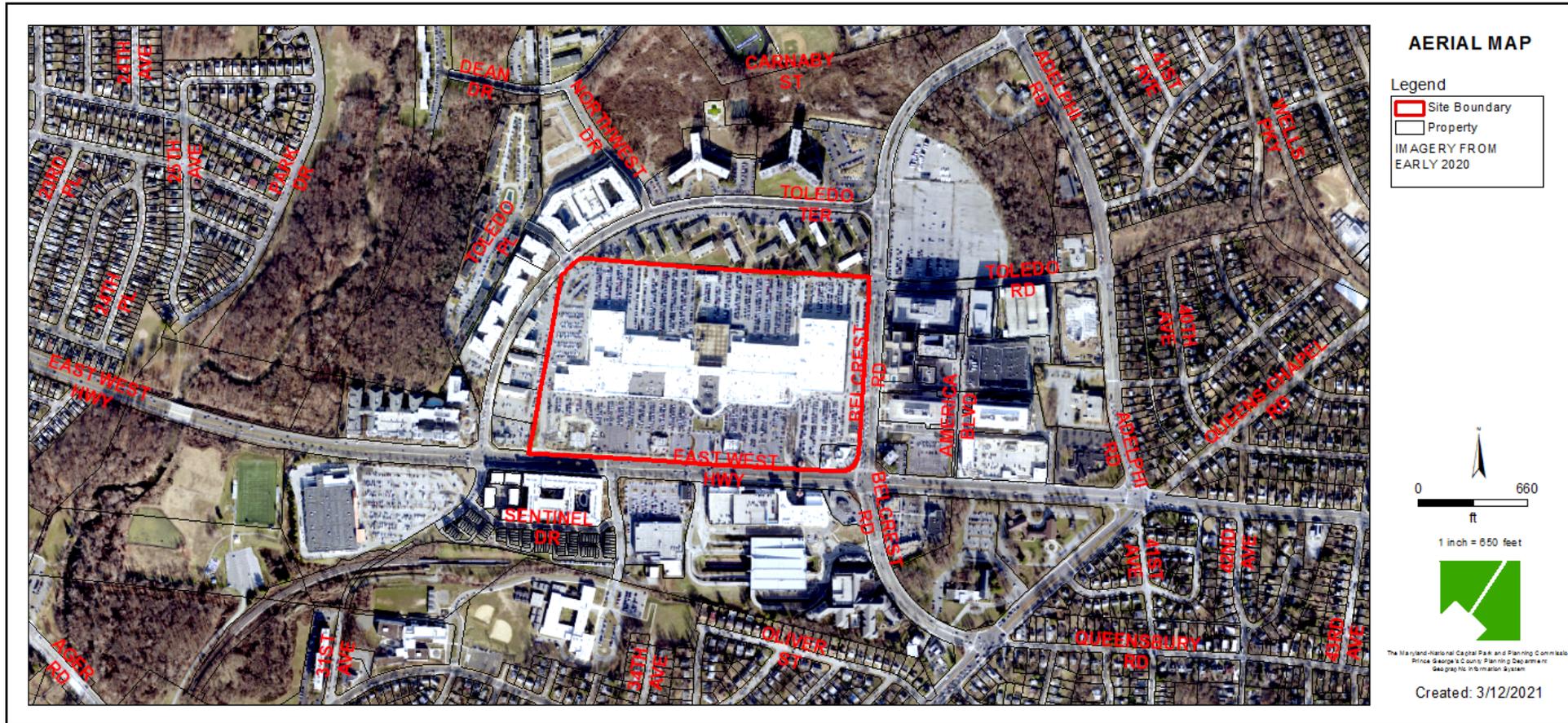
Based upon the foregoing evaluation, analysis, and findings, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommend to the District Council the following:

- A. APPROVAL of the property owner’s request to permit a consolidated storage use within the existing subterranean space of the Mall at Prince George’s Plaza integrated shopping center.
- B. APPROVAL of Detailed Site Plan DSP-99044-20 for the Mall at Prince George’s Plaza, subject to following conditions:
 - 1. Prior to certification of this detailed site plan, the applicant shall:
 - a. Show the existing 10-foot-wide public utility easements and rights-of-way for water mains on all plan sheets, in accordance with the record plat.
 - b. Provide a bicycle rack, located on the south side of the building, convenient to the entrance.
 - c. Provide a detail sheet indicating the type of bicycle rack as inverted U-style, or a similar model that provides two points of contact to support and secure a parked bicycle.

MALL AT PRINCE GEORGE'S (SELF STORAGE)

Detailed Site Plan

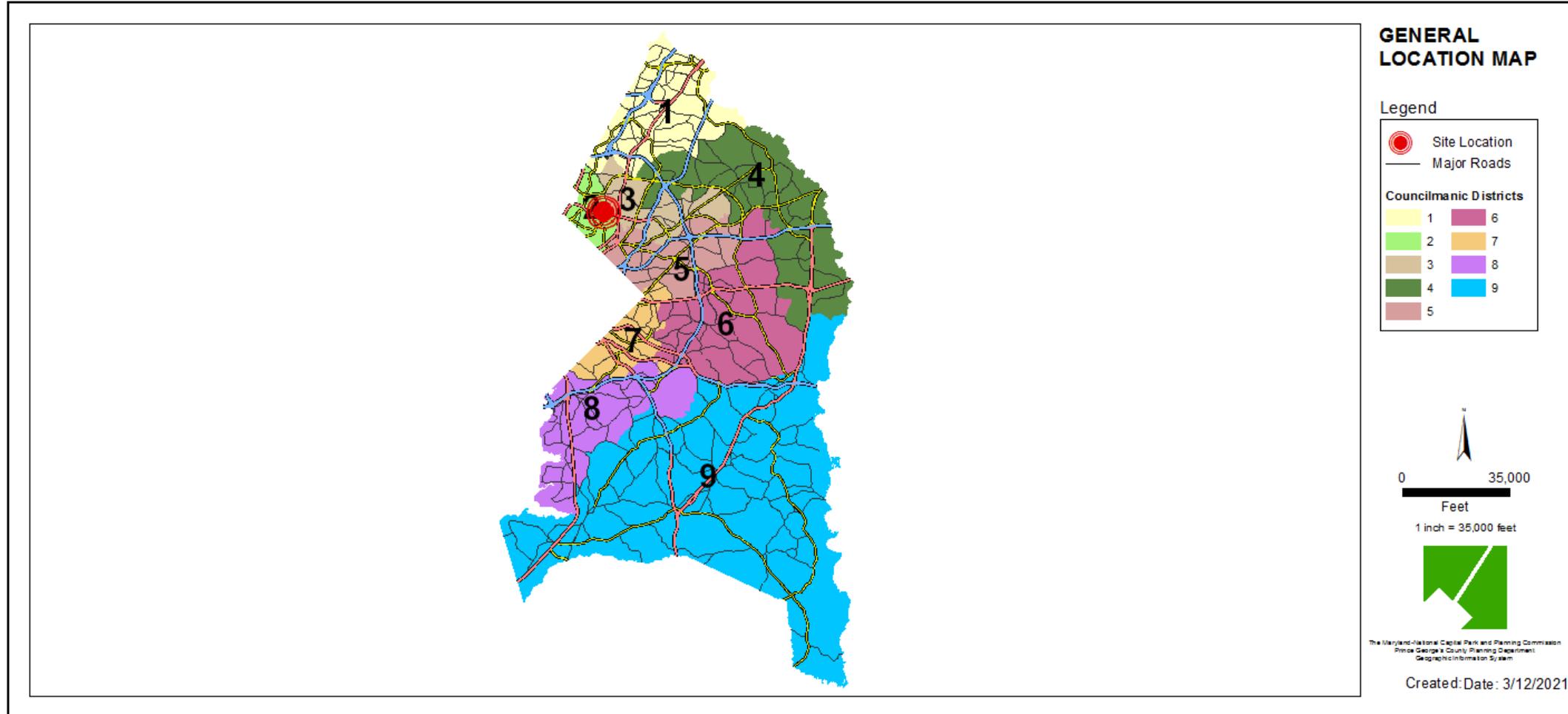
Staff Recommendation: APPROVAL with conditions



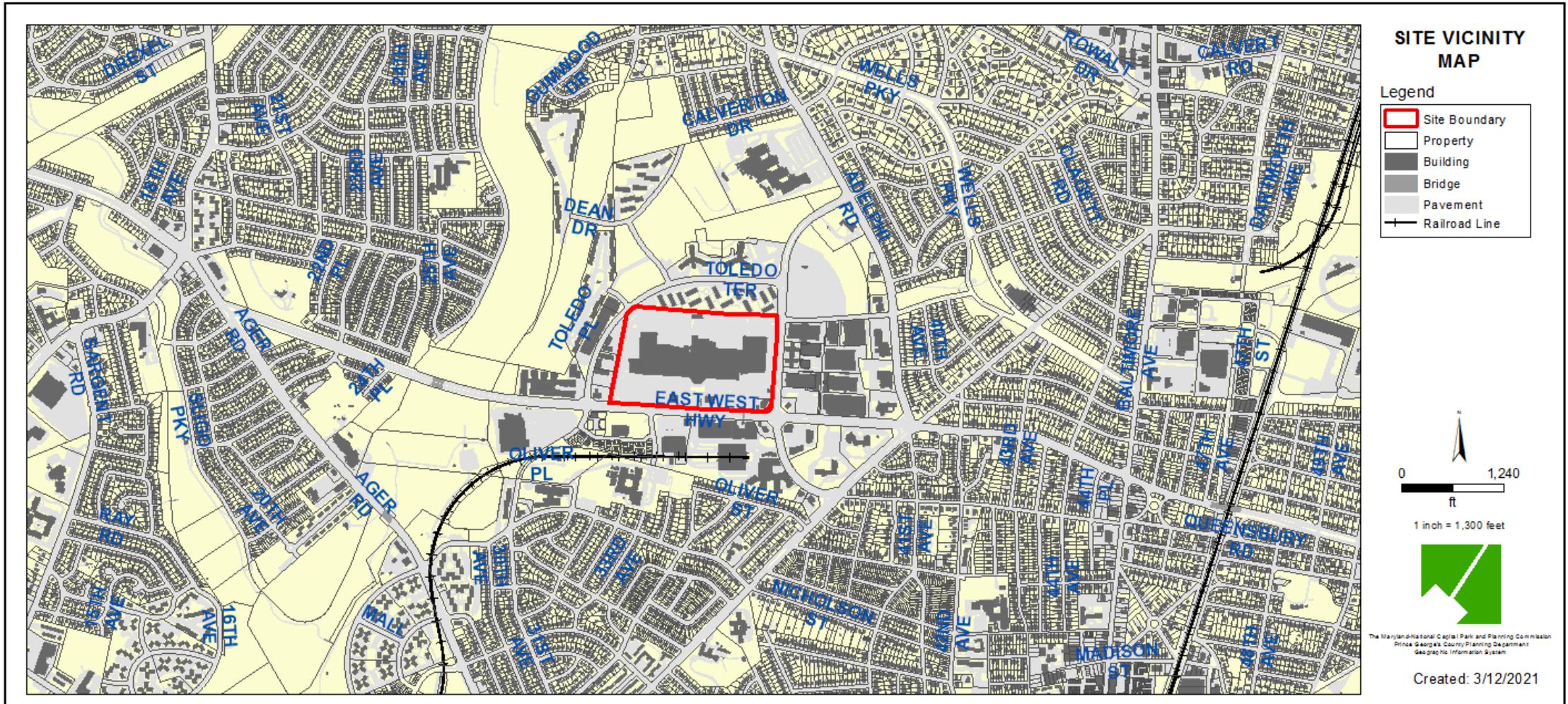
GENERAL LOCATION MAP

Council District: 02

Planning Area: 68

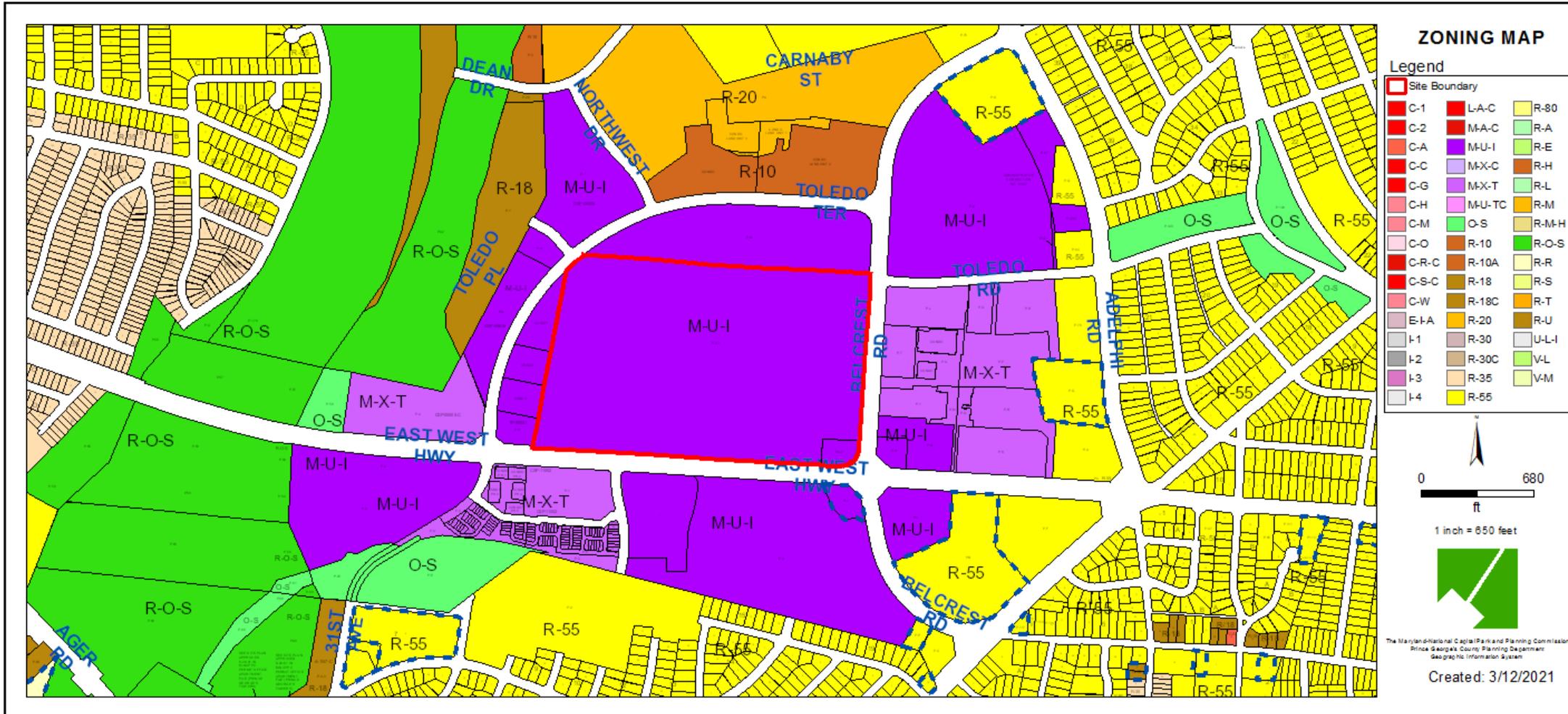


SITE VICINITY MAP

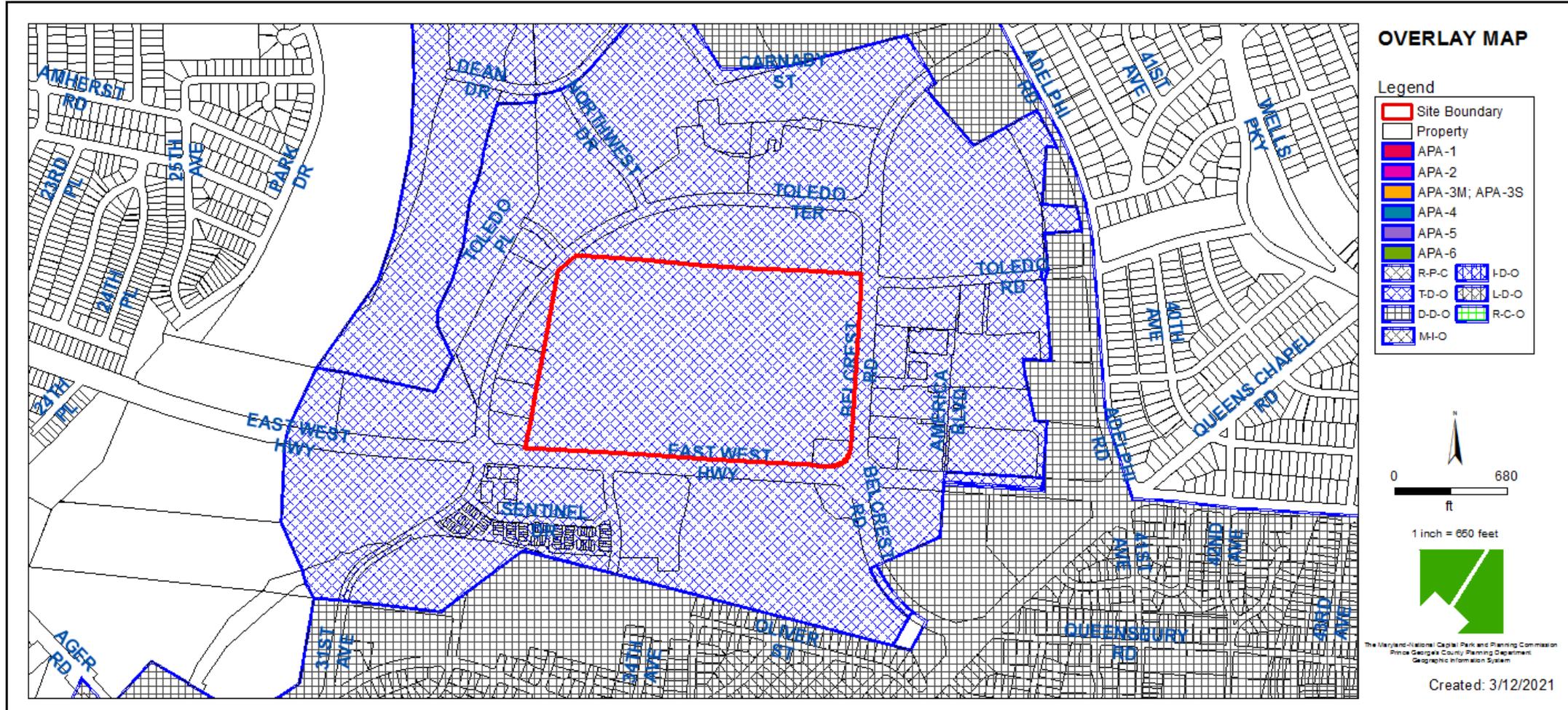


ZONING MAP

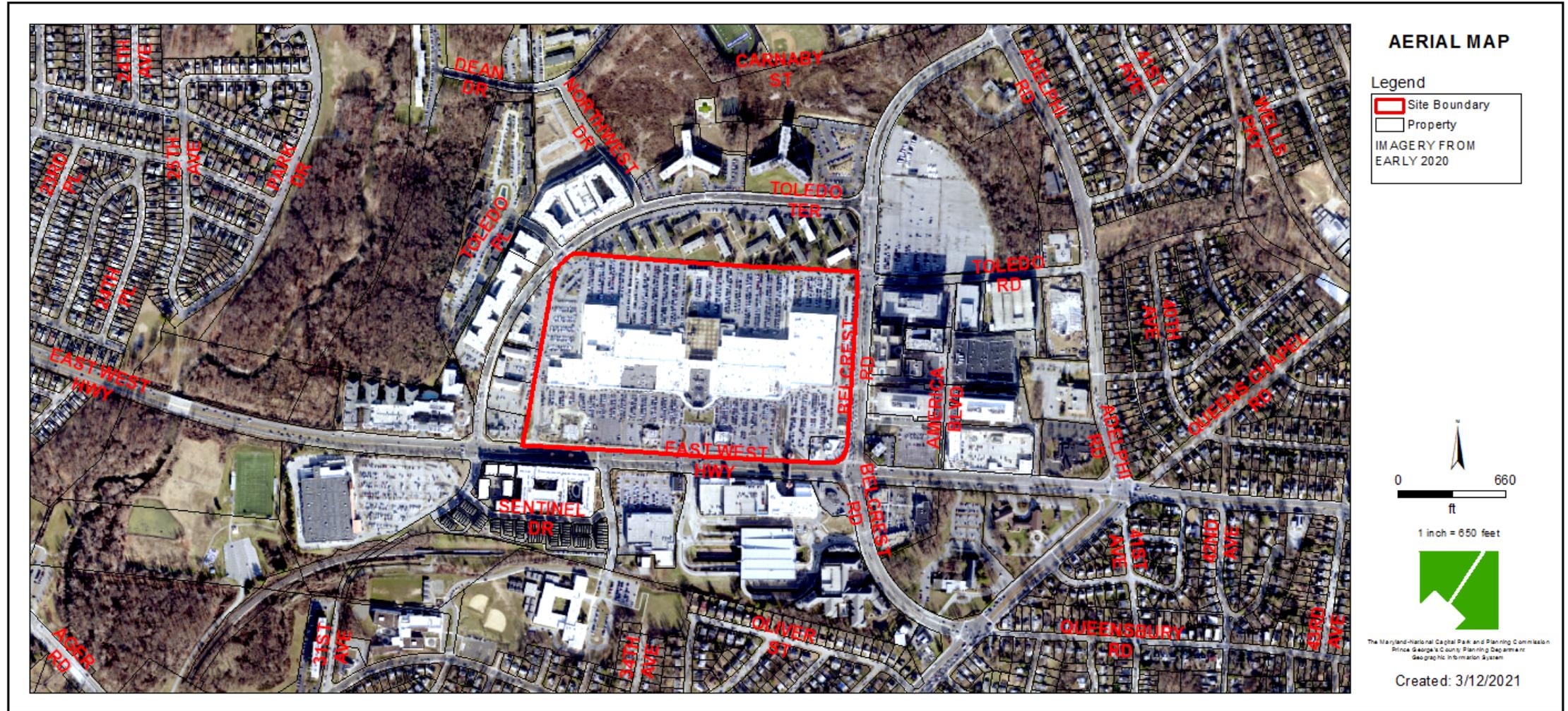
Property Zone: X-#



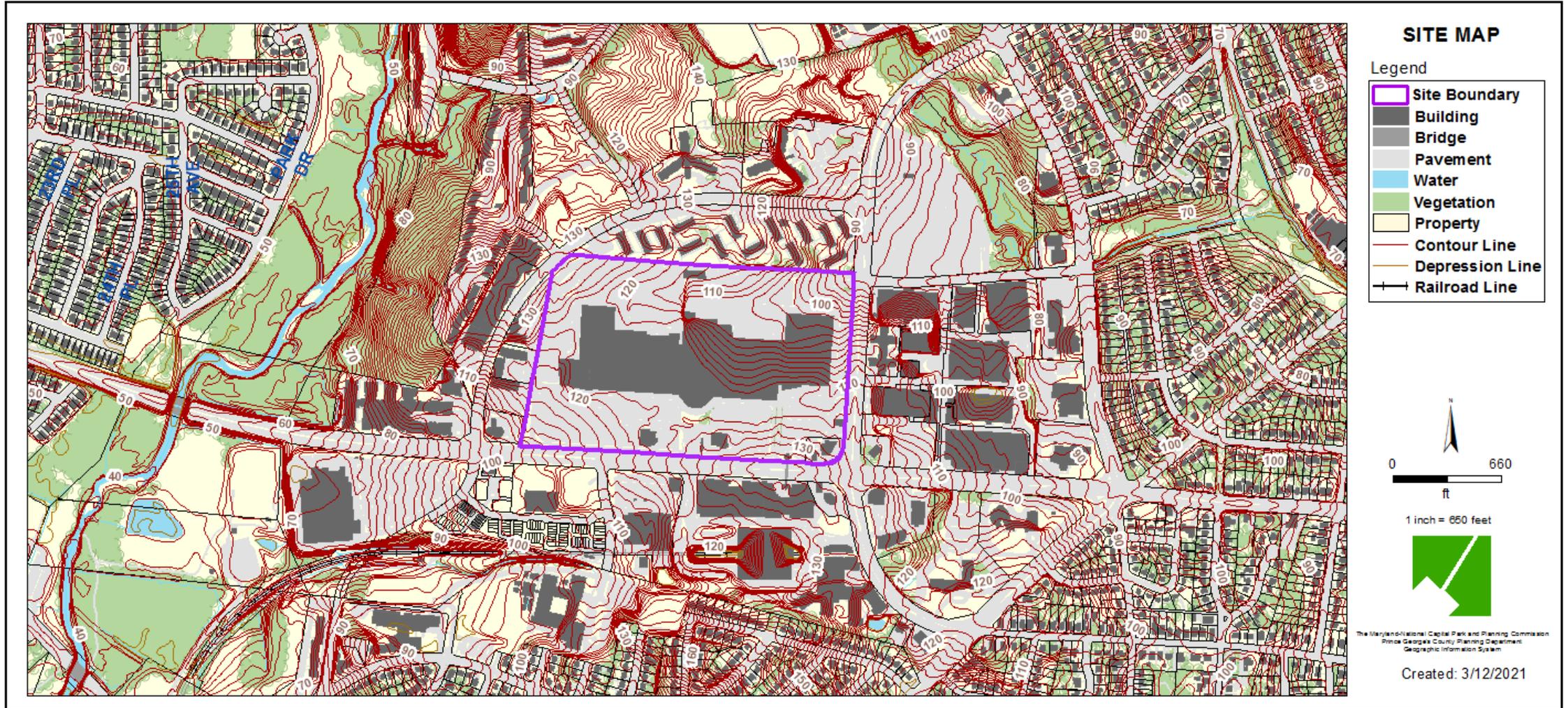
OVERLAY MAP



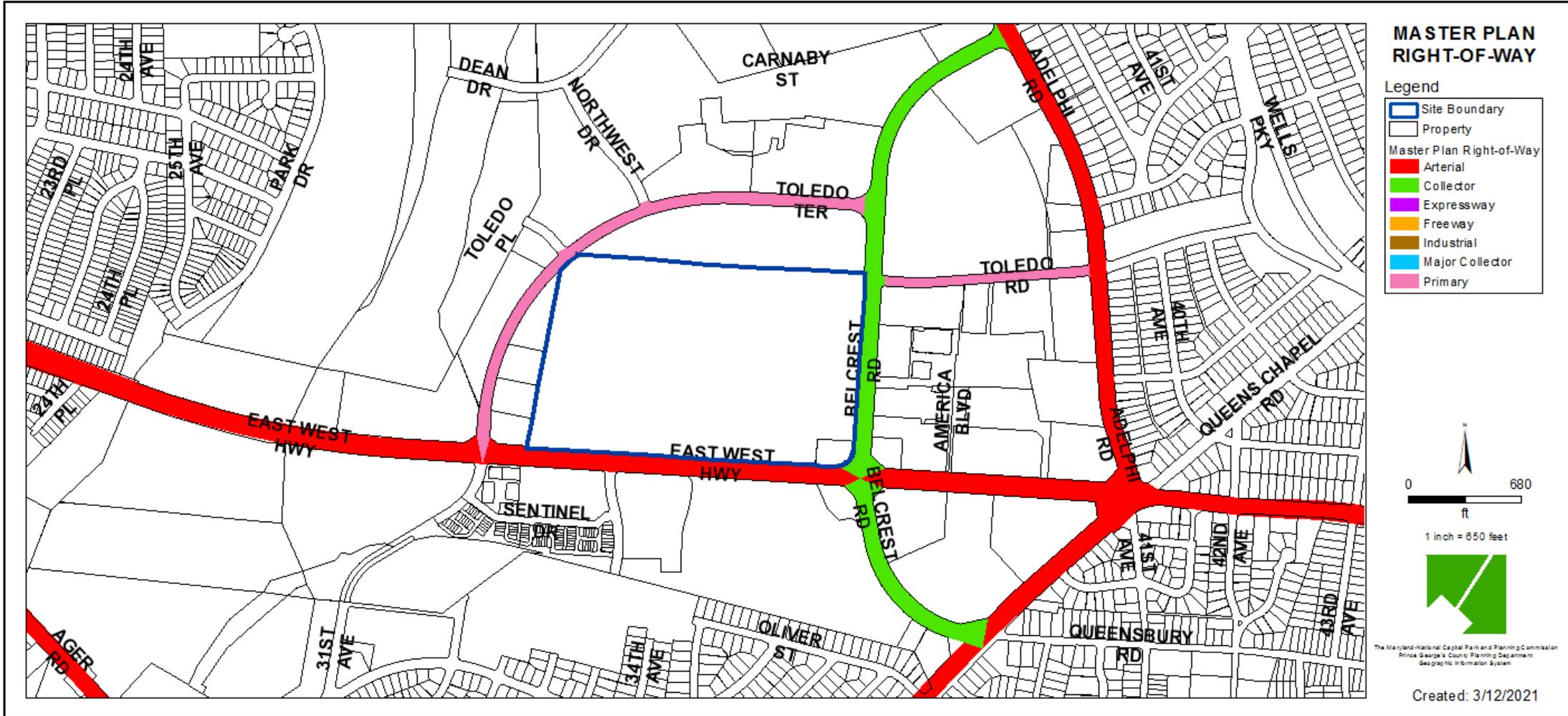
AERIAL MAP



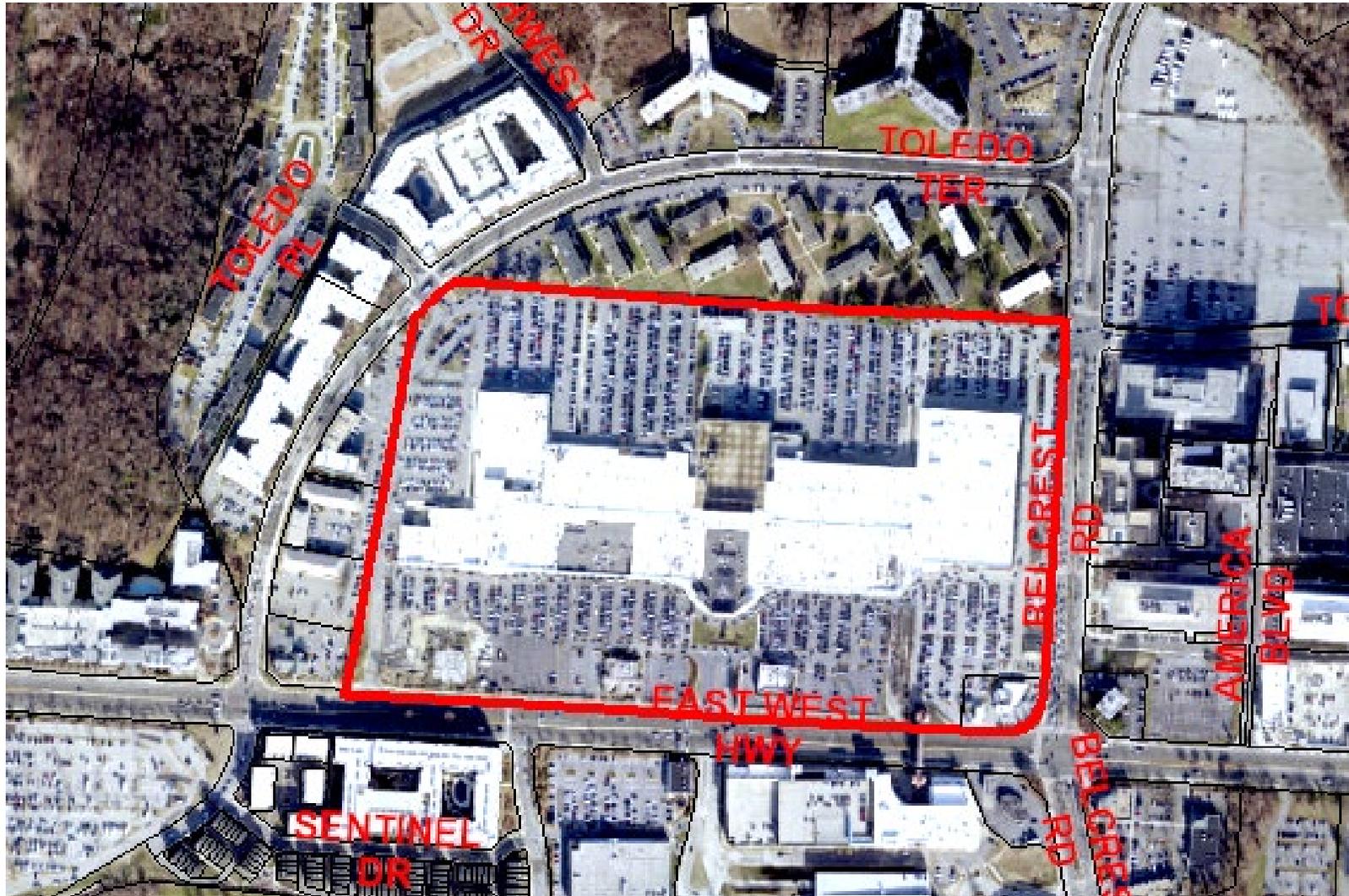
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



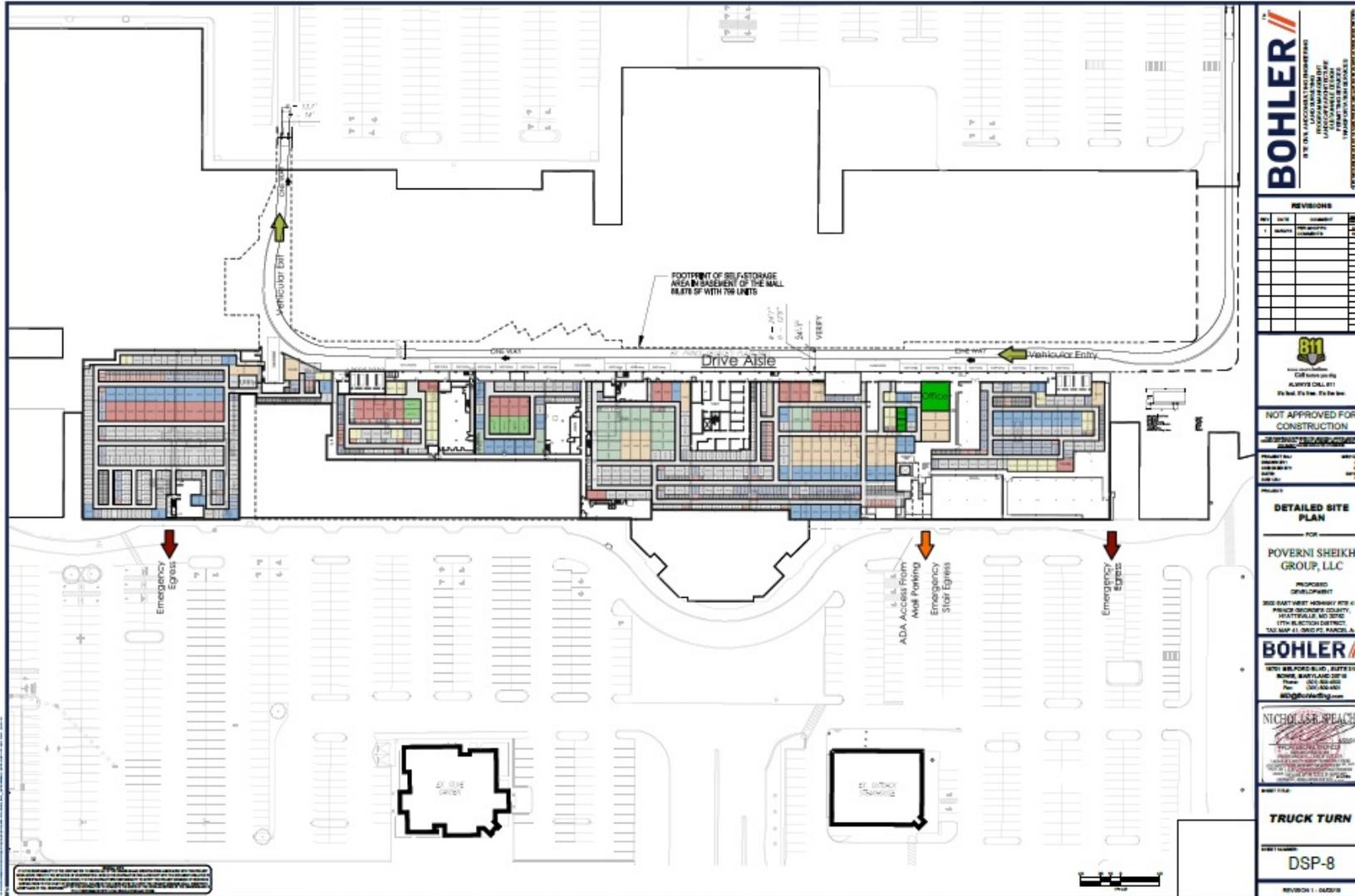
Land Use Vision

*2016 Approved Prince George's Plaza
Transit District Development Plan*

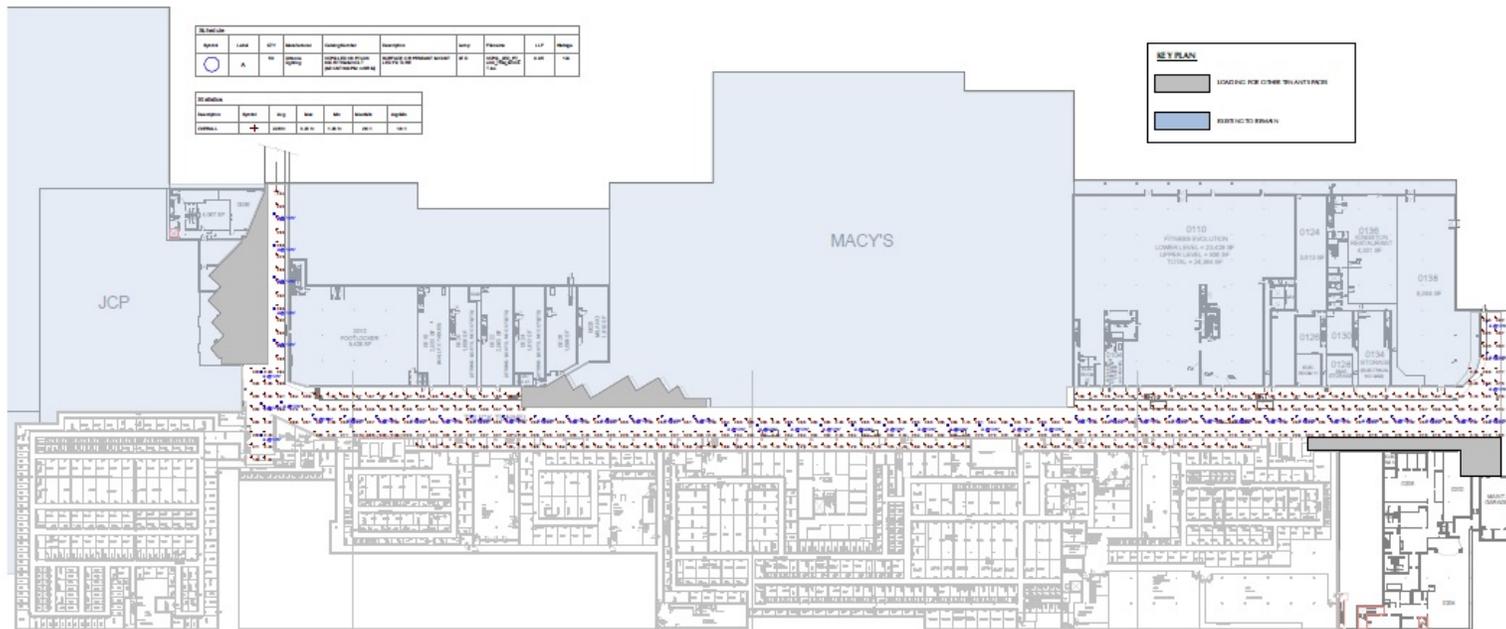
Figure 1. 2035 Illustrative Vision



TRUCK TURNING EXHIBIT



PHOTOMETRIC EXHIBIT



The Mall at Prince George's Self Storage

bwd architects inc.

06/09/21

PHOTOMETRIC LAYOUT

Project #: 20-063

NTS

SIGN EXAMPLES



STAFF RECOMMENDATION

APPROVAL with conditions

- 1 Condition

[Major/Minor] Issues:

- None

Applicant Community Engagement:

-



Prince George's County Planning Department
Community Planning Division

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

301-952-3972

September 16, 2021

Referral

TO: Henry Zhang, Master Planner, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Christina Hartsfield, Planner Coordinator, Placemaking Sections, Community Planning Division Ad (for CH)

SUBJECT: DSP-99044-20 Consolidated Storage at the Mall of Prince George's

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(1)(2)(B) of the Zoning Ordinance this Detailed Site Plan application requests to amend the Table of Uses for the Mixed-Use Infill ("M-U-I") and Transit District Overlay ("T-D-O") zone to permit "Consolidated storage" will 2016 Approved Prince George's Plaza Transit District Overlay Zone will benefit the proposed development and the Transit District. The proposed "subterranean consolidated storage" will do not substantially impair the Transit District Development Plan because the 2016 *Approved Prince George's Plaza Transit District Development Plan* (TDDP) recommended mix-use land use and will not be diminished by the proposed use.

BACKGROUND

Application Type: Detailed Site Plan in a [Transit/Development] District Overlay Zone

Location: 3500 East West Highway

Size: 51.03 acres

Existing Use: Subterranean storage of shopping mall

Proposal: To amend the Table of Uses for the Mixed-Use Infill ("M-U-I") Transit District Overlay ("T-D-O") zone of the Prince George's Plaza TDDP to permit "Consolidated storage within existing subterranean space of an integrated shopping center with gross floor area more than 1,000,000 sq. ft."

GENERAL PLAN, MASTER/TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: The General Plan places this application in the Prince George's Plaza Metro Downtown, which is also one of the County's eight Regional Transit Districts. Regional Transit

Districts are characterized as medium- to high-density areas that should feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as Metro, bus, light rail, bike and car share, and promote walkability,” (p. 19).

The property is also within a designated Employment Area. Plan 2035 describes Employment Areas as areas commanding the highest concentrations of economic activity in four targeted industry clusters: healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government (p. 106).

This TDDP amends Plan 2035 by redefining the boundaries of the Prince George's Plaza Regional Transit District to incorporate all the properties within the Prince George's Plaza Transit District Overlay Zone. Pursuant to Section 27- 548.04(b) of the Prince George's County Zoning Ordinance, this TDDP is the applicable area master plan for the Prince George's Plaza Regional Transit District. (p. 6)

Master/Transit District Development Plan: The 2016 *Approved Prince George's Plaza Transit District Development Plan* (TDDP) recommends Mixed-Use land uses on the subject property. The subject site is also in the Downtown Core of the TDDP.

Planning Area: 68

Community: Hyattsville-Riverdale-Mount Rainier-Brentwood

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

TDOZMA/Zoning: The 2016 *Approved Prince George's Plaza Transit District Overlay Zoning Map Amendment* retaining the M-U-I zoning and it superimposed the T-D-O (Transit District Overlay) Zone.

TRANSIT DISTRICT MANDATORY STANDARDS (properties in TDOZ)

Community Planning Division staff finds that all other elements of this application meet the requirements of Section 27-548.08(c)(1)(2)(B)

OTHER TRANSIT DISTRICT OVERLAY ZONE CONFORMANCE ISSUES:

[None]

DEVELOPMENT DISTRICT OVERLAY ZONE CONFORMANCE ISSUES: (properties in DDOZ)

[None]

COMPATIBILITY WITH SITE DESIGN PRACTICES

Community Planning Division staff finds that, pursuant to Section 27-290.01(b)(5) of the Zoning Ordinance, this Detailed Site Plan application is compatible with site design practices or standards

DSP-99044-20 Consolidated Storage at the Mall of Prince George's

delineated in the 2016 *Approved Prince George's Plaza Transit District Development Plan (TDDP)*
and 2016 Approved Prince George's Plaza Transit District Overlay Zone

ADDITIONAL INFORMATION

cc: Long Range Agenda

Adam Dogdshon, Planning Supervisor, Placemaking Sections, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
 Transportation Planning Section

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
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 301-952-3680

September 14, 2021

MEMORANDUM

TO: Henry Zhang, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Michael Jackson, Transportation Planning Section, Countywide Planning Division
Michael Jackson

SUBJECT: **Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the zoning ordinance, the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2016 Approved Prince George's Plaza Transit District Development Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-99044-20

Development Case Name: Mall at Prince George's (Self Storage)

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> X </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Detailed Site Plan Background	
Building Square Footage (non-residential)	88,878 Square-Feet
Number of Units (residential)	N/A
Abutting Roadways	East-West Highway, Belcrest Road, Toledo Terrace
Abutting or Nearby Master Plan Roadways	East-West Highway (MD-410 - A-15), Belcrest Road (C-229), Toledo Terrace (P-203)
Abutting or Nearby Master Plan Trails	Constructed Bicycle Lane: Portion of Toledo Terrace Planned Bicycle Lane: East West Highway Planned Side Path: Belcrest Road

	Planned Shared Roadway: Toledo Terrace
Proposed Use(s)	Self-Storage
Zoning	M-U-I
Centers and/or Corridors	Prince George’s Plaza Metro Regional Center Prince George’s Plaza Metro Regional Transit District
Prior Approvals on Subject Site	4-97084, DSP-99044+

Previous Conditions of Approval

There are no binding prior conditions of approval on the subject property specific to pedestrian or bicycle improvements that are relevant to this subject application. While the subject site is within a designated 2035 General Plan Center and a 2002 General Plan Center, due to the nature of the subject application it is not subject to 24-124.01 of the subdivision regulations and the “Transportation Review Guidelines, part 2.”

Bicycle and Pedestrian Improvements

The applicant seeks to convert the existing subterranean space within The Mall at Prince George’s to allow for approximately 807 self-storage units. The subject application does not feature any new construction, nor will the building footprint be enlarged. The subject property already has sidewalks constructed along its east, south, and western frontages. There are no sidewalks along the north frontage of the subject property, which fronts upon the Belcrest Plaza Apartments (3401 Toledo Terrace, Tax I.D. #1859438). Bicycle parking currently exists along the north side of the building.

Review of Master Plan Compliance

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends the following facilities:

1. Planned Bicycle Lanes: East-West Highway
2. Planned Side Path: Belcrest Road
3. Planned Shared Roadway: Toledo Terrace

Comment: East-West Highway fronts the subject site. No additional right-of-way is being sought with this application. The Maryland State Highway Administration (SHA) can require the construction of the master plan recommended bicycle lane along East-West Highway as appropriate, or it may be installed by SHA as part of a future roadway repaving or capital improvement project.

The portion of Belcrest Road that fronts on the subject site falls within the Municipality of Hyattsville and is maintained by the Department of Public Works & Transportation (DPW&T). The Department of Permitting, Inspections and Enforcement (DPIE) can require the construction of the master plan recommended side path along Belcrest Road as appropriate, or it may be installed by DPW&T as part of a future roadway repaving or capital improvement project.

Toledo Terrace also fronts on the subject site. DPIE can require the construction of the master plan recommended shared-roadway along Toledo Terrace as appropriate, or the shared-roadway may be installed by the DPW&T as part of a future roadway repaving or capital improvement project.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The subject property falls within the *2016 Approved Prince George's Plaza Transit District Development Plan*

Section 27-274(a)(2) includes the following provisions:

(C) Vehicular and Pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on site.

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked.

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: There are two proposed entrances to the proposed use. A bicycle rack has already been installed on the northern side of the building near the proposed entrance, however there is no bicycle parking on the southern side. Staff recommend the applicant provide an additional bicycle rack on the southern side of the building near the entrance of the proposed use. 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.

Recommended Conditions of Approval

Based on the findings presented above, staff conclude 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, the relevant design guidelines for transportation and conclude that the submitted detailed site plan is deemed acceptable from the standpoint of bicycle and pedestrian transportation, if the following conditions are met:

1. Prior to the certification of the detailed site plan, the applicant and the applicant's heirs, successors and/or assigns shall revise the detailed site plan to provide:

- a. A bicycle rack, located on the south side of the building, convenient to the entrance
- b. A detail sheet indicating the type of bicycle rack as Inverted-U style or a similar model that provides two points of contact to support and secure a parked bicycle.



**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: August 4, 2021
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Trent Tolson, Assistant Commander, Planning & Research Division
SUBJECT: DSP-99044-20 Mall at Prince George's Plaza / Self Storage

Upon review of these site plans, I do not have any significant concerns about the safety and security of the underground storage facility.

The controlled access to the parking and storage facility should limit the access of unauthorized persons and vehicles.

Territorial Reinforcement is a principle of CPTED (Crime Prevention Through Environmental Design) that addresses distinction between public and private property.

This is the 1st response to this plan.

September 13, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

VIA: Sherri Conner, Planning Supervisor, Subdivision Section *SC*

FROM: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*

SUBJECT: DSP-99044-20; Mall at Prince George's (Self Storage)

The property subject to this amendment to detailed site plan (DSP-99044-20) is known as Parcel A-1 shown on a plat recorded in Prince George's County Land Records in Plat Book VJ 186 at plat 9, on April 2, 1999. The property is in the Mixed-Use Infill (M-U-I) and Transit District Overlay (T-D-O) zones. The property is subject to the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone*. The applicant has submitted this DSP to construct 807 consolidated storage units on the subject property. The subject property consists of 51.03 acres and is improved with 1,129,017 square feet of commercial retail space known as the Mall at Prince George's, which is a regional shopping center. The consolidated storage units are proposed to be located within the basement of the existing building of the shopping center, and will occupy 88,878 square feet of existing storage space.

Preliminary plan of subdivision (PPS) 4-97084 was approved by the Prince George's County Planning Board on December 11, 1997 for two parcels, which includes the subject property, for commercial use on an overall 51.70-acre property. Parcels A-1 and A-2 were subsequently platted in accordance with PPS 4-97084. PPS 4-97084 was filed solely for the purpose of delineating a property boundary around the existing bank pad site on Parcel A-2 for refinancing purposes, based on a concern over the previous use of the site as a gas station.

The proposed development is in general conformance with the PPS applicable to this property. The PPS did not include additional floor area or uses other than those existing at that time, when the PPS was approved. Accordingly, the vested entitlement of the PPS is presumed to be consistent with the existing development in 1997. The proposed consolidated storage units do not represent a substantial revision to the approved mix of uses on the subject property that affects Subtitle 24 adequacy findings given it is consistent with the space currently used for storage. The Transportation Planning Section evaluated the conversion of existing storage space to consolidated self-storage units and determined that the trips associated with the proposed use are below that of the prior use as storage and processing deliveries for retail merchandise, and therefore this

application will be within the entitlement for the subject site.

PPS 4-97084 (PGCPB Resolution No. 97-355) was approved subject to 4 conditions. The conditions relevant to the review of the application are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

- 1. There shall be no additional direct access to MD 410 or Belcrest Road from either parcel within the subdivision.**

No additional direct access points are proposed to either MD 410 or Belcrest Road with this DSP amendment.

- 4. The following note shall be placed on the Final Plat of Subdivision:**

“Any additional physical development on this property shall require Detailed Site Plan approval.”

This note is provided as Note 3 on the record plat, Plat Book VJ 186 at plat 9. This DSP amendment for the proposed development of storage units, has been submitted to satisfy Condition 4.

Additional Comments:

1. The Overall Site Plan (sheet DSP-4) shows all 10-foot-wide public utility easements and rights-of-way for water in accordance with the record plat. However, these easements and utility rights-of-way should also be reflected on the Existing Conditions/Demolition Plan (sheet DSP-5) and the Site Plan (sheet DSP-6).

Recommended Conditions:

1. Prior to signature approval of the detailed site plan, the plans shall be revised as follows:
 - a. Show the existing 10-foot-wide public utility easements and rights-of-way for water mains on all plan sheets in accordance with the record plat.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
Transportation Planning Section

301-952-3680

September 15, 2021

MEMORANDUM

TO: Henry Zhang, Urban Design Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-99044-20: Mall at Prince George's Self Store**

Proposal

The applicant is proposing to develop a consolidated storage use within a developed site within the area of the *Approved Prince George's Plaza Transit District Development Plan (TDDP)*.

Background

The detailed site plan (DSP) is required for development within an integrated shopping center pursuant to the *Approved Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment*. Also, the overall site is covered by a site plan requirement pursuant to a condition on the preliminary plan of subdivision (PPS); this condition makes no specific transportation-related requirements. The site plan is required to address the TDDP standards and regulations. The site plan is also required to address issues related to architecture, building siting, and relationships between the development and any open space. Additionally, the site plan is required to address general detailed site plan requirements such as access and circulation. There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan.

Review Comments

The current proposal would involve the development of 88,878 square feet of consolidated storage within the basement of an integrated shopping center. The area proposed for redevelopment is otherwise fully developed. It has been used for storage associated with the retail uses on the main floor of the retail center, and is directly served by a one-way driveway passing underneath the retail center. Access and circulation are acceptable.

East West Highway (MD 410) is a master plan arterial facility. Belcrest Road is a master plan collector. Toledo Terrace is a master plan primary roadway. Adequate rights-of-way along all facilities have been previously dedicated or deeded, so no further dedication is required of this site. It is further noted that no new exterior construction is proposed by this plan.

In the course of reviewing this plan the question of a possible development or trip cap for the Mall at Prince George's site was raised. In considering that premise, the Transportation Planning Section makes the following findings:

- The property was the subject of Preliminary Plan of Subdivision (PPS) 4-97084. That PPS was approved pursuant to the 1992 *Approved and Adopted Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*. The traffic analysis within this document (page 118) was based on uses generating 190 AM and 300 PM additional peak-hour trips for the mall site. For purposes of understanding what was considered when the Planning Board approved PPS 4-97084, the staff believes that the 190 AM and 300 PM additional peak-hour trips constitutes a trip cap for the overall site.
- When the 1992 TDDP was done and the last traffic analysis was done, based on a review of plans and aerial photography it is believed that 960,757 square feet existed on the site. That amount of retail space would generate 506 AM and 2,319 PM peak-hour trips.
- With the additional development that was analyzed for the 1992 TDDP added to the existing development in 1992, the transportation staff determined that the trip quantities of 696 AM and 2,619 PM peak-hour trips constitute the trip cap for the entire Mall at Prince George's site.
- In reviewing DSP-99044-17, it was determined that the site as it exists today is developed with 1,120,732 square feet. With the addition of the square footage proposed by that prior revision, as it stands today the site is approved for 1,129,017 square feet. That amount of retail space would generate 573 AM and 2,613 PM peak-hour trips.
- The consolidated storage use at 88,878 square feet would generate 9 AM and 15 PM peak-hour trips.
- The transportation staff that the space to be occupied by the consolidated storage use would not have been counted as part of the mall's leasable area, but it is understood that the space has been actively used for storage and processing deliveries. Typical retail trip rates would include delivery of merchandise. The retail space will still be getting delivery of merchandise, and so those types of trips are not wholly going away, but they would decrease slightly without the available retail storage area. By virtue of the space being converted from one type of storage to another – with both generating a very low trip volume – it is determined that the trip impact of converting this space to consolidated storage is de minimis.

To conclude, it was determined that the overall site's square footage was approaching the limit allowed by prior PPS approvals. By allowing the conversion of the basement storage use to a use of similar scale in terms of trip impact, it is believed that the site is operating within the trip cap, and that any substantial change in use or addition of square footage within the site will trigger a new process for entitlements.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the zoning ordinance.



TOWN OF UNIVERSITY PARK

September 1, 2021

Ms. Elizabeth Hewlett, Chair
Prince George's County Planning Board
Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

MAYOR
Lenford C. Carey

COMMON COUNCIL
Joel Biermann
Mary Gathercole
Laurie Morrissey
Nathaniel Morgan
David McGaughey
Martha Wells
Roland Stephen

TOWN ADMINISTRATOR
David J. Deutsch

Re: Mall at Prince George's DSP 99044-20

Dear Ms. Hewlett:

On behalf of the Mayor and Council of the Town of University Park, I write in regard to DSP 99044-20, an application to permit consolidated storage units within existing subterranean storage space at the Mall at Prince George's. The subject property is located near the western border of University Park, and any development there has been of continuing interest to us.

The University Park Mayor and Council met on August 16, 2021 and voted unanimously that the Town of University Park has no objections to the Detailed Site Plan.

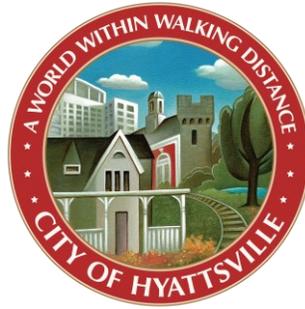
Please feel free to contact me if you have any questions.

With best regards,

Lenford C. Carey
Mayor

Cc: Henry Zang
Nathaniel Forman

Kevin Ward
Mayor



Tracey E. Douglas
City Administrator

September 22, 2021

Honorable Elizabeth Hewlett
Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Mall at Prince George's Storage Facility – Detailed Site Plan (DSP-99044-20)

Dear Chairman Hewlett:

On Monday, September 20, 2021, the Hyattsville City Council reviewed the Detailed Site Plan (DSP-99044-20) application for the subterranean self-service storage facility at the Mall at Prince George's.

The Hyattsville City Council voted in support of DSP-99044-20, an amendment to the Table of Uses to allow the adaptive reuse of unleaseable retail space in the basement of the Mall at Prince George's.

We thank the Planning Board in advance for consideration of these comments and look forward to your decision.

Sincerely,

A handwritten signature in black ink, appearing to read "KW", with a stylized flourish at the end.

Kevin Ward
Mayor

cc: City Council
Henry Zhang, Planner Coordinator
Nathaniel Forman, Applicant
Lawrence N. Taub, Applicant



PGCPB No. 97-355

File No. 4-97084

RESOLUTION

WHEREAS, Samuel Zell, Trustee, is the owner of a 51.70-acre parcel of land known as Prince George's Plaza (Parcels A-1 and A-2), said property being in the 17th Election District of Prince George's County, Maryland, and being zoned C-S-C; and

WHEREAS, on August 21, 1997, Samuel Zell, Trustee, filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for two parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-97084, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on December 11, 1997, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended DISAPPROVAL of the application; and

WHEREAS, on December 11, 1997, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plat of Subdivision 4-97084 with the following conditions:

1. There shall be no additional direct access to MD 410 or Belcrest Road from either parcel within the subdivision.
2. Prior to final plat, the applicant shall secure a use and occupancy permit for the bank on proposed Parcel A-2, identifying the bank as a certified nonconforming use.
3. The following note shall be placed on the Preliminary Plat prior to signature approval and on the Final Plat:

"This subdivision conforms to the requirements of the 1991 Adopted and Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone (TDOZ). Its approval in no way precludes the ultimate realization of the current TDOZ vision for this property: an eight-story community landmark hotel. This subdivision is solely for the purpose of refinancing and is not to be used as justification for any amendment to the TDOZ. This note is not to be construed as a use restriction on this property."

PGCPB No. 97-355
File No. 4-97084
Page 2

4. The following note shall be placed on the Final Plat of Subdivision:

"Any additional physical development on this property shall required Detailed Site Plan approval."

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located in the northwest quadrant of the East West Highway/Belcrest Road intersection and takes up most of the land in the triangle created by those roads and Toledo Terrace. The site of the Prince George's Plaza Shopping Center, the property lies at the heart of the Prince George's Plaza Transit District Overlay Zone. With the main shopping center, the site includes two pad sites: one a restaurant and the other a bank.
3. According to the attorney for the applicant, the proposed subdivision application is solely for the purpose of delineating a property boundary around the existing bank pad site as required for refinancing purposes, based on a concern over the previous use of the site as a gas station.
4. The property is governed by the 1991 *Adopted and Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone (TDOZ)*. This property is identified as Parcel 11 in the TDOZ document.
5. Section 24-121(a)(1) of the Subdivision Regulations requires all lots proposed in a preliminary plat of subdivision to conform to all of the requirements of the Zoning Ordinance. The TDOZ is an amendment to the Prince George's County Zoning Ordinance and the Transit District Development Plan is binding on property owners [Section 27-548.07 of the Zoning Ordinance]. Therefore, this subdivision application must conform to all requirements of the TDOZ, and specifically to the mandatory requirements and development guidelines addressing TDOZ Parcel 11.
6. The proposed subdivision is in conformance with the requirements and guidelines of the TDOZ. Several mandatory requirements and development guidelines for Parcel 11 direct the development activity on this property. The mandatory requirements (M3 and M4, p. 100) deal specifically with banks and pad sites. Mandatory requirement M3 prohibits the creation of new pad sites and mandatory requirement M4 prohibits free-standing banks in Parcel 11. The development guideline G1 (p. 103) requires an eight-story hotel on this corner and development guideline G5 (p. 103) requires the bank to

eventually be removed or relocated to another building in the TDOZ. If the bank did not exist on this site already, the proposed subdivision would be in conflict with these requirements. However, the bank exists and the subdivision merely establishes a legal parcel for it.

7. The TDOZ vision for this parcel, described on Page 103, to create a community landmark "of high quality and distinctive design" on this prominent corner of the TDOZ can still be realized with this approval. A lot line adjustment, a combination of the two lots to be considered as one development site, or a new preliminary plat could be approved to increase the size of the created parcel to accommodate a hotel. Nothing in this approval precludes such a future adjustment.
8. Since the property may be enlarged in the future to accommodate the TDOZ vision, this approval cannot be seen as a rationale for amending the TDOZ. Given the purpose of the application, merely to create a legal parcel for refinancing purposes for existing improvements, the Planning Board finds that this approval cannot be used to compel an amendment to the TDOZ in the upcoming TDOZ revision process. The current vision of the TDOZ can still be realized under either scenario listed in Finding 6, above.
9. The existing bank has been rendered nonconforming, given mandatory requirement M4.E (p. 100). To date, no Certification of a Nonconforming Use application has been filed. In Prince George's County, a nonconforming use may only continue if it is certified through the procedures outlined in Section 27-244 of the Zoning Ordinance. Since the lot and use must conform to the requirements of the Zoning Ordinance, the certification must take place prior to Final Plat.
10. Preliminary Plats in the TDOZ are subject to Detailed Site Plan approval (TDOZ, p. 11). In this case no development is proposed or contemplated by the applicant, so no detailed site plan is required. However, any expansion or redevelopment of the site will require detailed site plan approval and must conform to all mandatory requirements and development guidelines of the *Adopted and Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone (TDOZ)*. At this time, under the provisions of the current TDOZ, a detailed site plan for the newly created Parcel A-2 could not be approved.
11. Woodland and Tree Preservation mandatory requirement M1 (p. 156) requires "afforestation of at least 10 percent of the gross tract area on all parcels within the Prince George's Plaza TDOZ currently exempt from the Woodland Conservation and Tree Preservation Ordinance." Afforestation may occur on-site or within designated open space areas in the West Hyattsville TDOZ.
12. Stormwater Management mandatory requirement M1 (p. 155) requires that "... a mandatory 15 percent green space requirement shall be provided which will reduce site

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File No. 4-97084
Page 4

runoff by 13.72 percent in a 10-year storm, and 29.17 percent in a 2-year storm" where stormwater management cannot be provided on existing developed parcels.

13. Site access is provided from existing driveways along East West Highway and Belcrest Road. No additional access can be provided.
14. The proposed subdivision creates no changes to the existing internal circulation. The existing circulation pattern is adequate. The Preliminary Plat correctly shows the needed rights-of-way for all roadways serving the subdivision. The proposal creates no additional peak hour trips.
15. The existing fire engine service at the Hyattsville Fire Station, Company 1, located at 6200 Belcrest Road, has a service response time of 0.52 minutes, which is within the 3.25-minute response time guideline.
16. The existing ambulance service at the Hyattsville Fire Station, Company 1, has a service response time of 0.52 minutes, which is within the 4.25-minute response time guideline.
17. The existing paramedic service at Brentwood Fire Station, Company 4, located at 3712 Utah Avenue, has a service response time of 4.12 minutes, which is within the 4.25-minute response time guideline.
18. The existing ladder truck service at Riverdale Fire Station, Company 7, located at 4714 Queensbury Road, has a service response time of 2.84 minutes, which is within the 4.25-minute response time guideline.
19. The property is within the service area of the District I - Hyattsville Police Station. In accordance with Section 24-122.01(c)(1)(A) and (B) of the Subdivision Regulations, existing police facilities are adequate to serve the Prince George's Plaza development.

* * * * *
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the

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File No. 4-97084
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motion of Commissioner Brown, seconded by Commissioner McNeill, with Commissioners Brown, McNeill, Boone, Dabney and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, December 11, 1997, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of January 1998.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:JDB:meg

APPROVED AS TO LEGAL SUFFICIENCY

A. Lesser
M-NCPPC Legal Department

Date 12/29/97



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.mncppc.org/pgco

RECEIVED

July 30, 2019

JUL 30 2019

Miller's Ale House, Inc.
5750 Major Boulevard, Suite 400
Orlando, FL 32818

**CLERK OF THE COUNCIL
PRINCE GEORGE'S COUNTY MARYLAND**

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-99044-17
**Mall at Prince George's Plaza – Miller's Ale
House**

Dear Applicant:

This is to advise you that, on **July 25, 2019**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

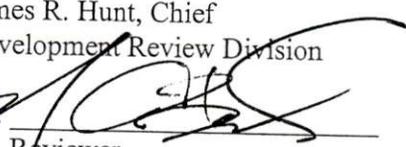
Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of the final notice **July 30, 2019** of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Acting Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **19-84**

cc: Donna J. Brown, Acting Clerk of the County Council
Persons of Record



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 www.mncppc.org/pgco

PGCPB No. 19-84

File No. DSP-99044-17

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 25, 2019, regarding Detailed Site Plan DSP-99044-17 for Mall at Prince George's Plaza - Miller's Ale House, the Planning Board finds:

1. **Request:** The subject application is for approval of an amendment to a detailed site plan (DSP) for the construction of an 8,285-square-foot, freestanding eating and drinking establishment at The Mall at Prince George's Plaza, and a request to amend the transit district standards.
2. **Development Data Summary:**

Zone Use(s)	EXISTING M-U-I/T-D-O Integrated Shopping Center	APPROVED M-U-I/T-D-O Integrated Shopping Center/ Eating and drinking establishment without drive through
Acreage	51.03	51.03
Building Square Footage/GFA	0	0
Total Square Footage/GFA	1,120,732	1,129,017

Parking	MAX. PERMITTED	APPROVED
Prince George's Plaza – 1,129,017 sq. ft. (Preferred Ratio of <4.35 spaces/1,000 sq. ft.)*	4,911*	3,347

Note: *The existing parking lot on the site was approved under previous DSPs that were subject to the 1998 *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone*, which included the specified maximum parking ratio. The subject DSP amendment proposes only the removal of parking spaces, adding stormwater management facilities, and landscaping, and is therefore exempt from the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone* standards, per Exemption E3 on page 198.

REQUIRED APPROVED

Loading Spaces for 995,758 gross leasable area (GLA) (3 per 100,000 GLA + 1 each additional 100,000 GLA)	12	27**
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Note: **One new loading space is provided for the eating and drinking establishment.

3. **Location:** The subject property is located in Council District 2 and Planning Area 68. More specifically, the project is located in the northwest quadrant of the intersection of MD 410 (East West Highway) and Belcrest Road, approximately 1,600 feet west of the intersection of MD 410 and MD 500 (Queens Chapel Road), within the property known as the Mall at Prince George's.
4. **Surrounding Uses:** The entire Mall at Prince George's site is bounded to the south by MD 410, to the north by multifamily apartments in the Mixed Use-Infill (M-U-I) Zone, to the west by commercial office space in the M-U-I Zone, and to the east by Belcrest Road. Surrounding the property are a variety of retail and multifamily uses in the M-U-I, Multifamily High Density Residential, Mixed Use-Transportation Oriented, and Multifamily Medium Density Residential Zones.
5. **Previous Approvals:** The original existing development on the site was an enclosed shopping mall that was developed in the late 1950s. The 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone* (Prince George's Plaza TDDP and TDOZ) retained the property in the M-U-I and Transit District Overlay (T-D-O) Zones. DSP-99044 and companion cases Primary Amendment TP-00001 and Secondary Amendment TS-99044A were originally approved in 2001. The property was also the subject of a Departure from Sign Design Standards (DSDS-440), approved in December 1991, and Departure from Design Standards DDS-515 was reviewed and approved by the Prince George's County District Council on July 10, 2001.

The original DSP-99044 was designed for Phase I of the redevelopment of the mall and included the renovation of an existing pad site as Outback Steakhouse, a portion of the streetscape improvements along MD 410 in front of Outback Steakhouse, and redesign of the area around the east end of the shopping center.

DSP-99044-01 was for the purpose of constructing a new anchor store (Target) and the addition of two tenants at the rear of the shopping center. The Prince George's County Planning Board granted a further amendment to Standard S8 in 2003, in conjunction with approval of DSP-99044-01 in 2003.

DSP-99044-02 was for the purpose of renovating the rear (north side) of the shopping mall to improve access into the center, repaving, and incorporating additional green area, and was approved by the Planning Director in 2003.

DSP-99044-03 was to allow two-way traffic in an existing drive aisle that was previously utilized for one-way traffic for loading purposes and was approved by the Planning Director in 2005.

DSP-99044-04 was for the purpose of adding a restaurant pad site (Olive Garden) of 7,685 square feet and was approved by the Planning Board on June 21, 2005.

DSP-99044-05 was for modification of the rear elevation on the east end of the structure to accommodate new tenants and to remove 19 parking spaces, and was approved by the Planning Director in 2006.

DSP-99044-06 was for the purpose of constructing a pad site for a sit-down restaurant (Famous Dave's) of 6,574 square feet, and was approved by the Planning Board on September 11, 2008, but the restaurant was never constructed.

DSP-99044-07 was for the purpose for constructing a Chick-fil-A fast-food restaurant on Parcel A-1 and was approved by the Planning Board on October 3, 2013. The approved Chick-fil-A fast-food restaurant was appealed to the District Council on April 14, 2014. The District Council approved the use but disapproved the drive-through service and the fast-food restaurant was never constructed.

DSP-99044-08 was for the purpose of adding a retail store, T.J. Maxx, including signage, to an existing tenant site, and was approved by the Planning Director in 2013.

DSP-99044-10 was for the purpose of exterior renovations to Outback Steakhouse and changes to the entrance, and was approved by the Planning Director in 2015.

DSP-99044-12 was for the purpose of amending the building-mounted signage criteria of the Prince George's Plaza TDDP and TDOZ, to allow two 6.5-foot, building-mounted, internally-lit, channel letter signs. It was approved by the Planning Board on May 4, 2017.

DSP-99044-13 was for the purpose of constructing a building addition within the 15 percent threshold allowed by the TDDP. It was withdrawn and proceeded through the permit process.

DSP-99044-14 was for approval of an infrastructure-only DSP for construction of a pad site for a future 7,718-square-foot freestanding restaurant, which is the subject site of the current application. It was approved by the Planning Board on December 14, 2017 (PGCPB Resolution No. 17-154). In the approval of the infrastructure-only DSP, the applicant was notified that future amendments would be subject to any relevant standards of the TDDP for construction of the freestanding restaurant, which is the subject of this application.

DSP-99044-15 was for the purpose of amending the building-mounted signage criteria of the TDDP, to allow a 6.5-foot, building-mounted, internally-lit, channel letter sign for one new retail location, and was approved by the Planning Board on December 14, 2017.

6. **Design Features:** This application proposes construction of an 8,285-square-foot, freestanding eating and drinking establishment, without drive through, on a pad site at The Mall at Prince George's, that is not in conformance with the TDDP standards. The site is currently improved with a mall, which includes multiple retail stores and two freestanding restaurants. The site can be accessed from multiple locations; the main vehicular entrance at the center of the site off MD 410; a western access drive off MD 410; multiple entrances off Belcrest Road on the east; and an entrance off Toledo Terrace in the northwest corner. The existing parking compound fully encircles the mall.

The eating and drinking establishment is located within the existing parking compound on the southwestern side of the site, near the western access drive off MD 410. The building is set back approximately 80 feet from MD 410 in violation of the TDDP standards and requires an amendment. The setback and freestanding nature of the eating and drinking establishment, with parking surrounding the building, is characteristic of suburban design and does not reflect the more compact Main Street character envisioned in the TDDP, which would include a consistent frontage of stores and cafés lining MD 410, as discussed in detail in Finding 7 below.

The structure will front on MD 410 and proposes a nonconforming 350-square-foot outdoor patio on the eastern portion of the building, which is set back 65 feet from the roadway. The site furnishings, details, and specifications for this space were not provided on the submitted DSP. Therefore, if approved as submitted, a condition has been included in this resolution requiring the applicant to provide these details. Approximately 25 feet of the existing brick landscape wall that runs along the MD 410 frontage of the site is being removed, to allow for construction of a 5-foot-wide handicap-accessible ramp, and a 20-foot-wide staircase that leads to the entrance of the building, and will provide access to the facility for pedestrians from the sidewalk along MD 410.

Architecture

The one-story, square building proposes a generally flat roof, which varies in height from approximately 21 to 27 feet. The façade of the building is composed of a combination of stone veneer, glass windows, dark brown and red metal trim and awnings, wood paneling, and two brown shades of exterior insulation finishing systems (EIFS). The building is finished in natural colors and proposes a high-profile roof near the main entrance to the building. The entrance vestibule projects from the building and is accented by stone veneer, which is provided along the base of all sides of the building. The main entrance includes double glass doors with a metal trellis and building-mounted lighting above the building entry.

Commercial-grade, glass, roll-up doors are provided on the eastern portion of the southern elevation, with wood paneling shown along the roofline. The roll-up doors open to the partially covered patio, which includes a steel colonnade. Sliding glass doors are shown on the western portion of the elevation and provide balanced fenestration. The sliding glass doors and roll-up doors are accented by metal awnings, which provide architectural interest and are the subject of an amendment to the TDDP architectural standards.

The eastern elevation faces the existing parking compound and main entrance to the mall. The glass roll-up doors and wood paneling are repeated on the southern portion of this elevation, and stone veneer is provided along the water table of the building. Metal awnings are shown over the doors and vertical pilasters, in a complimentary color, on the northern portion of the eastern elevation to break up the building's mass.

The western elevation faces the existing access drive to the mall and includes stone veneer at the base of the building and vertical pilasters across the building face. Metal awnings are included above three smaller windows on the building face.

The northern elevation, which functions as the service side, faces the mall and the existing parking compound and is not visible from the street. This elevation continues the same building materials, as on the other elevations of the building, and shows a balanced composition of stone, EIFS, and vertical pilasters in a complimentary color to break up the building's mass.

The Planning Board notes that the architectural elevations provided with the DSP do not show a scale, and do not include dimensions. Therefore, the applicant shall revise the architectural elevations to provide a scaled drawing with dimensions showing the building height. Conditions have been included herein requiring these revisions.

Lighting

The pole-mounted lighting in the parking area, near the building and throughout the site, was found to be acceptable with DSP-99044-14. The pole-mounted lighting is not changing with this application. However, it is noted that additional building-mounted lighting is shown on the building elevations to accent the building and the entrance. Details of the building-mounted lighting on the elevations and above the building entrance have been provided, as required. The Planning Board noted that these lights are low profile and do not create architectural interest or are reflective of the architectural quality and style that the TDDP is trying to create. Therefore, the building-mounted lights shall be revised to a style and character that visually relay the interest of the site (and use) and to complement the recent façade improvements at the Mall at Prince George's Plaza. These lights shall be consistent with the TDDP standards and include a full cutoff. Conditions have been included in this resolution requiring that the applicant provide revised building-mounted lighting prior to certification.

Signage

Three identical building-mounted signs are included with this DSP and are shown on all sides of the building, except the west. Each sign is located at a consistent height of approximately 17 feet above the sidewalk. The signs are generally placed above the windows on the building face and line up with the edge of the window. Each sign measures approximately 90 square feet and states the tenant's name.

A diagram referenced in the TDDP shows that the maximum allowed building-mounted sign height is 36 inches, or 3 feet. The signs included with this application are 38 inches in height. Therefore, a condition has been included in this resolution requiring that the applicant reduce the sign's height to the maximum dimension of 36 inches, as allowed by the TDDP.

Two additional signs are located on the southern building elevation and appear to be menu boards or display boards for advertisements, such as daily specials. Details have not been provided with this application and are required. Therefore, a condition has been included in this resolution requiring the applicant to provide details showing the materials and specifications for this additional signage prior to certification. No freestanding signage is being approved with this application.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone**—This development includes an 8,285-square-foot building and the associated pedestrian and vehicular circulation for a freestanding eating and drinking establishment, excluding drive-through service. The subject site is located within the Downtown Core Character Area of the TDDP. The downtown core is the transit district's central activity hub, with a mix of residential, retail, and office development framing 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, activating the streetscape. The parking lot at the mall is envisioned to be developed with new buildings, such as the one approved with this application, and help reposition MD 410 from a local commuter route to a true Main Street. The TDDP uses urban design standards to implement the plan's vision for the Downtown Core Character Area, and the applicable standards have been evaluated as a part of the DSP process.

The submitted application and justification materials indicate the applicant's desire to deviate from a number of transit district standards to accommodate the development on the subject property. Per Section 27-548.08(c)(3) of the Prince George's County Zoning Ordinance, these alternate standards may be approved if they can be found to benefit the development and the transit district and not substantially impair implementation of the TDDP. These alternate standard requests, along with other standards, warrant discussion, as follows (all page numbers reference the TDDP):

- a. **Streets and Frontage, Frontage Zones (page 208)**
The building is required by the TDDP to be placed no further than 25 feet from the back of the curb along MD 410, and the applicant is proposing the building with a setback of approximately 80 feet. They state that an existing sidewalk, streetlights, seatwall, and landscaping runs along the entire frontage of the site, which creates a consistent streetscape along MD 410. This existing condition would need to be substantially removed or altered to adhere to this standard.

In addition, the applicant states that the building is placed on the site in its current location to allow space for the required stormwater facilities, which have been mostly placed between the building and the sidewalk. The stormwater facilities have received technical approval from the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE) and construction has commenced on some of the related improvements, so any changes to the building location would require potential changes to the stormwater facilities. The applicant claims that in designing the site, the required setback cannot be met, and the location of the building cannot be moved without major negative cost implications, which would impact the development. Therefore, the applicant is unable to strictly adhere to the frontage requirement and requests an amendment to this standard.

The TDDP provides a clear vision for the future transformation of MD 410 from an auto-dominated roadway into a vibrant, pedestrian- and bike-friendly environment, complete with cafés, outdoor dining and street furniture, store frontage, and a consistent building face to activate the streetscape.

The requested amendment to the maximum 25-foot build-to line to allow an 80-foot setback perpetuates suburban typologies and is inconsistent with the strategies and one of the main purposes of the TDDP, to transform MD 410. Further, the setback is inconsistent with the vision for the downtown core, which includes the mall parking lot being fully redeveloped with new buildings that help reposition MD 410 from a local commuter route to a true Main Street (page 70). For these reasons, the requested amendment does not benefit the development and the transit district and substantially impairs the TDDP.

In front and side yards where buildings do not meet the build-to line, only public open spaces, plazas, or seating for eating and drinking establishments are permitted. The applicant must demonstrate that any requested modification to allow a departure from the maximum 25-foot build-to line will be effectively mitigated by installing design features that will ensure an inviting pedestrian experience.

The Planning Board noted that during the review of this application, staff requested that the applicant conform to the standards of the Transit District Development Plans and relocate the building and/or include additional elements to activate the streetscape and mitigate the layout's deficiency, with regard to the required building setback from the back of the curb along MD 410. However, the applicant did not revise the site plan sufficiently, but rather added a slightly widened sidewalk with some furnishings, and a small outdoor dining area adjacent to the front of the building. In addition, in an email from DPIE dated July 3, 2019 (Snyder to Bishop), and a memorandum dated July 11, 2019 (Giles to Bishop), incorporated herein by reference, the district engineer indicated that the applicant will be able to move the building forward and relocate the front micro-bioretenion facility to the left and right sides of the building. In addition, the memorandum indicated that such a revision would be considered minor, the application would be grandfathered from the recently revised stormwater management (SWM)

requirements, and the redesign of the site's layout should not require a site development concept plan revision.

Therefore, as a result of DPIE's memorandum noting that the site layout can be revised without revising the applicant's stormwater concept, staff created a series of exhibits that provide alternative building locations, which are closer to meeting the TDDP standard, with the addition of strategically placed outdoor elements, including outdoor dining. Strict conformance to the maximum 25-foot build-to-line would place the building within the existing sidewalk, which runs along and within the front of the entire mall property. This existing sidewalk serves as a pedestrian through-access to the Metro station for users throughout the transit district. The approved revised site layout preserves the location of the existing sidewalk, avoiding an awkward jog, and moves the building behind it to accommodate the door swing of the building without impeding pedestrian traffic. The initial revised plan moved the building 35 feet behind the curb of MD 410 and includes program elements, design features, and site furnishings that would comply with the TDDP standards and activate the streetscape without requiring unreasonable cost or deviating substantially from the utility of the development for its intended use. After receiving the additional memorandum and further communication from DPIE, staff developed an alternative revised site layout to account for the existing stormdrain pipe on the site. DPIE has issued a fine grading permit for this site and indicated this pipe is likely installed in the ground and is located approximately 45 feet from the back of the curb. Therefore, the revised staff recommended layout requires the building to be 55 feet behind the curb, allowing 10 feet of clearance from the pipe for maintenance, as requested by DPIE. The revised staff recommended layout has placed the building 20 feet further from the curb than the initial staff recommended layout (or 55 feet from back of curb) and added an area for outdoor dining along MD 410 and the eastern edge of the building, to activate the street and improve the pedestrian experience along the frontage.

On July 22, 2019, staff met with the applicant to discuss the alternative layout and the amended staff recommendation for a 55-foot building setback from the back of the curb along MD 210. Staff advised the applicant that this recommendation was dependent on providing outdoor dining along the southeast frontage and eastern side of the building, and bio-retention and extension of the outdoor plaza along the southwest frontage, which is to tie into the public plaza to west of the building, recommended by the City of Hyattsville (July 16, 2019, Hollingsworth to Hewlett). The intent is to "wrap" the building frontage with the extension of the public plaza and private dining to the southeast, to activate and frame the streetscape environment. Staff requested an additional applicant exhibit to ensure a visual agreement, which was provided at the hearing.

The applicant exhibit should create a design adjacent to MD 410 to activate the streetscape consistent with the TDDP standards. Design solutions should include site furnishings, architectural treatments, designed stormwater techniques, enhanced lighting, textures, patterns, and art to enhance the streetscape. These design alternatives will help create an attractive pedestrian experience and enhance the streetscape along MD 410, as envisioned

by the TDDP. Therefore, conditions have been included in this resolution requiring the relocation of the building to maintain the existing sidewalk and create a consistent frontage along the mall property, and relocation of the outdoor dining area to the eastern and southeastern sides of the building. The plan, if amended as conditioned to activate the streetscape, will benefit the development and transit district and will not substantially impair implementation of the TDDP. For these reasons, the Planning Board **approved** an amendment to allow a maximum 55-foot build-to-line because it will benefit the development and transit district and will not substantially impair the implementation of the TDDP.

During the hearing on July 25, 2019, the applicant's representative presented several exhibits showing illustrations of the type and character of the outdoor dining space that is proposed to be included on the south and east sides of the building, wrapping around the corner. In addition to these exhibits, the applicant submitted revisions to the staff's revised conditions, and included additional language for clarification, which was reviewed by the Planning Board. The Planning Board accepted these illustrations into the record, and approved the applicant's revised conditions, which have been included in this resolution.

b. **Architectural Elements, Awnings (page 256)**

The TDDP does not permit metal, plastic, and backlit awnings as building elements. The application is proposing colored metal awnings and the applicant states that these are characteristic of the style, identification, and branding for the eating and drinking establishment. The Planning Board noted that the amount of metal awning is a small percentage of the total building material and is designed to highlight and provide articulation to the building façades. Given the limited number of metal awnings and the applicant's justification, the requested amendment will benefit the development and transit district and will not substantially impair the implementation of the TDDP. The Planning Board **approved** this amendment request.

c. **Downtown Core Standards, Intent: Downtown Core Fenestration (page 266)**

The TDDP requires that façades at the ground level facing A Streets, such as MD 410, be visually permeable (clear glass windows, doors); at a minimum, 50 percent of the ground floor façade shall consist of transparent materials (glass).

The applicant has requested an amendment to this standard to allow for less than the required amount of glass and open fenestration on the façade and proposes visual permeability facing the street varying from 28 to 42 percent. The applicant states that the open dining area created by the roll-up door and the open patio create visual openness and visual interest to enhance the streetscape. The Planning Board agreed that this does improve the viewshed during certain times of the year, but believes that this standard can easily be met through alternative design solutions, such as enlarging or providing additional roll-up doors and through expansion of the patio area, as conditioned. For these reasons, the Planning Board **disapproved** this amendment request.

- d. **Downtown Core Standards, Intent: Downtown Core Mixed-Use and Nonresidential Buildings (page 267)**
The TDDP requires the minimum clear height of retail space and of storefront fenestration to be 14 feet.

The applicant has requested an amendment to this standard to allow for less than the required height of the storefront fenestration and is proposing a minimum height of approximately 10 feet at the entrance and roll-up doors on the building. The applicant states that raising the heads of the windows to comply with the minimum height would result in mechanical and structural systems being visible through the windows, and has included the outdoor patio and architectural pilasters on the sides of the building to create height. Given the applicant's justification, the requested amendment will benefit the development and transit district and will not substantially impair implementation of the TDDP. The Planning Board **approved** 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:
- a. The eating and drinking establishment, excluding drive-through service, is permitted in the M-U-I Zone within the Prince George's Plaza TDDP.
- b. Section 27-546.19(c), Site Plans for Mixed Uses, 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, as conditioned, represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the development for its intended use, and meets the development standards of the Prince George's Plaza TDDP, except for those alternative standards as discussed in Finding 7 above.

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 an eating and drinking establishment on a pad site within the existing shopping center site. The approved use will be compatible with the other commercial uses on the north side of MD 410 and the new residential uses on the south side 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;**
 - (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;**
 - (C) **Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**
 - (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;**
 - (E) **Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and 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**
 - (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 applicable T-D-O Zone has multiple compatibility standards and guidelines regarding building placement, orientation, design, lighting, outdoor storage, and signage. The development is consistent with all applicable T-D-O Zone standards, except for those amended as discussed in Finding 7 above. The subject site is currently used as a surface parking lot for the shopping center. The building is compatible in size and height with the existing buildings on the property and the primary façade faces the street. The site design minimizes visual intrusion onto adjacent properties and the signs will conform to the TDDP standards, if revised as conditioned. The location of loading and trash is appropriate to minimize 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 DSP requests construction of a freestanding eating and drinking establishment, and proposes four amendments to the design standards, which differ from the TDDP. However, if revised as conditioned in this resolution, these amendments will not substantially impair implementation of the TDDP and will benefit the development and transit district.

(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 DSP is generally consistent with the TDDP and proposes development that is consistent with the mall property. It is noted that the subject site is currently being used for parking and the subject application, if approved as conditioned, will reduce the number of parking spaces, encourage metro ridership, reduce the burden on the surrounding road network, and encourage redevelopment of this area and, thereby conforms with the purposes of the TDDP.

(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 zone, which are the M-U-I Zone and T-D-O Zone standards, except four amendments that the Planning Board has reviewed as discussed in Finding 7, and concludes that the DSP meets the requirements of 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;**

Site features, with respect to landscaping and vehicular circulation systems, were approved with DSP-99044-14, and the minor adjustments to these features in this application will not substantially change that finding. The signage and building designs approved with this application are high quality and adequate to meet the purposes of the T-D-O Zone. However, the building location, open spaces, and pedestrian system have been found to be inadequate to meet the purposes of the T-D-O Zone. Therefore, conditions have been included in this resolution requiring redesign of the frontage along MD 410.

- (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 DSP proposes a building that is compatible with the other adjacent eating and drinking establishments and the overall integrated shopping center uses. It's approval will allow opportunities for outdoor dining and enhancement of the streetscape, if approved as conditioned, and be a catalyst for future development and redevelopment along MD 410.

- (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, and the reduction in parking by constructing the eating and drinking establishment meets the parking-related requirements and does not require a Memorandum of Understanding.

9. **Preliminary Plan of Subdivision 4-97084:** The property is the subject of Preliminary Plan of Subdivision (PPS) 4-97084, which was approved by the Planning Board on January 8, 1998 (PGCPB Resolution No. 97-355), subject to four conditions. The following conditions are applicable to the review of this DSP:

1. **There shall be no additional direct access to MD 410 or Belcrest Road from either parcel within the subdivision.**

The DSP does not show any direct access to MD 410 or Belcrest Road from the eating and drinking establishment.

3. **The following note shall be placed on the Preliminary Plat prior to signature approval and on the Final Plat:**

This subdivision conforms to the requirements of the 1991 Adopted and Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone (TDOZ). Its approval in no way precludes the ultimate realization of the current TDOZ vision for this property: an eight-story community landmark hotel. This subdivision is solely for the purpose of refinancing and is not to be used as justification for any amendment to the TDOZ. This note is not to be construed as a use restriction on this property.

The note stated in Condition 3 was included in the record plat as plat note 1. The 1991 TDDP established a development capacity for this site, which would have been the capacity generally established with the PPS. Conformance to the requirements of the 1991 TDDP for the purpose of PPS conformance, and the 2016 Prince George's Plaza TDDP has been reviewed and is adequate.

4. **The following note shall be placed on the Final Plat of Subdivision:**

"Any additional physical development on this property shall require Detailed Site Plan approval."

The property was recorded in Plat Book VJ 186-9 on April 2, 1999. The record plat contains a note reflecting Condition 4. The applicant has submitted this revised DSP for the subject property, in part to address the requirement of Condition 4 above.

The condition for the DSP with the PPS was based on a finding that reiterated the existing zoning requirement for DSPs and was not independently required by the Planning Board pursuant to Subtitle 24. Subsequent to approval of the PPS, the zoning changed and therefore the independent requirement for a DSP by a condition of the PPS is no longer valid, based on the findings contained in the resolution of approval of the PPS. The site is subject to a DSP based on the T-D-O Zone, and not by condition of the PPS.

10. **Detailed Site Plan DSP-99044 and its amendments:** DSP-99044 was approved for construction of the Prince George's Plaza Shopping Center on April 12, 2001 (PGCPB Resolution No. 1-77). The site plan was subsequently revised 15 times. None of the approvals have any conditions that are applicable to the review of this DSP.
11. **2010 Prince George's County Landscape Manual:** Per page 190 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 Landscaper Manual shall serve as the requirement, unless explicitly stated otherwise.

The development is subject to Section 4.2, Requirements for Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The subject DSP does not substantially change the findings of conformance made for the subject development with the previous relevant approval, DSP-99044-14. The landscaping approved with this DSP revises some of the placement and quantities.

The plant schedule has been revised to indicate the quantity and species of landscaping, but some of the landscape schedules showing conformance to the Landscape Manual have not been revised to reflect the additional landscaping that is approved with this application. Therefore, a condition has been included in this resolution requiring the applicant to revise the landscape schedules as appropriate, to reflect the new plant material.

It should be noted that the prior approval included a condition that required the applicant to submit a Certificate of Landscape Maintenance, in accordance with Section 1.7, to indicate that the required landscaping on-site has been provided or replaced prior to approval of use and occupancy permits for the freestanding restaurant, and this condition is still applicable to the subject application.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The proposal is not subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance because it will not affect the previously approved Type II Tree Conservation Plan, TCPH-100-00.
13. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage on projects that proposed more than 5,000 square feet of disturbance. The subject DSP provides the appropriate schedule demonstrating conformance to this requirement by the provision of a minimum of 10 percent of the subject site in plantings.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Historic Preservation**—The Planning Board adopted, herein by reference, a memorandum dated June 12, 2019 (Stabler to Bishop), which noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. A Phase I archeology survey is not required on the subject property, and this application will not impact any historic sites, historic resources, or known archeological sites.
- b. **Community Planning**—The Planning Board adopted, herein by reference, a memorandum dated June 27, 2017 (Sams to Bishop), which offered an in-depth discussion of the DSP's conformance with the TDDP that has been incorporated into Finding 7 above. It was noted that the 2016 *Approved Prince George's Plaza Transit District Overlay Zoning Map Amendment* reclassified the subject property into the M-U-I Zone, while retaining it within the superimposed T-D-O Zone. In addition, an analysis was provided relative to the Plan Prince George's 2035 Approved General Plan.
- c. **Transportation Planning**—The Planning Board adopted, herein by reference, a memorandum dated June 19, 2019 (Masog to Bishop), which noted that there were no specific transportation requirements related to the prior approvals, and determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

Access and circulation are acceptable. MD 410 is a master plan arterial facility. Adequate right-of-way has been previously dedicated or deeded, no further dedication is required of this site. Two other master plan roadways abut the overall site, but are not adjacent to the pad site. Belcrest Road is a master plan collector roadway with a width of 100 feet. Toledo Terrace is a master plan commercial roadway with a width of 70 feet. In both cases, the current right-of-way widths are adequate, and no additional dedication is required of this site.

Given the long history of the development of the site, a discussion of the history and the associated trip cap for the Mall at Prince George's site was provided, and summarized, as follows:

PPS 4-97084 was approved pursuant to the 1992 *Approved and Adopted Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*. The traffic analysis within this document (page 118) was based on uses generating 190 AM and 300 PM additional peak-hour trips for the mall site. For purposes of understanding what was considered when the Planning Board approved PPS 4-97084, the Planning Board believes that the 190 AM and 300 PM additional peak-hour trips constitutes a trip cap for the overall site.

When the 1992 TDDP and the last traffic analysis were done, based on a review of plans and aerial photography, it is believed that 960,757 square feet existed on the site. That amount of retail space would generate 506 AM and 2,319 PM peak-hour trips. With the additional development that was analyzed for the 1992 TDDP added to the existing development in 1992, the Planning Board determined that the trip quantities of 696 AM and 2,619 PM peak-hour trips constitute the trip cap for the entire Mall at Prince George's site.

Over time, approximately 68,065 square feet were razed, and an additional 228,040 square feet were constructed. These numbers are approximate and are developed by comparing the current plans for the subject site, less the eating and drinking establishment. It appears that site plan boundaries have consistently included both Parcels A-1 and A-2, and it is believed that both banks near the intersection of MD 410 and Belcrest Road are included in all development quantities shown on the plans.

The Planning Board determined that the site, as it exists today, is developed with 1,120,732 square feet. That amount of retail space would generate 570 AM and 2,599 PM peak-hour trips. There appears to be no outstanding, valid, approved development that is unbuilt and would need to be counted. DSP-99044-07 approved an eating and drinking establishment (Chick-fil-A) of 5,105 square feet near the southwestern corner of the site that has never been built, but the current proposal for the site subsumes most of the area to be developed by that plan.

With the addition of the square footage approved with this plan, the approval would be for 1,129,017 square feet. That amount of retail space would generate 573 AM and 2,613 PM peak-hour trips. Therefore, it is believed that the development approved with this site plan is within the presumed trip cap of 596 AM and 2,619 PM peak-hour trips approved by PPS 4-97084.

Under the trip rates in use today, it appears that a total of 1,132,600 square feet, or an additional 3,583 square feet, can be approved within the overall Mall at Prince George's site under the trip cap.

- d. **Subdivision Review**—The Planning Board adopted, herein by reference, a memorandum dated June 21, 2019 (Davis to Bishop), which offered an analysis of the DSP's conformance with the PPS conditions, which are incorporated into Finding 9 above. The Planning Board noted that the subdivision issues have either been addressed through revisions to the plans or through conditions included in this resolution.
- e. **Trails**—The Planning Board adopted, herein by reference, a memorandum dated June 21, 2019 (Shaffer to Bishop), which analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the TDDP in addition to the previous conditions of approval.

The streetscape along MD 410 was constructed consistent with Condition 5 of DSP-99044. It appears to comply with the tree and furnishing zone and sidewalk clear zone required in Table 42 of the TDDP. One sidewalk connection is provided from the public right-of-way along MD 410 and the building entrance. A plaza/patio area has been added to the plans, which integrates the building with the streetscape along MD 410, consistent with Condition 5 of DSP-99044. Bike parking is indicated on the DSP, consistent with Strategy TM8.4 of the TDDP. Handicap-accessible ramps, crosswalk markings, and signalization have been provided across MD 410 at Editor's Park Drive, consistent with Strategy TM4.4 of the TDDP. The Planning Board noted that trail issues have been addressed and no conditions of approval were included in this resolution.

- f. **Permit Review**—The Planning Board adopted, herein by reference, a memorandum dated June 12, 2019 (Larman to Bishop), and noted that the permit-related issues have either been addressed through revisions to the plans or are included as conditions in this resolution.
- g. **Environmental Planning**—The Planning Board adopted, herein by reference, a memorandum dated June 19, 2019 (Juba to Bishop), which noted that a Natural Resources Inventory Equivalency Letter (NRI-080-12-01) has been issued for the site, and that TCPII-100-00 was approved on August 7, 2001. The DSP demonstrates that the development will not result in any significant changes to the limits of disturbance of the previously approved TCPII-100-00 or create any additional impacts to any regulated environmental features. In addition, it was noted that the site has an approved SWM Concept Plan (10794-2017-00) that is valid until April 17, 2020. The Planning Board approved this application, with no environmental conditions, and noted that no revision to the TCPII is required.
- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopted, herein by reference, a memorandum dated June 20, 2019 (Giles to Bishop), in which DPIE offered numerous comments on the subject application that have been provided to the applicant. These comments will be addressed through DPIE's separate permitting process.
- j. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police Department did not offer comments on the subject application.
- k. **Prince George's County Health Department**—At the time of the writing of this resolution, the Health Department did not offer comments on the subject application.

- l. **Maryland State Highway Association (SHA)**—The Planning Board adopted, herein by reference, an email dated June 05, 2019 (Woodruffe to Bishop), in which SHA indicated that they have no comments or objections for the subject application.
- m. **City of Hyattsville**—In a memorandum dated July 16, 2019 (Hollingsworth to Hewlett), the City of Hyattsville indicated that the City Council voted in support of the DSP, subject to conditions, which are incorporated into staff's recommended conditions. In addition, the City recognized the applicant's challenge in developing the pad site while meeting both stormwater regulations and the development standards, but indicated that the applicant's proposed site plan does not adequately incorporate pedestrian-oriented connectivity, and conditions recommended by the City are necessary to mitigate the building setback to align the project with the vision and land-use goals contained within the 2016 Prince George's Plaza Transit District Development Plan. An exhibit with the City's recommended layout was attached to their correspondence. Staff consulted with the City in developing a new exhibit, Staff's Exhibit #3, to merge the recommended improvements into one cohesive design, which the Planning Board approved.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-99044-17 for the above described land, subject to the following conditions:

- A. APPROVE the alternative development standard of the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone* for:
 1. **Streets and Frontage, Frontage Zones** (page 208): To permit an increase in the maximum build-to line to 55 feet from the back of curb of MD 410 (East West Highway), and relocate the building to 25 feet from the north side of the existing sidewalk, subject to conditions requiring frontage improvements.
 2. **Architectural Elements, Awnings** (page 256): To allow the use of metal awnings on the building.
 3. **Downtown Core Standards, Intent: Downtown Core Mixed-Use and Nonresidential Buildings** (page 267): To allow a reduced minimum clear height of retail space and storefront fenestration of only 10 feet.
- B. DISAPPROVE the alternative development standard of the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone* for:
 1. **Downtown Core Standards, Intent: Downtown Core Fenestration** (page 266): To allow less than 50 percent of the ground floor façade facing MD 410 (East West Highway) to be transparent materials (glass).

C. APPROVE Detailed Site Plan DSP-99044-17 for the Mall at Prince George's Plaza – Miller's Ale House, subject to the following conditions:

1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Update the Mall Additions table on Sheet 6 and the calculations in the general notes on Sheet 4, so that the total square footage reflects the accurate square footage of the proposed restaurant building.
 - b. Revise the general notes on Sheet 4 to include reference to the site's record plat, VJ 186-9.
 - c. Revise the overall site plan (Sheet 4) so that the bearings and distances and the 10-foot-wide public utility easement are clear and legible, in accordance with the record plat.
 - d. Revise the architectural elevations to provide:
 - (1) Alternative building-mounted lighting to accent the building's architecture and compliment the surrounding site and uses.
 - (2) A scaled drawing with dimensions showing the building height.
 - (3) A minimum of 50 percent of the reduced minimum clear height of the façade facing MD 410 (East West Highway) to consist of transparent materials (glass).
 - e. Reduce the proposed sign dimension to conform with the maximum height of 36 inches allowed by the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone*.
 - f. Provide details and specification for the menu boards shown on the southern building elevation.
 - g. Revise the site plan to clarify that the proposed 8,285-square-foot eating and drinking establishment is included in the parking and loading schedule.
 - h. Revise the site plan to label the height of the proposed restaurant on the building layout.
 - i. Provide the site furnishings, details, and specifications for the outdoor seating/dining area.

- j. Revise the landscape schedules to show conformance to the 2010 *Prince George's County Landscape Manual*, as appropriate, to account for the newly proposed plant material.
- k. Revise the site plan, to be reviewed and approved by the Urban Design Section, as designee of the Prince George's County Planning Board, (and as may be further modified by an applicant exhibit) in accordance with M-NCPPC staff's exhibit, to include the following elements:
 - (1) Move the front building line to a maximum of 55 feet from the back of the curb of MD 410 (East West Highway).
 - (2) Remove the stormwater facilities to the southeast in front of the building and relocate the stormwater facilities to the southwest of the building and adjust the proposed western parking lot landscape island at the south. Redesign the parking area west of the building to eliminate the loop south of the stormwater facilities. The redesign shall still provide for a turnaround of the parking spaces in that area north of the plaza.
 - (3) Remove the existing brick wall along the entire length of the building's frontage on MD 410 (East West Highway).
 - (4) Locate the outdoor seating/dining area, consistent with Applicant's Photo Exhibit, adjacent to the southeast and east side of the building, extending from the building to the adjacent existing sidewalk, and use architectural elements, which may include a wall to define the plaza space. A pergola shall be included, which will be designed to not block the views of the building. The plaza space may be level with the sidewalk along MD 410. Submit renderings and details of the outdoor seating area to the City of Hyattsville for review.
 - (5) Provide site furnishings, with details and specifications, along the building's frontage on MD 410 (East West Highway) to improve the pedestrian experience and streetscape.
 - (6) Introduce a gateway feature at the intersection of the access drive and MD 410 (East West Highway), west of the building.
 - (7) Include a prominent pedestrian plaza to the south and west of the building, along the MD 410 frontage, to include ground lighting, landscaping, benches, prominent artistic/sculptural elements, and removal of the existing amenity wall in this area. Extend the public plaza elements into the southern frontage of the building. Submit renderings and details of the pedestrian plaza to the City of Hyattsville for review.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, July 25, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of July 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:NAB:gh

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date 7/29/19

IN RE: DETAILED SITE PLAN (DSP-99044-20)

APPLICANT: PSG East West Storage, LLC

OWNER: PR Prince George’s Plaza, LLC

AGENT/CORRESPONDENT: Lawrence N. Taub, Esquire
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I. REQUEST

The Applicant hereby requests approval of a Detailed Site Plan (“DSP”) to amend the 2016 Prince

George's Plaza Transit District Development Plan ("TDDP") Table of Uses for the Mixed Use - Infill ("M-U-I")/Transit District Overlay ("T-D-O") Zone to allow consolidated storage units within the basement of the Mall at Prince George's, which is located at 3500 East West Highway in Hyattsville, and shown as Parcel A-1 in Plat book 186 at Plat 9 recorded among the land records of Prince George's County ("Subject Property" or "Property"). The Subject Property consists of 51.03 acres within the M-U-I/T-D-O Zone and is improved with 1,129,017 square feet of commercial retail space known as the Mall at Prince George's, which is a regional shopping center. The Subject Property is bounded by existing rights-of-way to the south and east—East West Highway (MD 410) and Belcrest Road, respectively—to the north by multifamily dwellings zoned M-U-I/T-D-O and to the west by commercial office space in the M-U-I/T-D-O Zone.

The Subject Property was retained in the M-U-I/T-D-O Zone through the 2016 Prince George's County Plaza TDDP, and within the M-U-I/T-D-O consolidated storage is not permitted. An amendment to the M-U-I/T-D-O Table of Uses to allow otherwise prohibited uses is permitted pursuant to § 27-548.09.01 of the Prince George's County Zoning Ordinance ("Zoning Ordinance"). This DSP request is solely to permit consolidated storage units within the basement of the Mall at Prince George's, and at no other location within the Transit District ("Subject DSP").

II. THE PROPERTY

The Subject Property is the subject of numerous development approvals associated with an integrated shopping center known as the Mall at Prince George's, which consists of 1,129,017 square feet of various retail commercial spaces. Approval of the Subject DSP would permit the conversion of existing subterranean storage space, i.e., basement area, of the Mall at Prince George's into approximately 796 consolidated storage units of varying dimensions. With the exception of signage, the entirety of this development would be located within the existing subterranean area of the Property, including seventeen (17) parking spaces and four (4) loading spaces. It is anticipated that only users of the consolidated storage facility will use these parking and loading spaces since members of the public cannot enter the interior of the mall from this area.

Existing loading ramps along the north side of the mall will provide vehicular access to the subterranean area. Circulation entering through, and exiting the site, will be one-way only. Vehicles enter via an existing ramp located on the eastern side of the mall (near Target) and exit via an existing ramp along the western side of the mall (near JCPenney). Existing gates over the entrance and exit tunnels (See Attachments A and B) control access to the proposed consolidated storage facility, and commercial delivery areas. These gates are open from 7:00 am to 8:00 pm in the summer, and 7:00 am to 6:00 pm during the winter. Private storage users may access their units between 6:00 am and 10:00 pm, though accessing the storage units when the gates are closed will require assistance from mall security, which is available twenty-four (24) hours a day. To speak with an employee or lease a unit, users must visit when the office is open, which will be Monday through Saturday from 10:00 am to 6:00 pm.

Although private storage users will share the subterranean space with commercial delivery trucks, it is unlikely that any conflicts will occur between them due to a number of key factors. First, it is anticipated that relatively few commercial delivery trucks and private storage users will be using the drive aisle at the same time. Most commercial deliveries are made early in the morning, and

while the storage units can be accessed as early as 6:00 am, the Applicant does not believe many users will be arriving that early. Second, based on the Applicant’s experience with a consolidated storage facility of this size, the facility will generate, on average, only twenty (20) to thirty (30) vehicles a day—diminishing the likelihood of any overlap between private vehicles and delivery trucks. Finally, commercial delivery trucks will continue to have designated loading spaces (Attachments C, D and E), while private passenger vehicles will have their own loading spaces as shown on the attached plan. It is unlikely that commercial delivery trucks will use private user loading spaces as the private loading spaces are inconvenient for commercial deliveries, and the commercial loading spaces are inconvenient for private storage users.

Pedestrian access to the units, and the accessory office space, will be provided via a stairwell behind a storefront that will appear similar to other retail establishments at the mall. The storefront will be located along the southern façade of the Mall, and situated among other retail commercial spaces. Unlike the other stores along this façade, access will be controlled via a key pad. Entering the store will require inputting the correct code on the key pad or requesting entry from an employee in the office who will buzz the guest in. Two building mounted signs will denote the consolidated storage units. Signage will be placed at two locations: (1) above the access ramp along the northern façade of the building, to denote vehicular access to the units; and (2) above the storefront entrance denoting pedestrian access to the consolidated storage units.

III. AMENDMENT TO THE TABLE OF USES

The Applicant hereby requests an amendment to the 2016 Prince George’s Plaza Transit District Development Plan (“TDDP”) Table of Uses for the Mixed Use -Infill (“M-U-I”)/Transit District Overlay (“T-D-O”) Zone Table of Uses to add the following use:

“Consolidated storage within existing subterranean space of an integrated shopping center with gross floor area in excess of 1,000,000 sq. ft.”

IV. CONFORMANCE TO SUBMITTAL REQUIREMENTS

Page 195 of the Prince George’s Plaza TDDP lists documents that each applicant is required to submit for detailed site plan review. Because the scope of this application is limited and only concerns the conversion of existing space (and signage), a notation has been placed next to each submittal requirement that does not apply to this request. These requirements are, as follows:

1. All information required by § 27-282, DSP Submittal Requirements.
2. The location of build-to-lines and frontage zones—**Not included.**
3. Description of the physical appearance of proposed buildings, frontage zones, plazas, and other publicly accessible open space, through the use of full-color architectural elevations of facades (seen from public areas), or through other illustrative drawings, photographs, or renderings, including details about anticipated or proposed programming or events to be hosted at public open spaces—**Not included.**

4. A photometric plan, showing exterior lighting of all buildings, parking areas, driveway, and pedestrian ways, including the heights, number, size and types of fixtures. The plan shall also show the amount of illumination (measured in foot-candles) —**Included**.
5. A graphic depiction of the location of all circulation elements, including bicycle, pedestrian, and vehicular rights-of-way, trails, sidewalks, alleys, and other paths of travel and connections within and between abutting properties, including the locations of master-planned rights-of-way and proposed improvements to existing County or state roadways, trails, or rights-of-way proposed to be constructed and/or maintained by applicant, including improvements required by an approved preliminary plan of subdivision or written agreement with County or state agencies—**Not included**.
6. The location, design, size, lighting, and all other features of signs (except signs within, and not generally visible from outside of, buildings).
7. A signed and dated justification statement listing each standard (but not guideline) in this TDDP, and how the proposed development complies with each standard. In addition, this statement shall include an explanation of instances when the proposed development cannot comply with particular standards or guidelines, and justification of any alternate standards or proposed amendments to the standards to meet the intent of the TDDP. This statement should include planning objectives to be achieved by the proposed development, a description of the character of the development and the rationale behind the assumptions and choices made by the applicant—**Included, but limited for the reasons discussed below**.
8. Any pertinent Memorandum of Understanding (MOU) between a car-sharing corporation or company and the applicant pursuant to Section 27-548.09.02—**Not included**.
9. Any pertinent MOU between a state or public agency and the applicant affecting development within the Transit District. These would include, but not be limited to, agreements with public agencies pursuant, or in addition, to this TDDP for infrastructure—**Not included**.
10. A development schedule indicating the sequence and phasing of development and the approximate dates when construction can be expected to begin and to be completed—**Not included**.
11. A vehicular and bicycle parking schedule and plan—**Truck Turning Exhibit is Included**
12. A separate statement of justification, including standard cross-sections and other pertinent graphics, for any proposed waivers or departures from DPW&Ts Specifications and Standards for Roadways and Bridges (within the curbs of County roads) or the City of Hyattsville’s street design standards (within the curbs

of city streets.)—**Not included.**

13. For DSPs submitted after the creation of a Transportation Management Association pursuant to Subtitle 20A, membership agreements in the TMA, if applicable—**Not included.**

V. CONFORMANCE TO THE ZONING ORDINANCE

A. Conformance to Section 27-548.09.01:

This Detailed Site Plan application to revise the Table of Uses for the M-U-I/T-D-O Zone conforms to § 27-548.09.01 for the reasons discussed in greater detail below

- (b) Property Owner
 - (1) A property owner may ask the District Council to . . . change the list of allowed uses within a Transit District Overlay (“T-D-O”) . . . in the Transit District Development Plan.
 - (2) The owner’s application shall include:
 - (A) A statement showing that the proposed development conforms with the purposes and recommendations for Transit District, as stated in the Transit District Development Plan; and
 - (B) A Detailed Site Plan or Conceptual Site Plan, in accordance with Part 3, Division 9.

The Prince George’s Plaza Transit District Development Plan (“TDDP”) builds upon certain concepts and principles promulgated within Plan Prince George’s 2035 (“Plan 2035”), specifically the designation of Prince George’s Plaza Transit District as a Regional Transit District. Regional Transit Districts are described as high-profile areas where people from around the region want to live, work, visit, and shop. To meet this goal, the TDDP “establishes a policy and regulatory framework that promotes walkable, transit-oriented, mixed-use development in the Transit District. . .” and also “[r]esponds to the evolving real estate market by focusing on the form of the built environment, while facilitating a diverse range of uses.” TDDP pg. 7. Meanwhile a Land Use Goal for the Transit District is: “a mix of land uses that complement each other, help create and support an attractive and vibrant public realm, and are within convenient walking distance of each other and public transit.” TDDP pg. 70.

The present application requests an amendment to the Table of Uses for the M-U-I/T-D-O Zone within the TDDP to allow consolidated storage

units within the basement of the Mall at Prince George's that was previously reserved for storage in conjunction with mall operations—for various reasons this storage is no longer required or necessary for mall operations. This use is appropriate at this location because it repurposes underutilized space in an existing commercial shopping center, and will support the thousands of new residents expected to move to the numerous homes and multifamily units within the Transit District. In 2016, at the time of TDDP approval, 2,075 multifamily units were either constructed or approved for construction. According to research conducted by Staff on behalf of the Applicant, in 2021, the number of multifamily dwelling units either constructed or approved for construction grew to 5,310, a substantial increase, but still only approximately two-thirds of the TDDP's goal of 8,201 multifamily dwelling units at full build-out. While these storage units are not provided solely for the benefit of residents living in nearby multifamily units, many storage units will be of a size that appeals to multifamily residents looking for extra storage space. A majority of the proposed units, 54%, will be 50 sq. ft. or less in space—roughly the same size as a walk-in closet—while nearly 80% of the proposed units will be 100 sq. ft. or less. The relatively small size of these units means the units are not primarily aimed towards storing large or bulky items—items that frequently get moved into a unit, forgotten and remain there indefinitely. Instead, these units are envisioned to store golf clubs, holiday decorations, books, and clothing—seasonal or infrequently used items that may take up too much storage space in a multifamily unit, but would still be used from time to time. It is envisioned since this proposed use is within reasonable walking distance from many of the multifamily buildings in the Transit District, and given the types of items stored, at least some of the trips to these storage units will be on foot.

Additionally, the proposed consolidated storage units will strengthen the existing commercial uses within the Transit District without serving as competition, providing s the residents of Prince George's County with another reason to visit the Transit District, and in particular, the Mall at Prince George's. Unlike consolidated storage buildings that are typically stand-alone buildings that may or may not be located near other commercial establishments, it is envisioned that many users of these storage units will combine their visits to them with shopping or eating at the restaurants within the Transit District.

For all of these reasons, this request conforms to the purpose and recommendations of the Prince George's Plaza Transit District espoused within the TDDP.

B. Conformance to Section 27-281(b):

The proposed development conforms to the general purposes of Detailed Site Plans pursuant to Section 27-281(b), described in more detail below:

(b) General Purposes.

(1) The General purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this Division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

The Subject Property is zoned M-U-I/T-D-O and is located within the Prince George's Plaza Transit District Development Plan ("TDDP"). This is a request to amend the Table of Uses for the M-U-I/T-D-O Zone to permit consolidated storage units within the basement of the Mall at Prince George's. This request supports the purposes of the M-U-I Zone, and provides for the orderly development in accordance with the Prince George's Plaza TDDP and Plan Prince George's 2035 General Plan ("Plan 2035"). Within the TDDP, the Subject Property is located in the "Downtown Core" Character Area, which is an area envisioned as the "central activity hub, with a mix of residential, retail, and office development framing lively walkable streets." Plan 2035 designates the Subject Property as a Regional Transit District—strategic areas within the County that Plan 2035 recommends as the locations for future employment and residential growth. Furthermore, Plan 2035 also denotes Prince George's Plaza as one of the three locations classified as "Downtown Prince George's," an area that is "strategically targeted" for the expansion of the County's commercial tax base. This development application conforms to the vision and goals espoused by the TDDP and Plan 2035 by repurposing underutilized space into a productive commercial use that will provide additional storage for the numerous residential units in the Transit District that have been approved (along with additional residential units in the Transit District that are likely to be approved in the future), while strengthening the existing commercial uses within the Mall at Prince George's.

C. Conformance to Section 27-546.15:

The proposed development conforms to the purposes of the Mixed-Use Infill Zone pursuant to Section 27-546.15, described below:

- (b) The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality or the Prince George's County Redevelopment Authority, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality or the Prince George's County Redevelopment Authority, which requests the zone.

The Subject Property was rezoned from the C-S-C Zone to the M-U-I Zone in 2016 through the Prince George's Plaza Transit District Development Plan ("TDDP"). The subject application requests an amendment to the Table of Uses for the M-U-I/T-D-O Zone to permit consolidated storage units within existing subterranean space beneath the Mall at Prince George's. This conforms to the general purposes of the M-U-I Zone, which is to encourage creative and unique infill development in established areas.

- (b) The specific purposes of the M-U-I Zone are:
 - (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;
 - (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;
 - (3) To encourage innovation in the planning and design of infill development;
 - (4) To allow flexibility in the process of reviewing infill development;
 - (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;
 - (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and;
 - (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.

This request conforms not only to the purposes of the M-U-I Zone in general, but also to the reasons for rezoning of the Subject Property to the M-U-I Zone in 2016 through the Prince George's Plaza Transit District Development Plan ("TDDP"). The M-U-I Zone was recommended for the

Subject Property to foster increased intensity of development within the Downtown Core of the Transit District given that many of the properties being rezoned were described as “considerably underdeveloped”. The Subject Property requests an amendment to the Table of Uses for the M-U-I/T-D-O Zone to permit consolidated storage units within existing subterranean space beneath the Mall at Prince George’s. This is a unique and creative approach to infill development in harmony with the surrounding commercial uses without disrupting the potential future development or redevelopment of the Mall at Prince George’s. It also advances the above-described specific purposes of the M-U-I zone: “(3) To encourage innovation in the planning and design of infill development;” “(5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;” and “(6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;”

D. Conformance to Section 27-548.08(c):

The proposed development is in conformance with Section 27-548.08(c), which establishes the findings required for Planning Board approval of a Detailed Site Plan within the Transit District Overlay (T-D-O) Zone, the application’s conformance thereto is described below:

- (1) In addition to the findings required by Section 27-276(b) for approval of a Conceptual Site Plan in the T-D-O Zone, the Planning Board shall find that the Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.

This detailed site plan request is being filed to amend the M-U-I/T-D-O Table of Uses for the Prince George’s Plaza Transit District Development Plan (“TDDP”) to allow the conversion of underutilized, subterranean storage space to consolidated storage. This will require no physical change to the exterior of the structures upon the Subject Property; the only noticeable addition to the Property being the installation of signage related to the use. For this reason, many of the development standards are inapplicable. Nevertheless, this development proposal is consistent with the standards promulgated in the TDDP. Wherever a standard or development is inconsistent with this request, a modification to amend the standard or guideline has been included in accordance with § 27-548.09.01 of the Zoning Ordinance.

- (2) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan 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;

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

Except where modification to a specific standard has been requested, this request otherwise conforms to all pertinent standards promulgated in the Prince George's Plaza TDDP.

- (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;

Except where modification to a specific standard has been requested, this request otherwise conforms to all applicable guidelines and criteria promulgated in the Prince George's Plaza TDDP that apply to this development.

- (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;

No modification or change to the existing structures at the Mall at Prince George's is proposed. Vehicular circulation to the site will utilize existing drive aisles, and circulation through the subterranean space will be via a one-way drive aisle to minimize conflict points and maximize safety. On-site parking is provided within the subterranean space, and existing surface parking at the Mall at Prince George's will also be available for use by future users. Pedestrians can access the storage units via a stairwell behind a proposed storefront entrance.

- (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 proposed consolidated storage units are compatible with the existing commercial uses in and around the Mall at Prince George's. The Prince George's Plaza TDDP envisions, at full buildout, the addition of 8,201 multifamily dwelling units among a mixture of high- and medium-rise residential buildings. Given the storage limitations of multifamily dwelling units, additional storage in close proximity to these units will provide an important amenity, and even an incentive, to residents looking to relocate

to these existing and future units.

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

This standard does not apply.

VI. CONFORMANCE TO DEVELOPMENT DISTRICT STANDARDS

The purpose of this detailed site plan is to amend the M-U-I/T-D-O Table of Uses for the Prince George's Plaza Transit District Development Plan ("TDDP") to allow the conversion of existing underutilized storage space into consolidated storage units. This detailed site plan application utilizes existing space only, and the only external change to the site will be through additional signage. For this reason, the only standards and guidelines discussed below relate to signage and parking.

A. Signage—General (p. 249)

- 1. All attached or projecting signs are permitted to be placed horizontally or vertically.

Comment noted.

- 2. Attached signs shall consisted of three types: wall signs, window signs, and digital signs, as defined in this section.

Only wall signs are proposed as part of this application.

- 3. Projecting signs shall consist of four types: blade signs, awning signs, high-rise building identification signs, and vertical corner signs.

No projecting signs are proposed.

- 4. The following signs are not permitted in the Transit District:
 - i. Signs not expressly identified in this chapter.
 - ii. Signs that obstruct any opening intended to provide ingress or egress for any building or structure.
 - iii. Signs that obstruct the view of traffic control devices.
 - iv. Signs that, because of their shape, color, or wording, may be confused with any traffic control device (placed by a public authority), or may mislead motorists.

No prohibited signs are proposed.

B. Signage–Attached Signs

1. Wall Signs (p. 250-51)

- i. Signs shall be rectangular and oriented horizontally or vertically.

The development conforms to this requirement.

- ii. Vertical wall signs may not exceed a maximum dimension of 36 inches by twice the business' frontage width.

No vertical signs are proposed.

- iii. The bottom of a wall sign shall not be installed less than 10 feet above the sidewalk.

The development conforms to this requirement.

- iv. A wall sign with digital or electronic content is a Digital Screen.

No digital or electronic content is proposed.

C. Signage–Window Signs (p. 251)

No window signs are proposed.

D. Signage–Digital Screens (p. 251)

No digital screens are proposed.

E. Signage–Projecting Signs (p. 252)

No projecting signs are proposed.

F. Signage–Awning Signs (p. 254)

No awning signs are proposed.

G. Signage–High Rise Building Identification Signs (p. 254)

No high-rise building identification signs are proposed.

H. Signage–Monument Signs (p. 254)

1. Standard

- i. Monument signs are only permitted on sites with at least 150,000 sq. ft. of building area and a public or private plaza at least 0.1 acres in area.
- ii. Only one monument sign is permitted per building
- iii. Monument signs must be located in either the Tree and Furnishing Zone, the Retail Zone, or the Residential Zone and shall not be located within five feet of any public right-of-way.
- iv. Monument signs shall not exceed 30' in height, shall not exceed 300 feet square in area, and shall not be obstructed by landscaping.
- v. Monument signs may only display on-site directory and identification material.

This use will utilize an existing monument sign for the Mall at Prince George's that fronts onto East-West Highway (MD 410). No additional monument signs are proposed.

I. Signage–Single-family Detached Home and Townhome Development Identification (p. 255)

No single-family detached home and townhome development identification signs are proposed.

J. Signage–Other (p. 255)

1. Standards

- i. Sculptural and A-frame sign boards placed on the sidewalk are permitted if they are temporary, removed during non-operating hours, and do not obstruct the Sidewalk Clear Zone.

Comment noted.

K. Signage–Other Freestanding Signs (p. 255)

This comment does not apply.

L. Parking and Loading–Intent (p. 258)

1. Standards

- i. There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.

Comment noted.

- ii. The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page. For the purposes of this table, the type of development refers to its description in the table of uses.

The Subject Property is located within the designated Downtown Core Character Area, and within this Character Area, parking for Commercial/Industrial Development is calculated at 2.5 spaces per 1,000 sq. ft. of gross leasable area. The gross leasable area for this use is approximately 88,878 sq. ft., and using this calculation, the maximum number of parking spaces is 36. This use provides seventeen (17) parking spaces, which is both adequate to serve the use and below the maximum permitted.

- iii. On-street parking shall be required on all new private A and B streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

No new private A and B streets will be constructed per this development application.

- iv. On-street parking in Alleys shall be prohibited.

This comment does not apply.

- v. Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:
 - a. Additional parking spaces may only be provided in the form of structured parking.
 - b. The amount of additional structured parking spaces permitted beyond the maximum parking ratios established above shall not exceed the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by § 27-568(a) of the Zoning Ordinance.

- c. All parking spaces built in excess of the allowed maximum parking ratios shall be provided as shared and/or public parking and shall be offered at the same cost as to any other project occupants or tenants.
- d. Applicants desiring to exceed the maximum parking ratios shall provide a comprehensive transportation demand management strategy and program including incentives for nonautomobile travel, the proposed design of any parking structure to meet additional parking demand, implementation timing and phasing, and financial assistance.

The maximum number of off-street parking spaces permitted for each nonresidential, noncommercial, nonindustrial land use type that is otherwise not specified or covered by the maximum parking ratios shall be equal to 60 percent of the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by § 27-568(a) of the Zoning Ordinance.

This does not apply.

- vi. At no point shall the total number of off-street surface parking spaces within the Transit District exceed 10,500. For the purposes of this standard, the following shall apply:
 - a. The total number of off-street parking spaces in the District on July 19, 2016, pursuant to the inventory developed for this TDDP is 10,332.
 - b. The total number of parking spaces subsequently approved for construction or elimination will be recorded by the Planning Department as development applications are approved.
 - c. Permitted parking spaces on recorded single-family residential lots shall not count toward this total.

Although this standard refers to a maximum of 10,500 parking spaces within the entire Transit District, the most recent revision to DSP-99044 (Revision 17), which regulates development for the Mall at Prince George's, allowed for a total of 4,911 parking spaces. When Revision 17 was approved by the Prince George's County Planning Board (PGCPB No. 19-84) on July 25, 2019, the total number of approved parking spaces was shown as 3,347. The additional seventeen (17) underground parking spaces will not increase the total number of surface parking spaces above 4,911 permitted at this location.

- vii. All applicants, other than those proposing solely single-family dwelling units, shall demonstrate the extent to which their proposed development reduces the total number of surface parking spaces within

the Transit District.

Although the development application does not reduce the total number of surface parking spaces within the Transit District, it does not increase the number of surface parking spaces, while it will provide additional commercial space within the Transit District.

- viii. All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 sq. ft. of building area for office, retail, hospitality, and other commercial, public, and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas may be provided, as appropriate.

This development application does not propose any additional bicycle parking. It is anticipated that users will utilize the existing bicycle parking.

- ix. Commercial parking facilities should leave at least 25 percent of their spaces available for hourly and daily rental by the public.

No commercial parking facilities are proposed.

- x. Parking may be located on- or off-site within one-quarter mile walk of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide a site plan and narrative statement demonstrating that parking is provided off-site and that pedestrian facilities necessary to serve the walk from the parking facility to the building will be constructed prior to the opening of the parking facility.

No off-site parking facilities are proposed.

- xi. Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 sq. ft. of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.

This standard does not apply.

- xii. Restriping of surface parking facilities that result in addition of general-purpose parking spaces is prohibited.

Comment noted.

- xiii. On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

This standard does not apply.

- xiv. On-street parking in Alleys shall be prohibited.

This standard does not apply.

- xv. On-street parking spaces on private streets shall not count toward off-street parking requirements.

This standard does not apply.

- xvi. All parking for buildings that front on Adelphi Road shall not be visible from Adelphi Road.

This standard does not apply.

M. Parking and Loading–Surface Parking (p. 260)

No surface parking is proposed.

N. Parking and Loading–Structured Parking (p. 261)

No structured parking is proposed.

O. Parking and Loading–Underground Parking (p. 263)

1. Standard

- i. Vehicular entrances to, and exits from, underground parking structures shall not be located on A Streets. A maximum of two garage entrances shall be permitted per block on B Streets or Alleys.

No vehicular entrances or exits are proposed on A Streets, B Streets, or Alleys. All entrances to the underground parking spaces will be via existing ramps within the Mall at Prince George's.

P. Parking and Loading–Loading (p. 263)

1. Standard

- i. There is no required minimum number of off-street loading spaces in the Transit District.
- ii. The required number of off-street loading spaces shall be determined at the time of the DSP.

The subject application proposes four (4) loading spaces, which the Applicant believes sufficient to meet customer needs.

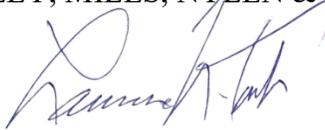
VII. CONCLUSION

For all the above-stated reasons, the Applicant respectfully requests approval of the proposed Detailed Site Plan to amend the M-U-I/T-D-O Table of Uses within the Prince George's Plaza Transit District Development Plan to effectuate the conversion of existing storage space into consolidated storage because it is in substantial compliance with the intent and purposes of the Prince George's Plaza Transit District Development Plan.

Respectfully submitted,

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