



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

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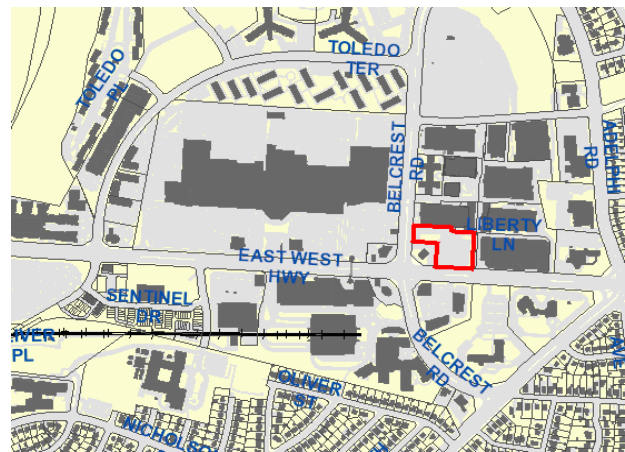
Detailed Site Plan

6400 America Boulevard

DSP-21006

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

| | |
|--|---------------|
| Location: In the northwest quadrant of America Boulevard and MD 410 (East West Highway). | |
| Gross Acreage: | 2.42 |
| Zone: | M-U-I/T-D-O |
| Dwelling Units: | 316 |
| Gross Floor Area: | 2,052 sq. ft. |
| Planning Area: | 68 |
| Council District: | 02 |
| Election District: | 17 |
| Municipality: | Hyattsville |
| 200-Scale Base Map: | 208NE03 |
| Applicant/Address: TD Parcel N Investor, LLC 1850 M Street NW, Suite 820 Washington, D.C. 20036 | |
| Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org | |



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

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

Table of Contents

| | |
|--|----|
| EVALUATION..... | 3 |
| FINDINGS | 3 |
| 1. Request..... | 4 |
| 2. Development Data Summary | 4 |
| 3. Location..... | 5 |
| 4. Surrounding Uses..... | 5 |
| 5. Previous Approvals | 5 |
| 6. Design Features | 7 |
| COMPLIANCE WITH EVALUATION CRITERIA..... | 9 |
| 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..... | 9 |
| 8. Prince George’s County Zoning Ordinance | 13 |
| 9. Preliminary Plan of Subdivision 4-21006 | 19 |
| 10. 2010 Prince George’s County Landscape Manual..... | 19 |
| 11. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance..... | 19 |
| 12. Prince George’s County Tree Canopy Coverage Ordinance | 20 |
| 13. Referral Comments | 20 |
| RECOMMENDATION | 25 |

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

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

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

EVALUATION

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

- a. The requirements of the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment*
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Infill (M-U-I) and Transit District Overlay (T-D-O) Zones
- c. The requirements of Preliminary Plan of Subdivision 4-21006
- d. The requirements of the 2010 *Prince George's County Landscape Manual*
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance
- g. Referral comments

FINDINGS

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

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

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

Parking

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

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

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

Loading

| | REQUIRED | PROPOSED |
|----------------|-----------------|-----------------|
| Loading Space* | - | 1 |

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

Bicycle Parking Spaces

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

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

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

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

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

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

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

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

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

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

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

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

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

Architecture

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

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

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

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

Lighting

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

Signage

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

Recreational Facilities

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

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

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

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

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

Green Building Techniques

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

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

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

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

- **All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.**
- **Where Retail Zones are provided, they shall be located as follows:
Retail Zone 1: Adjacent to the building.

Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.**
- **Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge**

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

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

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

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

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

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

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

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

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

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

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

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

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

MODIFICATION 3: *Architectural Elements / Signage/ General*

HIGH RISE BUILDING IDENTIFICATION SIGNS

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

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

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

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

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

ATTACHED SIGNS

WALL SIGNS

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

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

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

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

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

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

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

The site plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. The proposed mixed-use development meets applicable T-D-O Zone standards, except for four standards for which the applicant has requested amendments, as discussed above. Staff recommends approval of the amendments because the alternative standards benefit the proposed development and transit district and will not substantially impair the implementation of the TDDP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(vi) Location and use of outdoor vending machines.

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

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

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

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

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

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

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

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

- (D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Hyattsville City Council voted in support of DSP-21006, Parcel N at 6400 America Boulevard. The applicant has been working with the City through the development of their application and integrated City feedback before submission to the Maryland-National Capital Park and Planning Commission.

- m. **Washington Metropolitan Area Transit Authority**—At the time of the writing of this technical staff report, the Washington Metropolitan Area Transit Authority did not offer comments on the subject application.

RECOMMENDATION

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

- A. APPROVE Alternative Transit District Overlay Zone Standards, as follows:
 - 1. **Streets and Frontage** | Frontage Zones (page 208): To allow the proposed street frontage improvements along both America Boulevard and Liberty Lane, as shown on the DSP.
 - 2. **Streets and Frontage** | Build-to line and Zones (page 209): To allow for a build-to line of 15 feet on America Boulevard and 10 feet on Liberty Lane.
 - 3. **Architectural Elements** | Signage| General (page 249): To allow one high-rise building primary identification blade sign on the elevation fronting East West Highway.
 - 4. **Architectural Elements** | Signage| General (page 250): To allow the wall sign on the south elevation (East West Highway) to be 48 inches (4 feet) wide, which is 12 inches wider than the maximum allowed, as shown on the sign plan.

- B. APPROVE Detailed Site Plan DSP-21006, for 6400 America Boulevard Property, and Type 2 Tree Conservation Plan, TCP2-031-2021, subject to following conditions:
 - 1. Prior to certification of this detailed site plan (DSP), the applicant shall:
 - a. Obtain signature approval of Preliminary Plan of Subdivision PPS-4-21006, and revise the DSP accordingly, if necessary.
 - b. Revise General Note 5 to identify the proposed parcel as “Parcel 1.”
 - c. Revise General Note 11 to state that public utility easements are not provided along the subject property’s frontage on America Boulevard and Liberty Lane, per the variation request to Section 24-128(b)(12) of the Prince George’s County Subdivision Regulations filed with Preliminary Plan of Subdivision 4-21006.
 - d. Revise General Note 14 to state that mandatory dedication of parkland will be satisfied with the provision of private on-site recreational facilities and list the recreational facilities being provided.
 - e. Add the recording references for Liberty Lane and America Boulevard.
 - f. Revise the southern property boundary distance on Sheet 3 of the DSP to read 279.49 feet.

- g. Revise the label of existing 10-foot-wide public utility easements, adjacent to the rights-of-way of Belcrest Road and East West Highway, to denote them as proposed to remain.
- h. Revise the acreage listed for Parcel 1 to read 2.42 acres on Sheet 4 of the DSP.
- i. Revise the location of the label for Liberty Lane on Sheet 4 and clearly delineate the boundaries of the private road easement.
- j. Depict and label the unmitigated and mitigated 65 dBA Ldn noise contour lines.
- k. Revise General Note 23 to state what measures are required to reduce interior noise levels to acceptable levels and to reference the Traffic Noise Analysis, dated July 8, 2021.
- l. Provide paver details for the entrance plaza to be consistent with the paver and pattern used in the existing Safeway entrance plaza across America Boulevard.
- m. Provide the following site plan notes:
 - “During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”
 - “During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
- n. Provide the location and amount of on-site bicycle parking on the DSP.
- o. Provide a detail sheet indicating bicycle racks to be inverted U-style or a similar model that provides two points of contact to secure a parked bicycle.
- p. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Revise Footnote 1 beneath the TCP worksheet to include the Liber and folio of the Off-site Woodland Conservation Transfer Acreage Certificate that accounts for the previously recorded 0.24 acre of off-site woodland preservation recorded with TCPII-015-01.
 - (2) Add, sign, and date the Property Owner’s Awareness Certificate on the TCP2.

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

6400 AMERICAN BOULEVARD PROPERTY

DSP for Mixed-Use Building

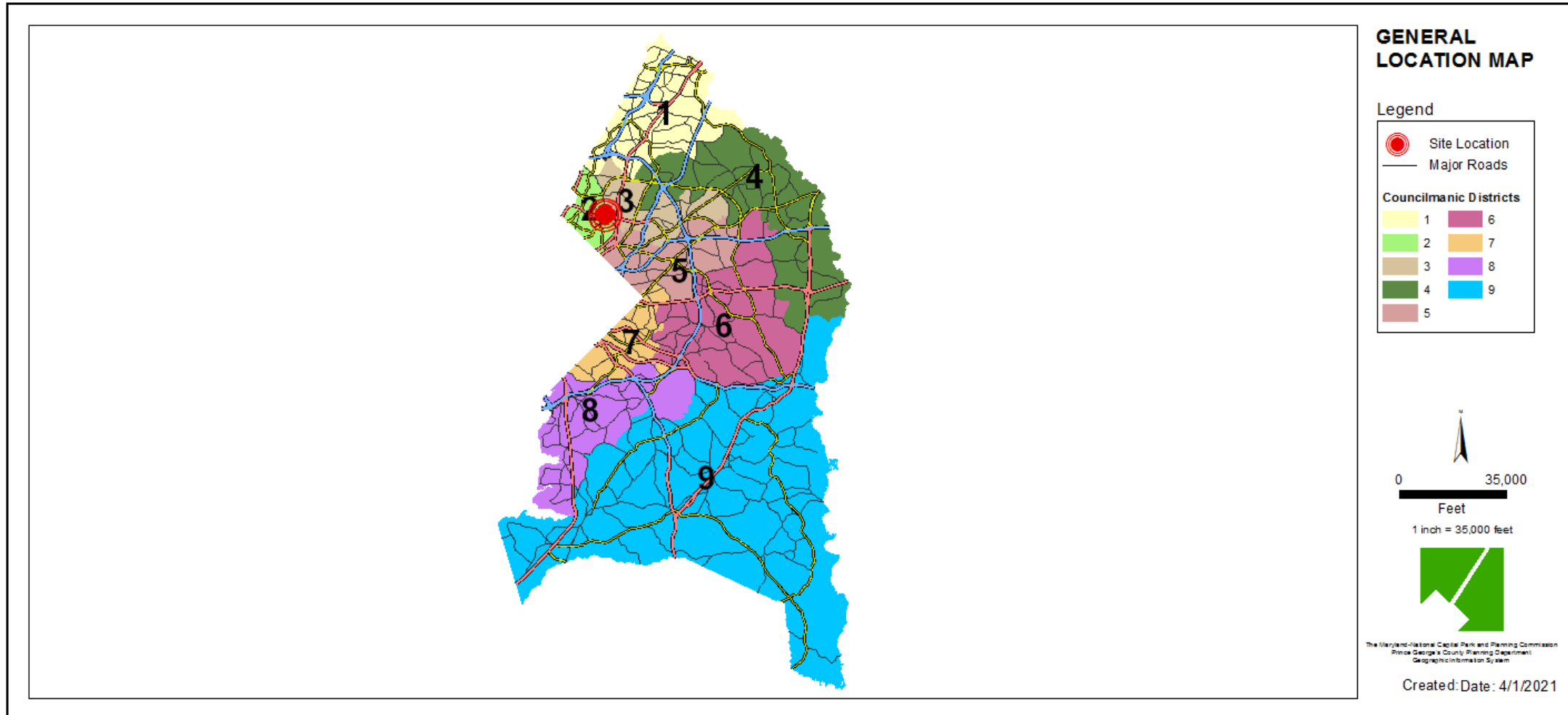
Staff Recommendation: APPROVAL with conditions



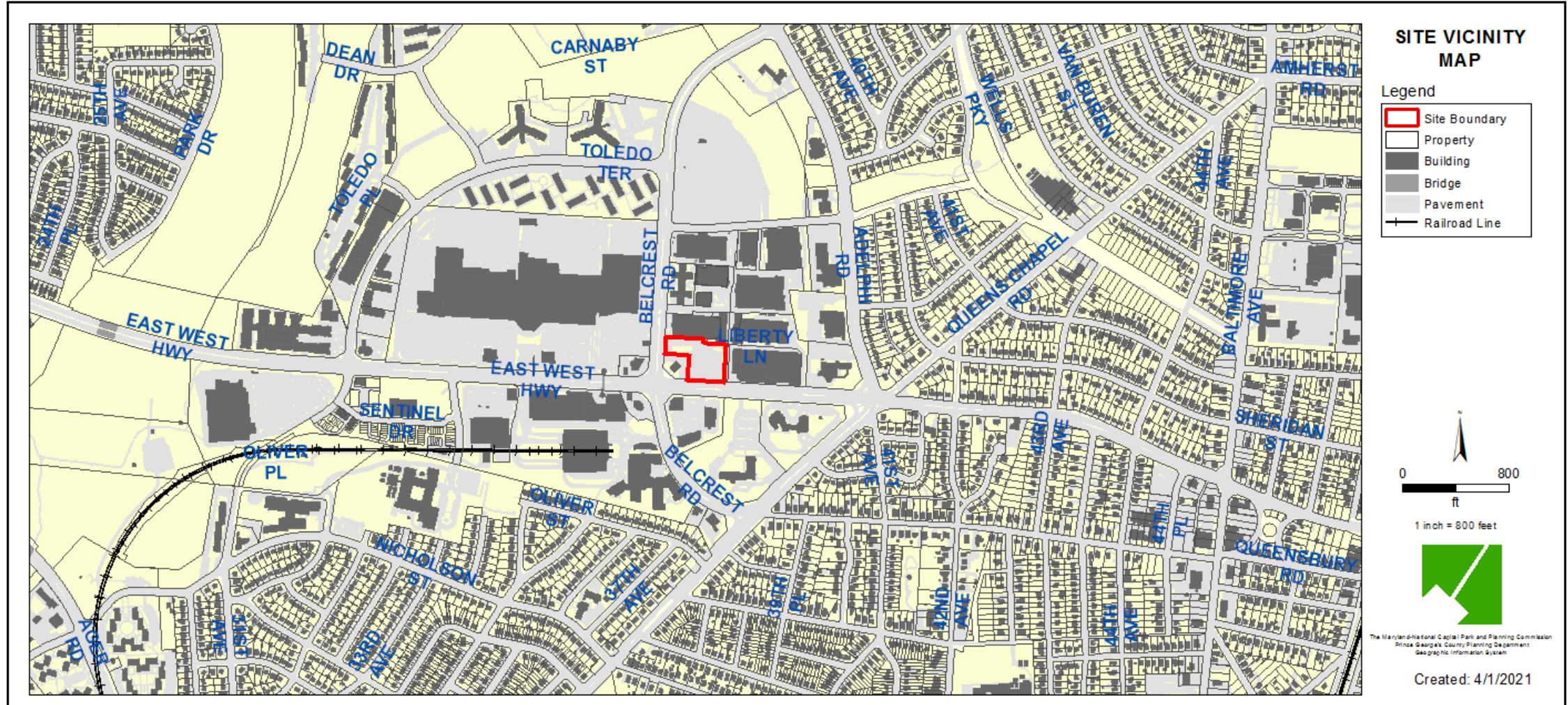
GENERAL LOCATION MAP

Council District: 02

Planning Area: 68

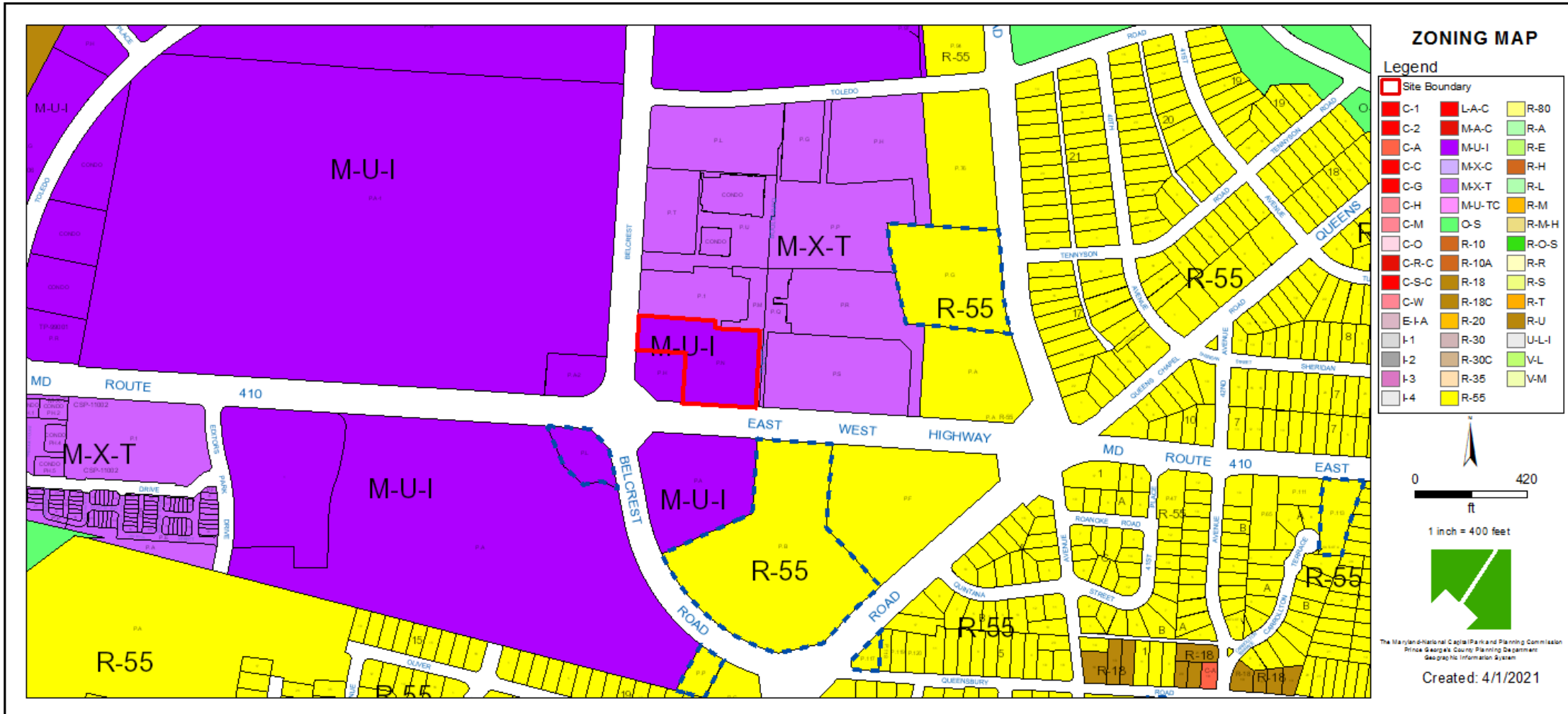


SITE VICINITY MAP

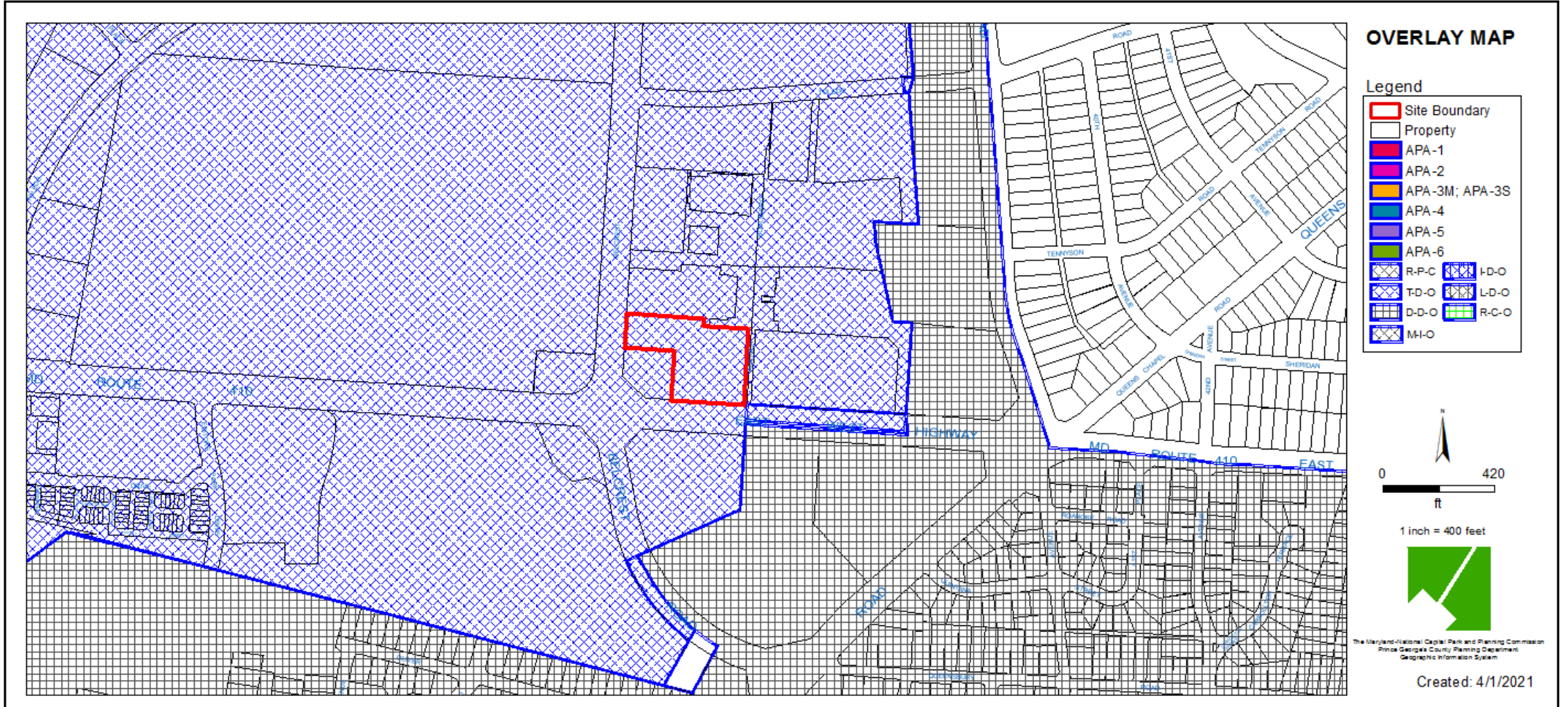


ZONING MAP

Property Zone: X-#



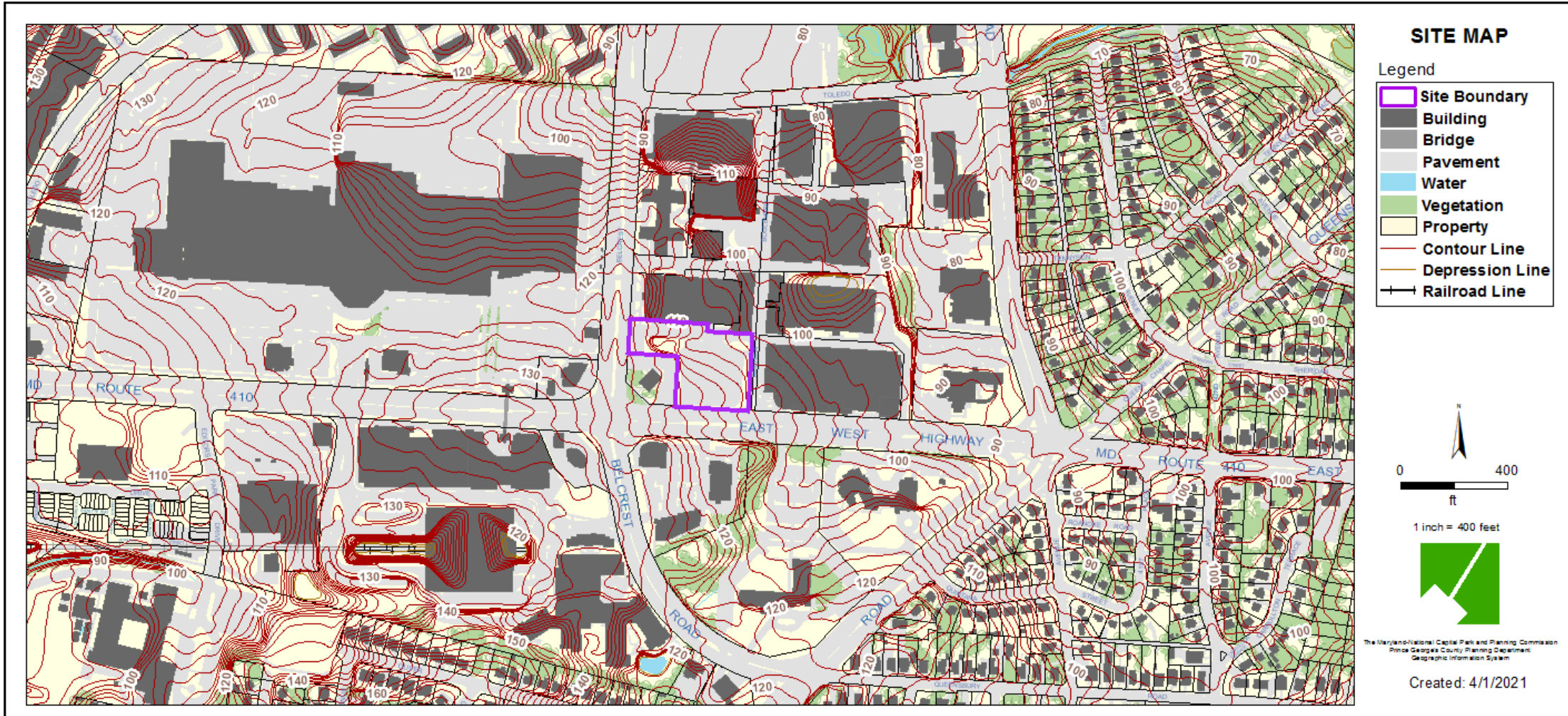
OVERLAY MAP



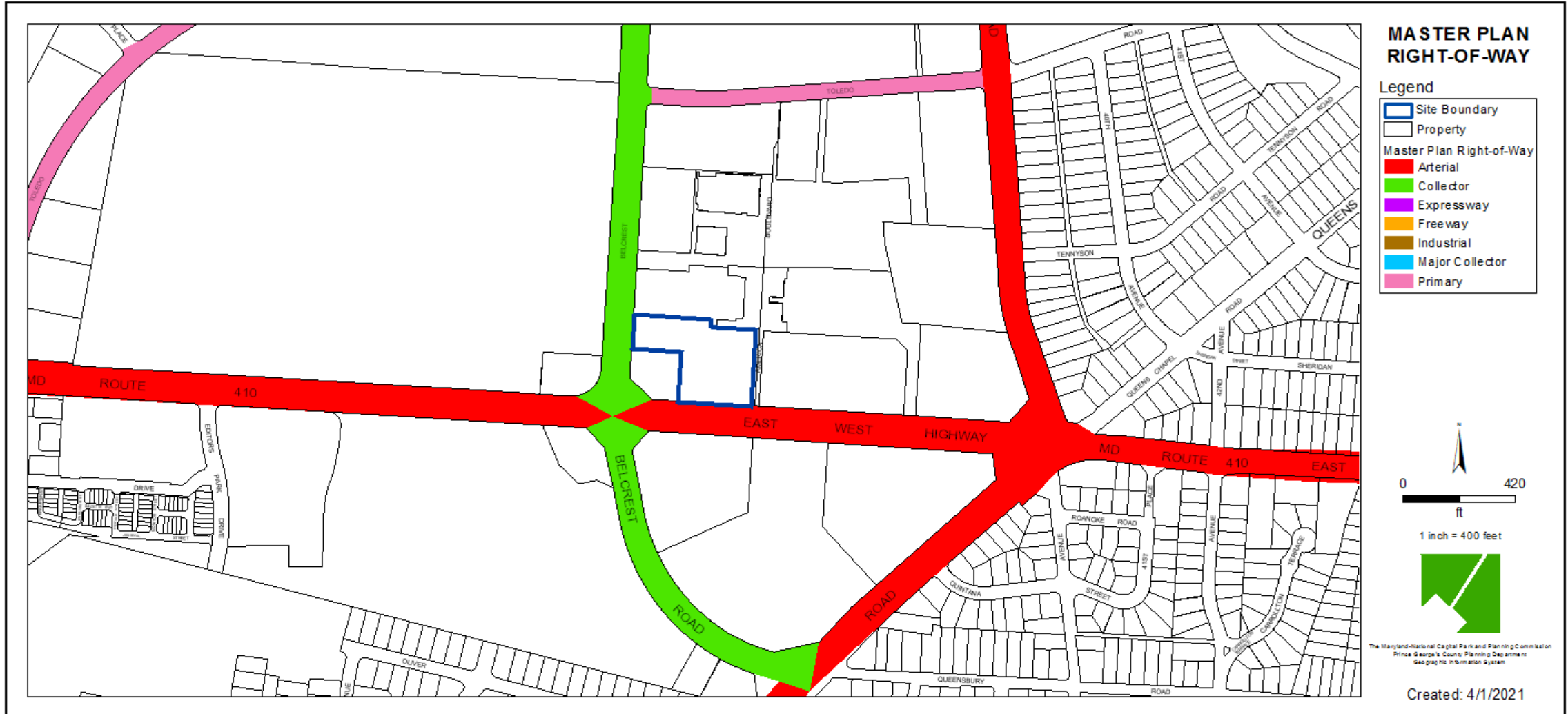
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN RENDERING



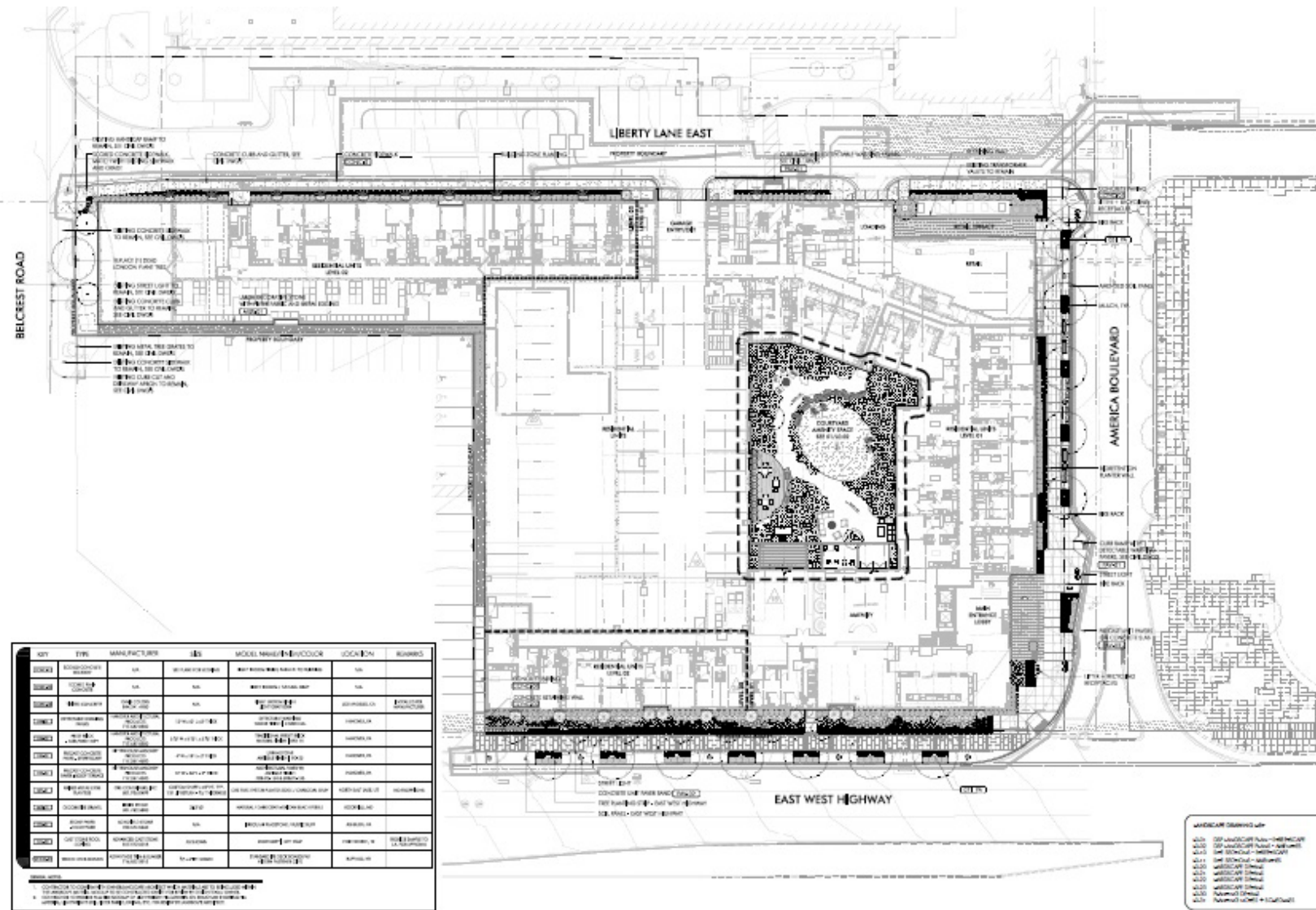
100 N. Charles Street,
Baltimore, MD 21201
410.837.2727
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University Town Center - Parcel N

October 20, 2021



LANDSCAPE PLAN



SOUTH AND EAST ELEVATIONS



2 SOUTH ELEVATION - EAST-WEST HIGHWAY



1 EAST ELEVATION - AMERICA BOULEVARD

UNIVERSITY TOWN CENTER
 Parcel N

3000 Annapolis Blvd
 Annapolis, MD 21403

ARCHITECT
STUCKS ARCHITECTURE
 1000 N. 10th St.
 Annapolis, MD 21403
 +1 410 303 2700
 stucksarch.com

STRUCTURAL
 JACOBSON ENGINEERING
 4000 Lorton Road
 Bethesda, MD 20814
 +1 301 462 1000
 jacobsoneng.com

MECHANICAL/ELECTRICAL/PLUMBING
BOHLER
 10700 Beltsville Road, Suite 110
 Beltsville, MD 20814
 +1 301 261 0000
 boehler.com

GENERAL CONTRACTOR
HENRY ADAMS
 4000 Lorton Road
 Bethesda, MD 20814
 +1 301 462 1000
 henryadams.com

LANDSCAPE ARCHITECT
PARKER RODRIGUEZ
 1000 N. 10th St.
 Annapolis, MD 21403
 +1 410 303 2700
 parkerrod.com

het design group
 1000 N. 10th St., Suite 110
 Annapolis, MD 21403
 +1 410 303 2700
 hetdesign.com

EXTERIOR ELEVATIONS

DSP SET
 08/17/2021

A-200

WEST ELEVATION



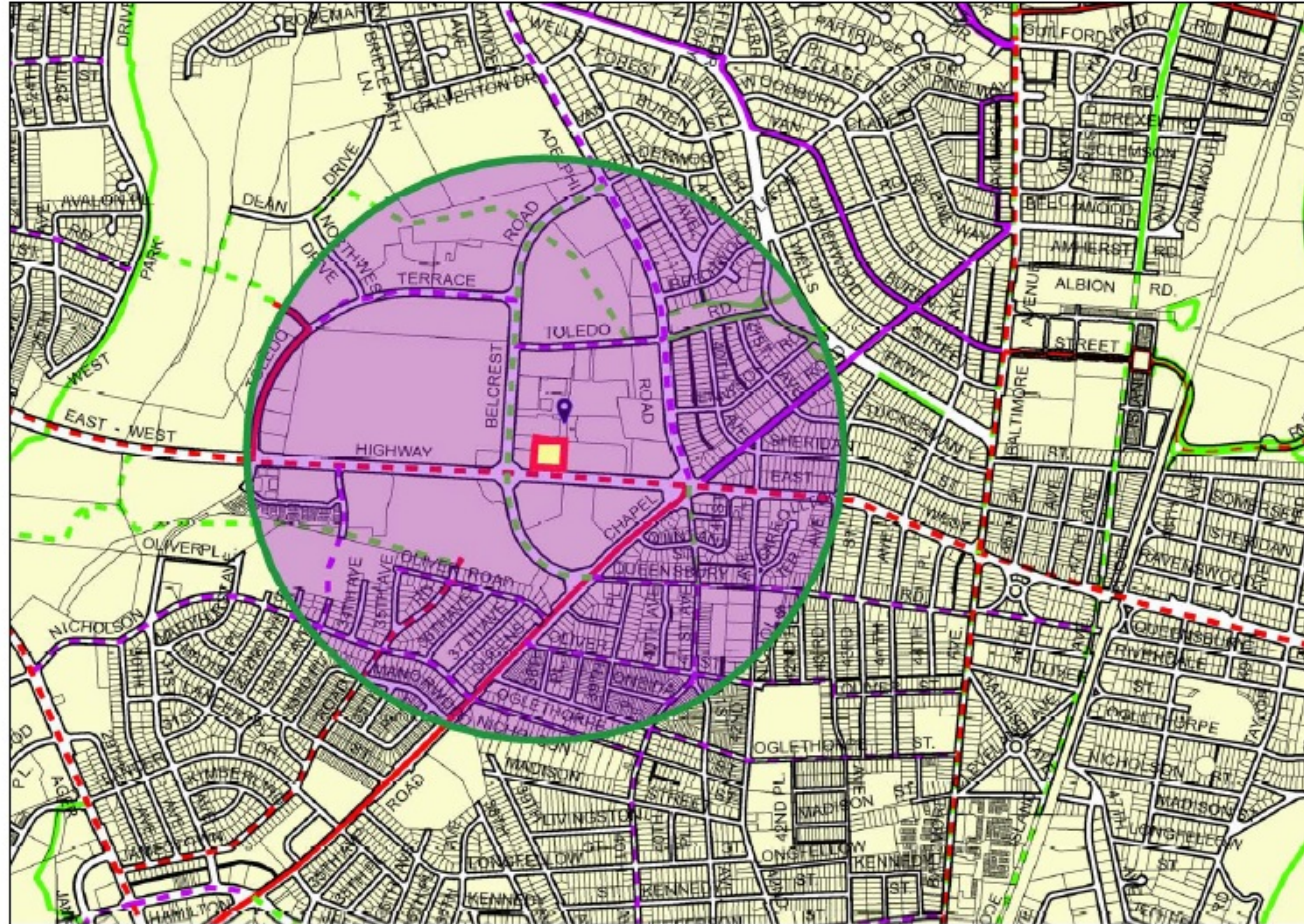
hcti design group
100 North Charles St, 10th Floor
Baltimore, Maryland, USA 21201
+1 410 527-2727
hctidesigngroup.com

EXTERIOR ELEVATIONS

DSP SET
09/27/2021
A-203

BICYCLE AND PEDESTRIAN EXHIBIT

Item 8: Master Plan Pedestrian and Bike Facility



Transportation

Master Plan Pedestrian and Bike Facility

-  Park Trails and Shared Use Paths
-  Park Trails and Shared Use Paths, Planned
-  Bicycle Lanes
-  Bicycle Lanes, Planned
-  Shared Lanes
-  Shared Lanes, Planned
-  Walking and Equestrian Trails
-  Walking and Equestrian Trails, Planned
-  Water Trails
-  Water Trail, Planned

Data provided by Prince George's County Planning Department

3-D MODELING

STAFF RECOMMENDATION

APPROVAL of 2 Alternative Transit District Standards

APPROVAL of DSP with 2 conditions

Applicant Community Engagement:

- On September 20, 2021, City of Hyattsville Council reviewed and approved this DSP.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Community Planning Division

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

301-952-3972

October 18, 2021

MAJOR ISSUES MEMORANDUM

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 

SUBJECT: DSP-21006

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c) of the Zoning Ordinance this Detailed Site Plan application includes requests for amendments to the mandatory requirements of the Transit District Overlay Zone that benefits the proposed development and the Transit District and does not substantially impair the Transit District Development Plan.

BACKGROUND

Location: 6400 America Blvd

Size: 2.42 acres

Existing Use: Surface parking lot

Proposal: A new mixed-use development with 316 multifamily dwelling units and approximately 2,052 square feet of commercial/retail space, 272 parking spaces, and 105 bicycle parking spaces.

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).

Master Plan: The *Approved Prince George's Plaza Transit District Development Plan (TDDP)* recommends mixed-use land uses on the subject property. The property is in the Downtown Core Character Area.

Additionally, the TDDP makes the following land-use recommendations that affect the subject property:

- Policy LU1: Promote a pedestrian -friendly, transit-supportive development pattern in the Transit District.
- Policy LU2: Create sufficient residential capacity to help meet the County's Growth Management Goal of 50 percent of new dwelling units within the Regional Transit Districts.
- Policy LU4: Concentrate medium- to high-density development in the Downtown Core.

Planning Area: 68

Community: Hyattsville-Riverdale-Mt. Rainier-Brentwood

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

SMA/Zoning: The *Prince George's Plaza Transit District Overlay Zoning Map Amendment* reclassified the subject property into the Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) zone.

TRANSIT DISTRICT MANDATORY STANDARDS (properties in TDOZ)

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(2)(A), this application is not in strict conformance with the mandatory requirements of the Prince George's Plaza Transit District Development Plan. This application does not conform to the following Transit District Standards:

Streets and Frontage

- On America Blvd., an existing, private A street, the Applicant requests a modification to provide less than the 20' frontage zone provided by the TDDP (p. 220).
- On Liberty Lane, an existing private B street, the Applicant requests a modification to provide less than the 15' frontage zone provided by the TDDP (p. 222).

The proposed sidewalk zones are consistent with those of the surrounding developments on America Boulevard and the constrained streetscape on Liberty Lane make it difficult to strictly meeting the standards.

Community Planning Division staff supports the modifications. Staff also finds that all other elements of this application meet the requirements of Section 27-548.08(c)(2)(A) and (C).

c: Long-range Agenda Notebook

Adam Dodgshon, Planning Supervisor. Placemaking Sections, Community Planning Division.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Historic Preservation Section

301-952-3680

September 27, 2021

MEMORANDUM

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

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-21006 6400 American Boulevard Property

The subject property comprises 2.42-acres and is located in the northwest quadrant of American Boulevard and East-West Highway. The subject application proposes a mixed-use development project consisting of 316 multifamily dwelling units and approximately 2,052 square-feet of commercial/retail space. The subject property is Zoned M-U-I and T-D-O.


A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. A Phase I archeology survey will not be recommended. The Historic Preservation Section staff recommend approval of DSP-21006 6400 American Boulevard Property without conditions.

Countywide Planning Division
Transportation Planning Section

301-952-3680

October 21, 2021

MEMORANDUM

TO: Henry Zhang, Urban Design Review Section, Development Review Division
FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division
SUBJECT: **DSP-21006: 6400 America Boulevard**

Proposal

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

Background

There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan (DSP). The site is an existing parcels approved pursuant to Preliminary Plans of Subdivision (PPS) 4-01092 and 4-21006. The latter plan is the governing plan for this site. The transportation conditions of approval that are applicable to this DSP are discussed in a later section of this memo.

The subject property is within the *Approved Prince George's Plaza Transit District Development Plan*. As such, the site plan is required for development and redevelopment within the TDDP area to ensure conformance to standards established within that document.

Although the site is proposed for mixed use, it is within the M-U-I Zone. In this case parking is controlled by standards in the TDDP, and it will be reviewed for conformance to those standards by Urban Design staff in cooperation with Community Planning staff.

Review Comments

The applicant proposes a large residential building containing 316 multifamily residences and 2,052 square feet of commercial/retail space. Access is proposed via Liberty Lane, and this street connects Belcrest Road and America Boulevard. This is acceptable.

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

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

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

During review of this plan, an issue has arisen regarding the streetscape along Liberty Lane. During review of PPS 4-21006, the County indicated that the County’s “Urban Street Design Standards” should be applied to this site, including the use of eight-foot to ten-foot sidewalks. The applicant proposes the use of sidewalks with a width of five feet along Liberty Lane. In response, the staff expresses general support for the County’s “Urban Street Design Standards.” However, the TDDP depicts a planned cross section for this exact street, and that cross section shows a five-foot minimum width sidewalk. The Transportation Planning Section believes that the TDDP should be regarded as the controlling document, and would therefore deem the five-foot sidewalk to be acceptable.

Prior Approvals

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

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

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

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.

October 12, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section
VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
FROM: Kayla DiCristina, Senior Planner, Subdivision Section *KD*
SUBJECT: DSP-21006; 6400 America Boulevard

The subject property considered in this detailed site plan (DSP-21006) is known as Parcel N in the Prince George Center development, as recorded in a plat of subdivision among the Land Records of Prince George's County in Plat Book REP 205 at page 43. Parcel N is 2.42 acres in the Mixed-Use Infill and Development District Overlay Zone for the *Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. This DSP proposes one parcel for the development of a mixed-use building with 316 dwelling units and 2,052 square feet of ground floor commercial space.

Parcel N is subject to a preliminary plan of subdivision (PPS) 4-01092, which was approved by the Prince George's County Planning Board on April 25, 2002 (PGCPB Resolution No. 02-62) for 17 parcels for mixed-use development on an overall 25.12-acre property. The subject property was developed and platted in accordance with this PPS and is currently improved as a parking lot. The applicant has filed a new PPS, 4-21006, for one parcel for mixed-use development on Parcel N. PPS 4-21006 includes a variation request to Section 24-128(b)(12) to eliminate the required public utility easement along America Boulevard and Liberty Lane, which are private streets abutting the eastern and northern boundary of Parcel N, respectively. PPS 4-21006 is pending approval, and will supersede PPS 4-01092 and any vested development approvals for the subject property once approved. The development proposed in this DSP does not exceed that which is proposed with PPS 4-21006. This DSP must comply with all conditions of approval associated with PPS 4-21006.

Plan Comments

1. Per Section 27-270 of the Zoning Ordinance, PPS 4-21006 must be approved prior to the approval of this DSP. Any modifications to PPS 4-21006 required by its approval and which affect this DSP should be reflected on DSP-21006. A new final plat must be recorded for the subject property in accordance with PPS 4-21006 and this DSP.
2. A Phase 2 noise study is required due to the subject property's proximity to East-West Highway, which is classified as an arterial roadway, and therefore a noise generator. A study

titled "Traffic Noise Analysis," dated July 8, 2021, was received for review with this application. The study addresses outdoor noise from traffic along East-West Highway and predicts future noise levels in outdoor recreation areas and at the facades of residences based on a preliminary site design. No outdoor recreation areas are permitted within the area of 65+ dBA day-night average sound level (Ldn), as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. A noise line is depicted on Sheets 3 and 4 of the DSP. However, it is unclear whether this line represents the 65 dBA mitigated or unmitigated noise level, although it appears to show the unmitigated noise level. The mitigated 65 dBA noise line is not depicted on the DSP. Both the unmitigated and mitigated noise contour lines should be shown and clearly labeled on the DSP in accordance with the noise study submitted by the applicant. The Phase 2 noise study proposes upgraded windows and balcony doors on the south-façade row of apartment rooms closest to East-West Highway on levels 2 through 8, upgraded windows for the western façade row of apartment rooms closest to Belcrest Road on levels 3 through 8, and upgraded windows for the east- and west-facing bedrooms of the corner apartments on the southern façade to reduce interior noise levels to acceptable levels. The upgraded windows on the east- and west-facing bedrooms of the corner apartments on the southern façade are already proposed in the design of the building, but were also recommended with the noise study. General Note 23 states that the noise contour is based upon a use zone study on file in the Clerk of the County Council's office. This note should be corrected to list the noise study dated July 8, 2021 as the source of the noise contours and must also include what measures are required to mitigate for the elevated noise levels.

3. The proposed parcel is identified as Parcel N in General Note 5 on Sheet 1 of the DSP. The note should be corrected to identify the proposed parcel as Parcel 1.
4. General Note 11 states that public utility easements will be provided along all rights-of-way. A variation request to Section 24-128(b)(12) of the Subdivision Regulations to eliminate the required public utility easement along America Boulevard and Liberty Lane was filed with PPS 4-21006.
5. General Note 14 states that no mandatory dedication of parkland is provided. However, this residential development is not exempt from Section 24-134 of the Subdivision Regulations for mandatory dedication of parkland. The note should be revised to state that recreational facilities will be provided instead of parkland or fees in accordance with Section 24-135 and list the recreational facilities being provided.
6. Sheets 3 and 4 of the DSP do not provide the recording references for private streets Liberty Lane and America Boulevard.
7. The southern property boundary distance on Sheet 3 of the DSP reads "279 feet". It appears this label is partially covered by another, as this dimension on the record plat in Plat Book REP 205 Plat No. 43 and the ALTA Survey reads "279.74 feet".
8. DSP shows existing 10-foot-wide public utility easements along on the southern and western property boundaries. These easements will be reestablished with the future final plat for this property.
9. The acreage for Parcel 1 is listed as 2.43 acres on Sheet 4 of the DSP and should be corrected to 2.42 acres in accordance with the ALTA survey submitted by the applicant.

10. The label for Liberty Lane on Sheet 4 points to an electrical box. The boundaries for the private road easement for Liberty Lane are also not delineated.

Recommended Conditions

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:
 - a. Revise General Note 5 to identify the proposed parcel as "Parcel 1".
 - b. Revise General Note 11 to state that public utility easements are not provided along the subject property's frontage on America Boulevard and Liberty Lane per the variation request to Section 24-128(b)(12) of the Subdivision Regulations filed with preliminary plan of subdivision 4-21006.
 - c. Revise General Note 14 to state that mandatory dedication of parkland will be satisfied with the provision of private on-site recreational facilities and list the recreational facilities being provided.
 - d. Add the recording references for Liberty Lane and America Boulevard.
 - e. Revise the southern property boundary distance on Sheet 3 of the DSP to read 279.49-feet.
 - f. Revise the label of existing 10-foot-wide public utility easements adjacent to the rights-of-way line of Belcrest Road and East-West Highway to denote them as proposed to remain.
 - g. Revise the acreage listed for Parcel 1 to read 2.42 acres on Sheet 4 of the DSP.
 - h. Revise the location of the label for Liberty Lane on Sheet 4 and clearly delineate the boundaries of the private road easement.
 - i. Depict and label the unmitigated and mitigated 65 dBA Ldn noise contour lines.
 - j. Revise General Note 23 to state what measures are required to reduce interior noise levels to acceptable levels and to reference the Traffic Noise Analysis dated July 8, 2021.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. 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 subdivision issues at this time.

From: [Reilly, James V](#)
To: [Zhang, Henry](#)
Cc: [PGCReferrals](#); [Reilly, James V](#)
Subject: FW: Fire/EMS 1st Comments for DSP-21006 6400 AMERICAN BOULEVARD PROPERTY
Date: Thursday, September 30, 2021 9:36:33 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[SUMMARY.pdf](#)
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Evening Henry,

The Office of the Fire Marshal of the Fire/EMS Department has reviewed the referral for DSP-21006 America Boulevard Property and we have the following comments:

1. Please provide the widths of America Boulevard and Liberty Lane.
2. Please provide the locations of existing and proposed fire hydrants.
3. Please provide the location of the proposed FDC.
4. Subtitle 11-269 prohibits grills within 30' of any part of a multi-family dwelling. Please provide distances for courtyard grills complying with 11-269.

Regards. Jim

James V. Reilly
Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
6820 Webster Street, Landover Hills, MD 20784
Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jvreilly@co.pg.md.us

From: ePlan <ePlan@ppd.mncppc.org>
Sent: Tuesday, September 21, 2021 1:12 PM
To: ePlan <ePlan@ppd.mncppc.org>; Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>;



Division of Environmental Health/Disease Control

Date: September 27, 2021

To: Henry Zhang, Urban Design, M-NCPPC

From:  Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-21006 6400 AMERICAN BOULEVARD PROPERTY

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the 6400 American Boulevard Property and has the following comments / recommendations:

1. Health Department permit records indicate there are more than 10 existing carry-out/convenience store and three grocery food facilities within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The location of the project is in close proximity to several retail food facilities offering healthy food options.***
2. Research shows that access to public transportation can have major health benefits. It can be good for connectedness and walkability. ***The project is in close proximity to mass transit. I.e. Prince George's Plaza Metro rail station as well as many public bus routes.***
3. Increased traffic volumes in the area can be expected. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests.
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Division of Environmental Health/Disease Control

5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

Countywide Planning Division
Environmental Planning Section

301-952-3650

October 21, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

VIA: Megan Reiser, Supervisor, Environmental Planning Section *MR*

FROM: Marc Juba, Planner Coordinator, Environmental Planning Section *MJ*

SUBJECT: **6400 American Boulevard; DSP-21006 and TCP2-030-2021**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan (TCP2) initially received on August 6, 2021. Comments were provided to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on October 1, 2021. Revised plans were submitted by the applicant and logged in for review on October 14, 2021. The Environmental Planning Section recommends approval of DSP-21006 and TCP2-031-2021 with recommended findings and conditions listed at the end of this memorandum.

Background

The following applications and associated plans were previously reviewed for the subject site:

| Development Review Case # | Associated Tree Conservation Plan or Natural Resources Inventory # | Authority | Status | Action Date | Resolution Number |
|---------------------------|--|-------------------|----------|-------------|-------------------|
| CSP-00024 | TCPI/035/00 | District Council | Approved | 1/8/2001 | 00-195 |
| CSP-00024-01 | TCPI/035/00 | Planning Board | Approved | 11/15/2001 | 01-248 |
| 4-01022 | TCPI/035/00 | Planning Board | Approved | 5/10/2001 | 01-110 |
| 4-01092 | TCPI/035/00 | Planning Board | Approved | 3/25/2004 | 02-62 |
| DSP-00052 | TCPII/15/01 | Planning Board | Approved | 1/4/2001 | 01-04 |
| DSP-00052-01 | TCPII/15/01 | Planning Director | Approved | 5/26/2001 | NA |
| DSP-00052-02 | TCPII/15/01 | Planning Director | Approved | 4/10/2003 | NA |
| DSP-00052-03 | TCPII/15/01 | Planning Director | Approved | 8/28/2003 | NA |
| DSP-00052-04 | TCPII/15/01 | Planning Director | Approved | 3/10/2004 | NA |
| DSP-01001 | TCPII/15/01 | Planning Board | Approved | 5/24/2001 | 01-117 |
| DSP-01001-01 | TCPII/15/01 | Staff | Approved | 5/9/2002 | NA |
| DSP-01001-02 | TCPII-015-01 | Planning Director | Approved | 4/10/2003 | NA |

| | | | | | |
|--------------|-------------------------|-------------------|----------|------------|---------|
| DSP-01001-03 | TCPII-015-01 | Planning Director | Approved | 7/29/2009 | NA |
| DSP-01002 | TCPII-015-01 | Planning Board | Approved | 5/24/2001 | 01-118 |
| DSP-01002-01 | TCPII-015-01 | Planning Director | Approved | 10/31/2002 | NA |
| DSP-01002-02 | TCPII-015-01 | Planning Director | Approved | 9/10/2003 | NA |
| DSP-01002-03 | TCPII-015-01 | Planning Board | Approved | 10/7/2004 | 04-237 |
| DSP-03037 | TCPII-015-01 | Planning Board | Approved | 3/3/2004 | 03-254 |
| DSP-03037-01 | TCPII-015-01 | Planning Board | Approved | 2/5/2004 | 04-23 |
| DSP-03037-02 | TCPII-015-01 | Planning Board | Approved | 4/28/2005 | 05-108 |
| DSP-03037-03 | TCPII-015-01 | Planning Director | Approved | 1/24/2006 | NA |
| DSP-03037-04 | TCPII-015-01 | Planning Board | Approved | 7/13/2006 | 06-173 |
| DSP-03037-05 | TCPII-015-01 | Planning Director | Approved | 6/16/2006 | NA |
| DSP-03072 | TCPII-015-01 | Planning Board | Approved | 5/13/2004 | 04-109 |
| DSP-03072-01 | TCPII-015-01 | Planning Director | Approved | 9/26/2005 | NA |
| DSP-03072-02 | TCPII-015-01 | Planning Board | Approved | 2/15/2007 | 07-48 |
| DSP-05041 | TCPII-015-01 | Planning Board | Approved | 10/24/2005 | 05-220 |
| DSP-05041-01 | TCPII-015-01 | Planning Director | Approved | 3/22/2007 | NA |
| DSP-05084-02 | TCPII-015-01-01 | District Council | Approved | 11/18/2013 | NA |
| DSP-05041-02 | TCPII-015-01 | Planning Director | Approved | 2/8/2017 | NA |
| NA | NRI-019-2021 (NR-EL) | Staff | Approved | 1/21/2021 | NA |
| NA | NRI-019-2021-01 | Staff | Approved | 7/27/2021 | NA |
| 4-21006 | TCP1-013-2021 | Planning Board | Pending | Pending | Pending |
| NA | TCPI-035-00-01 | Staff | Pending | Pending | Pending |
| DSP-21006 | TCP2-030-2021 | Planning Board | Pending | Pending | Pending |

Note: The above grey highlighted cases apply to other sections of the overall CSP with no relevant conditions to this DSP application.

Proposed Activity

The current application is for the creation of a mixed-use development project consisting of 316 multifamily dwelling units and approximately 2,052 square feet of commercial/retail space in the M-U-I and T-D-O zones, on a 2.42-acres parcel.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010, because the project is subject to Preliminary Plan 4-21006.

Conditions of Previous Approval

No previous conditions of approval are directly related to the subject application.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

The site has an approved Natural Resources Inventory Plan (NRI-019-2021-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any Regulated Environmental Features (REF), such as streams, wetlands, or associated buffers. According to a letter dated June 22, 2021, from the Department of

Permitting, Inspections and Enforcement (DPIE), no County regulated 100-year floodplain exists on-site. The DSP is consistent with the NRI.

Woodland Conservation

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual, because the application is for a new detailed site plan (DSP). A revision (-02) to the previously approved TCPII (TCPII-015-01-01), and a new proposed TCP2 (TCP2-031-2021) matching the boundaries of the new DSP, were submitted with the subject application.

The previously approved TCPI (TCPI-035-00) covered a larger area than the current application, consisting of two subareas (Subarea 2 and Subarea 3). It was intended for these subareas to be processed separately. A separate TCPII was processed for Subarea 3, which did not include Subarea 2 in determining the woodland conservation requirement. Subsequently, a new TCP1 and TCP2 were approved for Subarea 2 (TCP1-005-2019 and TCP2-042-2019). The previously approved TCP2 (TCPII-015-01-01) covered all of Subarea 3. The current application only covers the subject DSP application's portion of the overall site, which is a portion of Subarea 3.

At the time of approval of the original TCPII, all of Subarea 3 was mapped within the M-X-T zone, and the TCP2 worksheet was calculated using the 1989 standard woodland conservation threshold (WCT) and afforestation threshold values (AFT), which were 10-percent respectively. Subsequently, the zoning within Subarea 3 changed from M-X-T to a mixture of the M-X-T, M-U-I, and R-55 zones. Under current requirements, each of these zones have greater WCT and AFT values than was originally calculated under TCPII-015-01-01. Areas within the M-X-T and M-U-I zone now have a WCT and AFT of 15%, while areas within the R-55 zone have a WCT of 20% percent and an AFT of 15%.

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

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

The second TCP2 (TCP2-031-2021) is a companion plan and is limited to the area of the current DSP application with a TCP worksheet calculated for the 2.42-acre area using the current WCT and AFT requirements of 15-percent for the M-U-I zone. The total woodland conservation requirement based on the zoning, the net tract area, and the amount of clearing proposed is 0.36-acres. The requirement is proposed to be satisfied with 0.36-acres of off-site woodland conservation credits,

0.24 acres of which were previously satisfied as part of the off-site requirement implemented with TCP2-015-01.

Technical revisions to the TCP2 are required and included in the conditions listed at the end of this memorandum.

Specimen Trees

The removal of specimen trees requires a variance to Sec 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site. No variance is required because no specimen trees have been identified within the subject area of this application.

Preservation of Regulated Environmental Features/Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

No Regulated Environmental Features (REF) will be impacted by the proposed development, and staff finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Section 27-285(b)(5).

Soils

The predominant soils found to occur, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban Land-Russett-Christiana complex (0-5% slopes), and Urban Land.

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

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

Stormwater Management

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

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-21006 and TCP2-031-2021 subject to the following findings and conditions.

Recommended Findings:

1. Based on the level of design information available and the limits of disturbance shown on TCP2 plan, no impacts are proposed to the Regulated Environmental Features (REF) on the subject property, and the REF have been preserved and/or restored to the fullest extent possible.
2. The application area does not contain any specimen trees.

Recommended Conditions:

1. Prior to certification of the DSP, the TCP2 shall be revised as follows:
 - a. Revise footnote #1 beneath the TCP worksheet to include the Liber and Folio of the Off-site Woodland Conservation Transfer Acreage Certificate that accounts for the previously recorded 0.24 acres of off-site woodland preservation recorded with TCPII-015-01.
 - b. Add, Sign and date the Property Owner's Awareness Certificate on the TCP2.
 - c. Revise the title block from "Tree Conservation Plan II" to "Type 2 Tree Conservation Plan".
 - d. Revise the TCP approval block to reference the correct TCP2 number, as well as the correct associated Development Review Division (DRD) case number.
 - e. Add the standard off-site woodland conservation notes.

If you have any questions concerning these comments, please contact me at 301-883-3239 or by e-mail at Marc.Juba@ppd.mncppc.org.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Countywide Planning Division
Transportation Planning Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org
301-952-3680

October 29, 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 *Approved Countywide Master Plan of Transportation (MPOT)* and the *2016 Prince George's Plaza Approved Transit District Development Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-21006

Development Case Name: America Boulevard Property

Type of Master Plan Bikeway or Trail

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

| Detailed Site Plan Background | |
|---|---|
| Building Square Footage (non-residential) | 2,052 Square-Feet |
| Number of Units (residential) | 316 Multi-Family Units |
| Abutting Roadways | MD 410/East-West Highway, Belcrest Road, America Boulevard, Liberty Lane |
| Abutting or Nearby Master Plan Roadways | A-15- MD 410/East-West Highway, C-229- Belcrest Road, P-202- Toledo Road |
| Abutting or Nearby Master Plan Trails | Planned Belcrest Road Side Path Planned East-West Highway Bicycle Path |
| Proposed Use(s) | Mixed-Use |
| Zoning | M-U-I |
| Centers and/or Corridors | Prince George's Plaza Metro Regional Center |

Unrestricted

| | |
|---------------------------------|---|
| | Prince George’s Plaza Metro Regional Transit District |
| Prior Approvals on Subject Site | 4-21006 (Unapproved) |
| Subject to 24-124.01 | Yes |

Existing Conditions, Sidewalks and Bike Infrastructure

The subject application seeks to develop a 2.42-acre parcel of land for the construction of 316 multi-family dwelling units and 2,052 square-feet of commercial use. The subject property fronts along East-West Highway (MD-410) and Belcrest Road. Vehicular access to the site will only be provided along the subject property’s Belcrest Road frontage. Sidewalks are displayed along the subject property’s frontage of East-West Highway and along the northern edge of the subject property.

The detailed site plan cover sheet displays a bicycle parking line, indicating that the applicant is proposing to provide 61 bicycle parking spaces. The applicant’s response to Subdivision and Development Review Committee (SDRC) comments (Speech to Zhang, October 8, 2021) indicates that bicycle parking has been added to the most recently submitted detailed site plan. It is not clear on the submitted plans if these facilities are provided. Staff recommend that the submitted plans be revised prior to the certification to include the location of bicycle parking on the detailed site plan and an associated detail sheet indicating the bicycle racks to be Inverted-U style or a similar model that provides two points of contact to secure a parked bicycle.

Previous Conditions of Approval

Preliminary Plan of Subdivision (PPS) 4-21006 has not been approved by the Prince George’s County Planning Board at this moment. However, recommendations regarding bicycle and pedestrian facilities have been made and will be conditioned for approval with 4-21006 and are listed below.

Preliminary Plan of Subdivision 4-21006 includes the following condition of approval related to off-site bicycle and pedestrian improvements, specific to the subject property. Condition 4 from 4-21006 is copied below:

4. Prior to approval of any building permit for the subject property, the applicant, and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant’s Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George’s County Subdivision Regulations (“Required Off-Site Facilities”), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency’s access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Marked bike lanes with striping, signs and pavement markings where appropriate along Belcrest Road between MD 410/East-West Highway and Adelphi Road, subject to revision with written correspondence from the City of Hyattsville or Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE).
 - b. Marked bike lanes with striping, signs and pavement markings where appropriate along Toledo Road between Belcrest Road and Adelphi Road, subject to revision with written correspondence from the City of Hyattsville or DPIE.
 - c. Marked westbound bike lane on MD 410/East-West Highway from Adelphi Road to beginning of the westbound right turn only lane, subject to revision with written

correspondence from the Maryland State Highway Administration.

- d. D11-1/BIKE ROUTE signs with destination plaques consistent with the Maryland Manual of Uniform Traffic Control Devices for Belcrest and Queensbury Roads south of MD 410/East-West Highway, subject to revision with written correspondence from the City of Hyattsville, the Maryland State Highway Administration or DPIE.

Comment: The applicant has provided a Bicycle and Pedestrian Impact Study (BPIS) which displays the location of the agreed upon off-site pedestrian improvements, specifically the construction of a shared-use path/roadway intersection along Belcrest Road between Toledo Terrace and Adelphi Road, providing marked bike lanes along Toledo Road and Belcrest Road north of MD 410/East-West Highway, bikeway signage consistent with the Maryland Manual of Uniform Traffic Control Devices, and five bus stop sitting walls with concrete base pads along MD 410/East-West Highway and Belcrest Road. These improvements are consistent with the conditions set forth in 4-21006. These will be reviewed at the time of building permit.

Preliminary Plan of Subdivision 4-21006 includes the following condition of approval related to on-site bicycle and pedestrian improvements, specific to the subject property. Condition 5 from 4-21006 is copied below:

5. In conformance with the 2009 *Countywide Master Plan of Transportation* and the 2016 *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* the applicant and the applicant's heirs, successors and assigns shall provide the following on-site facilities:
 - a. Street name signs at the southwest corner of Liberty Lane and America Boulevard identifying these two streets, and at the southeast corner of Liberty Lane and Belcrest Road identifying these two streets.
 - b. Shared use (sharrow) markings on America Boulevard.
 - c. Bicycle parking racks along America Boulevard capable of supporting a parked bicycle on at least two separate points of the bicycle frame and capable of locking both wheels and the frame of the bicycle without the use of a chain or cable. Artistic bicycle racks are encouraged.
 - d. A Capital Bikeshare station where the developer shall be responsible for funding the installation of the bikeshare station, the purchase of the bikes, the operations and the maintenance of the station in the event that Lyft, the operator of Capital Bikeshare, does not fund.
 - e. D11-1/BIKE ROUTE signs and destination plaques, consistent with the Maryland *Manual of Uniform Traffic Control Devices*.
 - f. R4-11/Bicycles May Use Full Lane sign on MD 410/East-West Highway.
 - g. A kiosk featuring a vicinity map covering a one-half radius from the subject property showing major activity centers within the University Town Center and beyond including the Prince George's Plaza Metro Station, the Hyattsville Public Library, and retail locations to provide wayfinding information for pedestrians on America

Boulevard.

- h. Minimum 5-foot-wide sidewalks abutting the subject property.

Comment: Staff recommend the applicant update the detailed site plan to display all on-site bicycle and pedestrian facilities listed above. Some of these improvements have been displayed within the applicant's BPIS submission. However, many of these improvements would be considered on-site, and should thus be shown on a detailed site plan.

Approved Preliminary Plan of Subdivision 4-18017 includes the following condition of approval related to all bicycle and pedestrian improvements, specific to the subject property. Condition 6 from 4-18017 is copied below:

- 6. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-21006, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

Comment: The applicant has provided a BPIS exhibit which displays the location of all off-site bicycle and pedestrian improvements, as required by Section 24-124.01(f). Staff recommend the applicant update the detailed site plan to display all on-site improvements as well.

Review of Master Plan Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, which recommends the following facilities:

Planned Belcrest Road Side Path

Planned East-West Highway Bicycle Path

Comment: The applicant's BPIS submission displays marked bicycle lanes along Belcrest Road and Toledo Road, subject to modification by the Prince George's Department of Permitting, Inspections, and Enforcement (DPIE). Additionally, the BPIS displays a marked bicycle lane along the westbound lane of East-West Highway, subject to modification by the Maryland State Highway Administration (SHA).

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 2016 *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment* includes the following recommendations applicable to the subject site:

POLICY TM2: Improve connectivity and access to geographic awareness of, and the visibility of existing businesses and public facilities by eliminating unnamed streets and increasing wayfinding signage, and pedestrian amenities within large existing developments.

Strategy TM2.1: As an interim measure, formalize the existing drive aisles by adding street names, directional/wayfinding signage, enhanced crosswalks delineated by different materials, and/or painting, and traffic control signage or signalization. This formalization may include formal designation of addresses and road names pursuant to the Regulations of Addresses and Street Names in Prince George's County:

All currently unnamed streets within University Town Center. (pg. 81)

Strategy TM4.3: Add the following on-street bicycle accommodations to existing streets.

Table 15. Recommended On-Street Bicycle Accommodations

MD 410 (East-West Highway)/ On-road bicycle lanes/Entire length within Transit District.
Toledo Road /On-road bicycle lane/Entire length.
America Boulevard/Bicycle Route Signage/Entire length

Strategy TM4.10: Add "Bicycles Share Road" signage to Northwest Drive, Dean Drive, Belcrest Center Drive and America Boulevard. (pg. 87).

Strategy TM6.2: Use wayfinding signage to direct area users and visitors to bicycle paths, trails, bicycle parking, and ride-share locations (pg. 88).

Strategy TM7.5: Create a formal pedestrian or bicycle/pedestrian connection between University Town Center and the Hyattsville Public Library (pg. 89).

POLICY TM8: Provide additional amenities to encourage bicycle use and enhanced convenience.

Strategy TM8.1: Collaborate with WMATA and major property owners to bring Capital Bikeshare to the Transit District to facilitate "last mile" connections and other short trips within the Transit District.

Strategy TM8.4: Require bicycle parking at all mixed-use commercial and multifamily residential buildings containing more than 10,000 square feet gross floor area or 20 dwelling units. Encourage the provision of bicycle parking at smaller buildings.

Strategy TM8.8: Encourage the provision of showers in new commercial buildings to serve bicyclists (pg. 92).

POLICY TM11: Improve bicycle and pedestrian access to the Metro station.

Strategy TM11.2: Increase bicycle and pedestrian connections to neighborhoods south of the Transit District (pg. 93).

POLICY TM15: Provide safe, well-lit, clean, and highly visible places for bus and shuttle passengers to board, alight, or wait for buses and shuttles.

Strategy TM15.1 Retrofit existing and outfit new bus/shuttle stops within the Transit District with amenities to include but not limited to:

- Bus shelters with seating for at least four persons.
- Bicycle racks or lockers
- Well-maintained trash and recycling receptacles (pg. 94).

Transit District Overlay Zone and Transit District Standards

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone (pg. 232).

Standard

All pedestrian rights-of-way-including sidewalks, trails, paths, and pathway from building entrances and exits to the sidewalk-shall be continuously lit (pg. 234).

Compliance with the Zoning Ordinance

Section 27-274(a) provides the following design guidelines for detailed site plans:

(2) Parking, loading, and circulation

(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:

- (ix) Pedestrian and vehicular routes should generally be separate 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
- (xi) Barrier-free pathways to accommodate the handicapped should be provided

(6) Site and streetscape amenities

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

- (i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated in order to enhance the visual unity of site.

Conclusion

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, the conditions of approval for the subject property subdivision, 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:

- a. Provide the location and the amount of on-site bicycle parking on the detailed site plan.
- b. Provide a detail sheet indicating bicycle racks to be Inverted-U style or a similar model that provides two points of contact to secure a parked bicycle.
- c. Provide all on-site bicycle and pedestrian improvements associated with condition 5 of 4-21006 on the detailed site plan.



MEMORANDUM

DATE: October 19, 2021

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

VIA: Sonja Ewing, Assistant Division Chief *SME*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator *TB*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-21006**
6400 America Boulevard Property

The Department of Parks and Recreation (DPR) has reviewed and evaluated this detailed site plan (DSP) for conformance with the requirements as they pertain to public parks and recreational facilities.

PROPOSAL

This application is seeking approval of a DSP for a mixed-use multifamily community in accordance with the applicable provisions of Subtitle 27 of the Prince George’s County Code and the 2016 *Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP)*.

BACKGROUND:

This 2.42-acre property is located at the southern entrance of University Town Center, at the northwest quadrant of the intersection of East-West Highway and America Boulevard. The site is zoned Mixed Use-Infill (M-U-I) and is subject to the recommendations of the TDDP. Additionally, the property is located within the “Prince George’s Plaza Downtown” as designated by Plan Prince George’s 2035 Approved General Plan, and within the municipal boundaries of the City of Hyattsville.

Conceptual Site Plan CSP-00024 was approved by the Prince George’s County Planning Board (Planning Board) on October 19, 2000, (PGCPB Resolution No. 00-195), and affirmed by the Prince George’s County District Council on January 8, 2001, for the overall 47.7 acres, within which this property is included. The CSP was revised and approved by the Planning Board on 11/15/2001 (PGCPB Resolution No. 01-248).

Preliminary Plan of Subdivision (PPS), 4-21006, is scheduled for review by the Planning Board on November 4, 2021. The PPS requests approval for a mixed-use building consisting of 316 multifamily dwelling units and 2,052 square feet of commercial space. The PPS shows mandatory dedication of parkland to be addressed with onsite recreational facilities, which DPR staff has found acceptable for this site.

DISCUSSION:

The TDDP contains two policies that pertain to DPR:

Policy 1: Incorporate and design parks, open spaces, and recreational facilities throughout the Transit District to support health and wellness, create opportunities for social gatherings and public events, and a foster a sense of place.

Policy 3: Ensure the Transit District's park and open space network is connected to the pedestrian and bicyclist network emphasizing convenience, accessibility, and safety.

In the statement of justification, the applicant noted they will provide high-quality on-site facilities for the future residents. Wider sidewalks, as required by the TDDP, and other elements will be provided to promote connectivity, accessibility, and safety within the Transit District.

Pursuant to Section 24-135(b) of the Prince George's County Subdivision Regulations, the applicant, and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for adequate on-site recreational facilities.

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

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

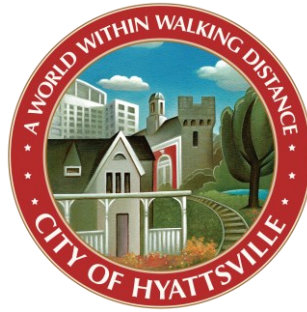
RECOMMENDATION:

The Park Planning & Development Division of DPR offers no objection to Planning Board approval of Detailed Site Plan DSP-21006 for 6400 America Boulevard Property.

The Urban Design Section staff shall review the on-site recreational facilities for adequacy and proper siting and establish triggers for timing of construction.

C: Bridget Stesney
 Christian Gabriel

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: 6400 America Boulevard Property – Detailed Site Plan (DSP-21006)

Dear Chairman Hewlett:

On Monday, September 20, 2021, the Hyattsville City Council reviewed the Detailed Site Plan (DSP-21006) application for the multifamily project at 6400 America Boulevard, Hyattsville, MD.

The Hyattsville City Council voted in support of Detailed Site Plan 21006, Parcel N at 6400 America Boulevard. The applicant has been working with the City through the development of their application and integrated City feedback before submission to M-NCPPC.

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
Chris Hatcher, Applicant's Representative

From: [Kwesi Woodroffe](#)
To: [Zhang, Henry](#)
Cc: [PGCReferrals](#)
Subject: RE: SDRC WAS NOT INDICATED FOR THIS ACCEPTANCE REFERRAL: DSP-21006 6400 AMERICAN BOULEVARD PROPERTY; SHA; KW
Date: Wednesday, September 22, 2021 10:19:14 AM
Attachments: [image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
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[image023.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning Henry.

I reviewed the subject referral and have the following comments:

The proposed improvements along the property's East-West Highway (MD 410) frontage will require and Access Permit. The Applicant will need to make a formal submittal of detailed engineering plans and supporting documents to SHA for a comprehensive review by Access Management and supporting offices. An Access Permit tracking number will be assigned once the first formal submittal is received.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
Office Hours
M-Thurs.: 6:30a-3:30p
Fr: 6:30a-10:30a
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>

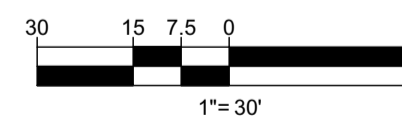




**LIBERTY LANE
(PRIVATE ROAD)**
VARIABLE WIDTH RIGHT-OF-WAY

BELCREST ROAD

EAST-WEST HIGHWAY
(A.K.A. MD ROUTE 410)
(120' WIDE R.O.W.)



HATCH LEGEND

| | |
|-------------------|--|
| CONCRETE SIDEWALK | |
| CONCRETE PAVER | |
| BRICK PAVER | |

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

| REV | DATE | COMMENT | DRAWN BY | CHECKED BY |
|-----|------|---------|----------|------------|
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811
Know what's below.
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NOT APPROVED FOR CONSTRUCTION

PROJECT No.: MB202020
DRAWN BY: AVB
CHECKED BY: NBS / AJL
DATE: 02/22/2021
CAD ID.: DRAWING1

DETAILED SITE PLAN
FOR
TDC PARCEL N INVESTOR, LLC
PROPOSED DEVELOPMENT
6400 AMERICA BLVD
PRINCE GEORGE'S COUNTY
HYATTSVILLE, MARYLAND
TM: 42, GRID: A2

BOHLER
16701 MELFORD BLVD., SUITE 310
BOWIE, MARYLAND 20715
Phone: (301) 809-4500
Fax: (301) 809-4501
MD@BohlerEng.com

N. B. SPEACH
PROFESSIONAL ENGINEER
MONTGOMERY LICENSE # 9775 / 2021
PROFESSIONAL CERTIFICATION
I, N. B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME AND THAT I AM A duly LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 9362, EXPIRATION DATE: 01/14/2023

SHEET TITLE:
SITE PLAN
SHEET NUMBER:
DSP-4
ORG. DATE - 02/22/2021

Aug 04, 2021 10:41:00 AM I:\BOHLER\ENG\NET\SHARES\MD-PROJECTS\2020\2020\DRAWINGS\PLAN SETS\DSP\MB202020 - DSP - 0 - LAYOUT.DWG

1 - Easement

Created by: Jessica Wright
On: 09/27/2021 01:52 PM

1. Show limits 30' WSSC right of way along America Boulevard.

----- 0 Replies -----

2 - MH ID

Created by: Jessica Wright
On: 09/27/2021 04:24 PM

Label existing MH ID.

----- 0 Replies -----

3 - Continuation of Sewer Main

Created by: Jessica Wright
On: 09/27/2021 04:29 PM

Show the continuation of the sewer main to the last WSSC manhole along America Boulevard.

----- 0 Replies -----

4 - End of WSSC Sewer

Created by: Jessica Wright
On: 09/27/2021 04:58 PM

Clearly mark the end of the WSSC sewer main.

----- 0 Replies -----

5 - Horizontal Separation

Created by: Jessica Wright
On: 09/27/2021 05:00 PM

Provide at least 15' from the building to the outside of the sewer.

----- 0 Replies -----

6 - Existing SHC

Created by: Jessica Wright
On: 09/27/2021 05:02 PM

Contract 3018-2001 shows a 6" SHC connection to this lot for a restaurant (Permit # 1008343). The site was shown to be for proposed retail. Please determine if this connection is still needed.

----- 0 Replies -----

7 - Water and Sewer Comments

Created by: Jessica Wright
On: 09/27/2021 05:04 PM

1. Revise the plan if the water and/or sewer pipeline conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual.

2. There is a 10- inch diameter water main located near this property. WSSC records indicate that the pipe material is Ductile Iron (DI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

3. Condominiums in Prince George's County. Pursuant to State law, condominium or cooperative ownership projects in Prince George's County (or conversions to condominium or cooperative ownership) may not be served by a master meter. Each unit must have a separate meter, account and shutoff valve in accordance with the WSSC 2019 Plumbing and Fuel Gas Code. See WSSC 2019 Development Service Code 702.5.1.

8. METERING - Multi-Unit Buildings - In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince George's County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 111.5.8.2 and 111.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2019 Plumbing & Fuel Gas Code 111.5.8.

6. Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

----- 0 Replies -----

8 - Vertical Clearance

Created by: Jessica Wright
On: 09/27/2021 05:10 PM

Ensure there is 1' between the storm drain and the sewer.

----- 0 Replies -----

9 - Vertical Separation

Created by: Jessica Wright
On: 09/27/2021 05:11 PM

Ensure there is 18" between the water and the sewer mains. Water should be above the sewer.

----- 0 Replies -----

10 - General Comments

Created by: Jessica Wright
On: 09/27/2021 05:15 PM

Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

2. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.

3. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC.

----- 0 Replies -----

11 - Hyddraulic Comments

Created by: Jessica Wright
On: 09/27/2021 05:16 PM

1. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

2. A 10-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

3. A 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

4. There is sufficient pressure at the point of connection for the proposed development.

----- 0 Replies -----

12 - PUE

Created by: Jessica Wright
On: 09/27/2021 05:17 PM

Is there a PUE along America Boulevard?

----- 0 Replies -----

13 - Sewer Service to Lowest Elevations

Created by: Jessica Wright
On: 09/27/2021 05:17 PM

If sewer service is required below the first floor elevations and it is not possible to achieve gravity flow to available manholes, onsite pumping may be required.

----- 0 Replies -----

14 - -WSSC Standard Comments for All Plans

Created by: Dave Margolis
On: 09/23/2021 03:25 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSC's rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSC's system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

15 - -WSSC Plan Review Comments

Created by: Dave Margolis
On: 09/23/2021 03:26 PM

Plan #DSP-21006
6400 American Boulevard

----- 0 Replies -----



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

October 8, 2021

TO: Henry Zhang, Urban Design
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

RE: 6400 American Boulevard Property
Detailed Site Plan No. DSP-21006

CR: American Boulevard (County)
CR: East-West Highway (MDSHA)
CR: Belcrest Road (county)

This is in response to the Detailed Site Plan No. DSP-21006 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The subject property is located at the northwest quadrant of American Boulevard and East-West Highway.
- The applicant proposes a mixed-use development project consisting of 316 multifamily dwelling units and approximately 2,052 square feet of commercial/retail space.
- Detailed Site Plan No. DSP-21006 is consistent with Site Development Concept Plan 2802-2021.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans;
 - b) Exact acreage of impervious areas has been provided on the concept plan;

Henry Zhang
October 8, 2021
Page 2

- c) Proposed grading is shown on plans;
 - d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;
 - e) Stormwater volume computations have been provided with the concept plan;
 - f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in this submittal;
 - g) A narrative in accordance with the Code has been provided.
- DPIE has no objection to DSP-21006.

If you have any questions or need additional information, please contact Mr. Steve Snyder, District Engineer for the area, at 301.636.2060.

MCG:JC:tag

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Bohler Engineering, 16701 Melford Blvd., Suite 310, Bowie, MD 20715
TDC Parcel N Investor, LLC, 1850 M Street, NW, Suite 829, Washington DC, 20023

Christopher L. Hatcher
Attorney
301-524-3946
chris@clhatcher.com

October 21, 2021

Henry Zhang, AICP
Master Planner | Development Review
Prince George’s County Planning Department
14741 Governor Oden Bowie Drive, Room 2198
Upper Marlboro, MD 20772

Re: Supplement to DSP-21006 Statement of Justification – Request to Modify TDDP
Development Standard for High Rise Building Signs

TDC Parcel N Investor, LLC (the “**Applicant**”) by and through its attorney, CLHatcher LLC, submits this Detailed Site Plan (“**DSP**”) Justification Statement Supplement (the “**Supplement**”) to request an alternative Transit Development District Standard for the subject application, located within the *Prince George’s Plaza Transit District Development Plan* (the “**TDDP**”).

I. Background

DSP-21006 proposes mixed-use development consisting of 316 multifamily dwelling units and approximately 2,052 square feet of commercial/retail space at the northwest quadrant of America Boulevard and East-West Highway. The subject property is currently zoned M-U-I (Mixed Use – Infill) / T-D-O (Transit District Overlay) and is subject to the recommendations and development standards provided by the TDDP. As part of DSP-21006, the Applicant is proposing an alternative Development Standard to provide high-rise building identification signs – namely, blade signage and building mounted identity signage – along the proposed mixed-use building’s frontage on East-West Highway. The area of the proposed blade signage is approximately 240 square feet.

II. Requested Modification to the TDDP Development Standards

Section 27-548.08(c)(3) of the Prince George's County Zoning Ordinance provides that as part of a Detailed Site Plan in a Transit District Overlay Zone, the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the Plan provides otherwise. In approving the DSP, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District, and will not substantially impair the implementation of the Transit District Development Plan. As identified above, the Applicant is requesting that the Planning Board apply different development requirements for blade signage in the subject DSP. The relevant TDDP signage Standard is listed below, along with the Applicant's proposed alternative Standard and applicable analysis.

HIGH RISE BUILDING IDENTIFICATION SIGNS

Standard: *High-rise building identification signs shall only be permitted on buildings 16 stories tall or greater.*

Proposed: High-rise building identification signs are permitted on buildings 7 stories tall or greater with frontage on East-West Highway

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

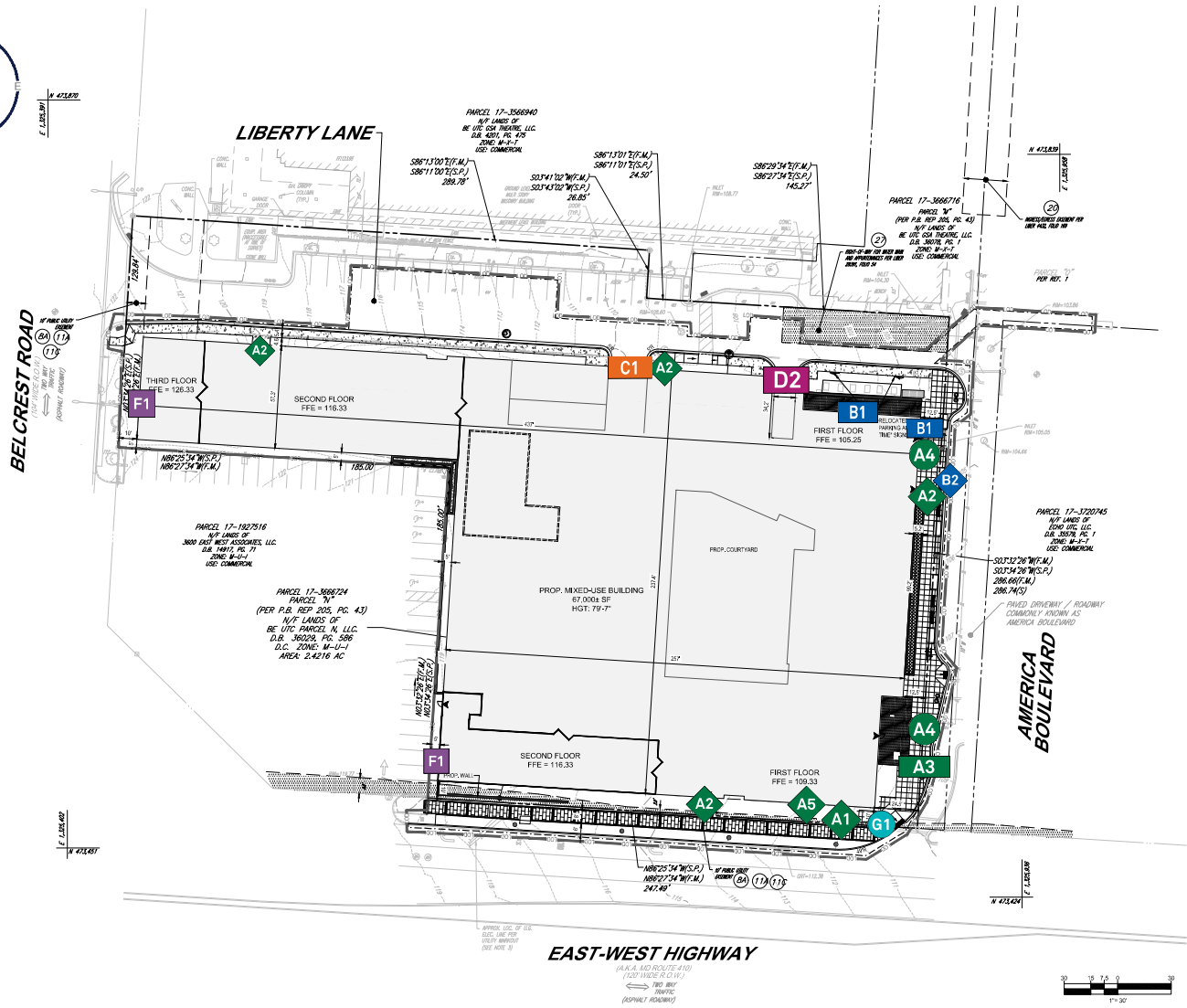
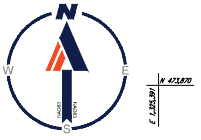
III. Conclusion









The Applicant respectfully requests that the Planning Board approve the proposed modification to the TDDP Development Standard for High Rise Building Identification Signage. As discussed above, the proposed alternative Development Standard for building identification signage will benefit this development – which meets a demand for high-quality, transit-oriented development within the TDDP – and the greater Transit District. Moreover, as discussed in the Statement of Justification, the proposed development advances numerous goals and objectives of the TDDP and will not substantially impair its implementation. The above analysis and submitted plans establish that the subject DSP satisfies the required findings that the Planning Board must make to apply an alternative Development Standard in the TDDP.









Respectfully submitted,




Christopher L. Hatcher
CLHatcher LLC
1001 Prince George's Blvd,
Suite 700
Upper Marlboro, MD 20774
Telephone: 301-524-3946
Email: chris@clhatcher.com



| CODE | SIGNTYPE | QTY. | ELECTRICAL/ LIGHTING | DIMENSIONS | MAX. SQUARE FOOTAGE (SF) | MOUNTING | IMAGE REFERENCE AND NOTES |
|--|---------------------------------------|------|---------------------------|-------------------------------|-----------------------------|----------------------------------|---|
| A1  | Primary Project Blade Identity | 1 | Internally Illuminated | 6' x 40' | 240 SF | Building Mounted |  |
| A2  | Access or Egress to Property Identity | 4 | None | 1'-6" high x 3'-0" wide | 4.5 SF | Glass Mounted |  |
| A3  | Mounted Project Identity | 1 | Internally Illuminated | 3' x 7' | 21 SF | Building or Canopy Mounted |  |
| A4  | Project Address | 2 | None | 1'-6" high x 3'-0" wide | 4.5 SF | Glass Mounted |  |

| CODE | SIGNTYPE | QTY. | ELECTRICAL/ LIGHTING | DIMENSIONS | MAX. SQUARE FOOTAGE (SF) | MOUNTING | IMAGE REFERENCE AND NOTES |
|---|-------------------------------------|------|---------------------------|---------------------------------------|-----------------------------|----------------------------------|---|
| A5  | Primary Building Mounted Identity | 1 | Internally Illuminated | 4'-0" x 20' | 80 SF | Building Mounted |  |
| B1  | Mounted Tenant Identity | 2 | Internally Illuminated | 3' high x 30' wide | 60 SF | Building or Canopy Mounted |  |
| B2  | Tenant Blade Identity | 1 | Internally Illuminated | 3' high max x 3' wide max | 9 SF | Building Mounted |  |
| C1  | Parking Vehicular Entrance Identity | 1 | None | 1'-6" x 12' | 18 SF | Building or Canopy Mounted |  |

| CODE | SIGNTYPE | QTY. | ELECTRICAL/ LIGHTING | DIMENSIONS | MAX. SQUARE FOOTAGE (SF) | MOUNTING | IMAGE REFERENCE AND NOTES |
|--|--------------------------------------|------|-------------------------|-----------------------------------|-----------------------------|------------------|--|
| D2  | Residential Amenity Mounted Identity | 1 | Internally Illuminated | 1'-0"max x 10'-0" max | 10 SF | Building Mounted |  |
| F1  | Leasing/Marketing Banners | 2 | None | 10' wide max x 35' high max | 350 SF | Building Mounted |  |
| G1  | A-Frame Signs | 1 | None | 3' high max x 4' wide max | 12 SF | Self Supported |  |



2 SOUTH ELEVATION - EAST-WEST HIGHWAY

A-200 1/8" = 1'-0"

- FIBER CEMENT PANEL WITH VARED VERTICAL BATTENS - COLOR 2
- FIBER CEMENT TRIM - COLOR 2
- PREFABRICATED, CANTILEVERED METAL BALCONY - COLOR 2
- FACE BRICK - COLOR 1
- LEVEL 5 17'-0"
- METAL GUARD RAIL - COLOR TO MATCH BALCONY
- FIBER CEMENT TRIM - COLOR 1
- LEVEL 4 15'-0"
- LEVEL 6 13'-0"
- FACE BRICK - COLOR 2
- LEVEL 3 14'-0"
- METAL FRIDGE FRONT - COLOR TO MATCH WINDOWS ABOVE
- LEVEL 4 13'-0"
- LEVEL 1 11'-0"
- DECORATIVE ART MURAL
- LEVEL 3 12'-0"
- LEVEL 2 11'-0"
- LEVEL LOBBY 10'-0"

PARCEL N

Parcel N

6400 America Blvd.
Hyattsville, MD 20782
20-203

TDC Acquisition LLC

STRUCTURAL ARCHITECT
STRUCTURA
833 Cambridge Street
Baltimore, MD 21201
(410) 681-7700
@structura.com

CIVIL ENGINEER
BOHLER
16701 Mathew Blvd., Suite 310
Bowie, MD 20715
301-808-0300
bohlerengineering.com

MEP ENGINEER
HENRY ADAMS
600 Baltimore Ave., Suite 400
Baltimore, MD 21204
(410) 296-6600 phone
henryadams.com

LANDSCAPE ARCHITECT
PARKER RODRIGUEZ
101 North Green Street, Suite #100
Alexandria, VA 22314
(703) 568-5200
parkerrodriguez.com

hct design group

100 North Charles St., 18th Floor
Baltimore, Maryland USA 21201
+1-410-837-2727
hctdesigngroup.com



1 EAST ELEVATION - AMERICA BOULEVARD

A-200 1/8" = 1'-0"

- PREFABRICATED METAL COPING
- FIBER CEMENT LAP SIDING 9" EXPOSURE - COLOR 2
- PREFABRICATED METAL COPING
- FIBER CEMENT PANEL WITH VARED VERTICAL BATTENS - COLOR 3
- PREFABRICATED, CANTILEVERED METAL BALCONY - COLOR 2
- PREMIUM ARCHITECTURAL SLIDING VINYL WINDOWS - COLOR
- LEVEL 5 17'-0"
- FIBER CEMENT TRIM - COLOR 1
- FACE BRICK - COLOR 1
- LEVEL 4 15'-0"
- FACE BRICK - COLOR 2
- LEVEL 3 14'-0"
- VERTICAL FIBER CEMENT SIDING - COLOR 2
- LEVEL 6 13'-0"
- LEVEL 5 14'-0"
- LEVEL 4 13'-0"
- DECORATIVE METAL CHANNEL - COLOR 3
- LEVEL 3 12'-0"
- METAL METAL CANOPY
- METAL CURTAINWALL AT RETAIL FACADE
- LEVEL 2 11'-0"
- LEVEL 1 10'-0"

DATE

REVISIONS
DATE DESCRIPTION
3/12/2021 SCHEMATIC DESIGN

DESIGNER

EXTERIOR ELEVATIONS

DESIGN BY SCHEMATIC DESIGN

ISSUED DATE 03/12/21

FILE NUMBER A-200



2 NORTH ELEVATION - LIBERTY LANE - EAST

A201 18' x 12'

PARCEL N

Parcel N

6400 America Blvd.,
Havertown, PA 19307
PROJECT NO: **# 20-203**
DATE: 03/12/21

TDC Acquisition LLC

STRUCTURAL ENGINEER

STRUCTURA
859 Cathedral Street
Baltimore, MD 21201
(410) 661-7500
www.structura.com

CIVIL ENGINEER

BOHLER
16701 Michler Rd., Suite 310
Bowie, MD 20715
301.264.6700
bohlerengineering.com

M/E/P ENGINEER

HENRY ADAMS
600 Baltimore Ave., Suite 400
Baltimore, MD 21204
(410) 596-6000 phone
henryadams.com

LANDSCAPE ARCHITECT

PARKER RODRIGUEZ
101 North Green Street, Suite #100
Baltimore, MD 21201
(410) 524-0600
parkerrodriguez.com



100 North Charles St., 18th Floor
Baltimore, Maryland, USA 21201
+1 410.637.2727
hctdesigngroup.com

| NO. | DATE | DESCRIPTION |
|-----|-----------|------------------|
| 1 | 3/12/2021 | SCHEMATIC DESIGN |

EXTERIOR ELEVATIONS

Issued for: **SCHEMATIC DESIGN**

Issued date: 03/12/21

Sheet number: **A-201**



1 NORTH ELEVATION - LIBERTY LANE - WEST

A201 18' x 12'



3 WEST ELEVATION - BELCREST ROAD
A-202 1/8" = 1'-0"

2 SOUTH ELEVATION - PROPERTY LINE - WEST
A-202 1/8" = 1'-0"

PARCEL N

Parcel N

PROJECT NO: **# 21033**
DATE:

TDC Acquisition LLC

STRUCTURAL ENGINEER:
STRUCTURA
859 Cameron Street
Baltimore, MD 21201
(410) 681-7300
www.structura.com

CIVIL ENGINEER:
BOHLER
16701 Michoud Blvd, Suite 310
Bowie, MD 20715
(301)426-6700
bohlereengineering.com

M/E/P ENGINEER:
HENRY ADAMS
600 Baltimore Ave, Suite 400
Baltimore, MD 21204
(410) 596-6000 phone
henryadams.com

LANDSCAPE ARCHITECT:
PARKER RODRIGUEZ
101 North Chase Street, Suite #100
Baltimore, VA 22314
(804)240-5600
parkerrod@prg.com



100 North Charles St., 18th Floor
Baltimore, Maryland, USA 21201
+1 410.637.2727
hctdesigngroup.com

PROJECT:
DATE DESCRIPTION
3/12/2021 SCHEMATIC DESIGN

EXTERIOR ELEVATIONS

Issued for: **SCHEMATIC DESIGN**

Issued date: **03/12/21**

Sheet number: **A-202**



1 SOUTH ELEVATION - PROPERTY LINE - EAST
A-202 1/8" = 1'-0"

GENERAL ELEVATION NOTES

1. IF SIDE ELEVATIONS OF PROJECTIONS ARE NOT SHOWN, MATERIALS SHOWN ON THE FRONT OF THE PROJECTIONS SHALL BE ASSUMED TO RETURN TO THE SIDE WALLS AT THE SAME HEIGHT SHOWN ON THE FRONT ELEVATION.
2. LOUVERS AND VENTS SHALL BE FACTORY FINISHED TO MATCH ADJACENT MATERIAL COLOR.

PARCEL N

Parcel N

6400 America Blvd,
Hyattsville, MD 20785
PROJECT # **# 20-203**
OWNER
TDC Acquisition LLC

STRUCTURAL ENGINEER
STRUCTURA
859 Cambridge Street
Baltimore, MD 21201
(410) 651-7525
www.structura.com

CIVIL ENGINEER
BOHLER
16701 Midway Blvd, Suite 310
Shaw, MD 20715
(301) 264-5100
bohlerengineering.com

MEP ENGINEER
HENRY ADAMS
600 Baltimore Ave, Suite 400
Baltimore, MD 21204
(410) 596-0000 phone
henryadams.com

LANDSCAPE ARCHITECT
PARKER RODRIGUEZ
101 North Charles Street, Suite #100
Alexandria, VA 22314
(703) 546-9510
parkerrodriquez.com



| NO. | DATE | DESCRIPTION |
|-----|-----------|------------------|
| 1 | 3/12/2021 | SCHEMATIC DESIGN |
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EXTERIOR ELEVATIONS

Issued for: **SCHEMATIC DESIGN**

Issued date: **03/12/21**

Sheet number: **A-203**

I. INTRODUCTION

TDC Parcel N Investor, LLC (the “**Applicant**”) by and through its attorneys, Lerch, Early & Brewer, Chartered, submits this Detailed Site Plan (“**DSP**”) Justification Statement (the “**Statement**”) to demonstrate that the proposed mixed-use, multifamily community on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code (the “**Zoning Ordinance**”), *Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (the “**TDDP**”), and other applicable review requirements and criteria. The subject property consists of approximately 2.42 acres located at the northwest quadrant of the intersection of America Boulevard and East-West Highway (the “**Property**”).¹ The Property is currently zoned M-U-I (Mixed Use – Infill) / T-D-O (Transit District Overlay) and is subject to the recommendations of the TDDP. The Property is located within the “Prince George’s Plaza Downtown” as designated by *Plan Prince George’s 2035 Approved General Plan* (the “**General Plan**”). Additionally, the Property is located within the municipal boundaries of the City of Hyattsville (the “**City**”).

As described in detail herein and shown on DSP-21006, the Applicant proposes a mixed-use community consisting of ±316 units of multifamily housing and approximately 2,052 square feet of ground floor commercial space for the Property (the “**Proposed Development**”).² The Proposed Development will complement existing and future development within the Downtown to foster a desirable transit-oriented mixed-use neighborhood and promote the Transit District as a regional destination. Accordingly, the Applicant respectfully requests approval of the subject DSP.

¹ The Property is identified as Parcel N in the “Prince George Center” subdivision, as recorded in the Land Records of Prince George’s County at Plat Book REP 205, page 43.

² The Applicant is submitting this DSP for approval of the Proposed Development. This DSP may be amended from time to time to accurately reflect modifications or changes to the Proposed Development on the Property.

II. PROPERTY DATA

| | |
|---------------------------------|--|
| <i>Location:</i> | Northwest Quadrant of the Intersection of America Boulevard and East-West Highway. |
| <i>Tax Map #:</i> | 42-A2. |
| <i>Frontage:</i> | East-West Highway (MD 410) to the south. America Boulevard to the east. Belcrest Road to the west. Liberty Lane to the north. |
| <i>Election District:</i> | 17. |
| <i>Legislative District:</i> | 21. |
| <i>Councilmanic District:</i> | 2. |
| <i>Acreage:</i> | ±2.42 acres. |
| <i>Zoning:</i> | M-U-I (Mixed Use – Infill) T-D-O (Transit District Overlay) |
| <i>Planning Area:</i> | 78. |
| <i>Subdivision:</i> | 4-21006. |
| <i>Existing Water Category:</i> | W-3. |
| <i>Existing Sewer Category:</i> | S-3. |
| <i>Historic:</i> | N/A. |
| <i>Aviation Policy Area:</i> | N/A. |
| <i>Master Plan & SMA:</i> | <i>Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment.</i> |
| <i>General Plan:</i> | <i>Plan Prince George’s 2035.</i> |

III. LAND USE BACKGROUND

A. Plan Prince George's 2035 General Plan

The Property is located within the Prince George's Plaza "Downtown" as designated by the General Plan. The General Plan envisions the Downtown as a place for residents "to live in safe, walkable healthy communities that supply a variety of high-quality housing options – ranging in price, density, and type." The General Plan envisions the "revitalization of existing infrastructure and facilities to leverage public investment," and the strengthening of "older communities."

B. Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment

The Property is located within the boundaries of the TDDP – the guiding planning document for the Transit District Overlay Zone. The TDDP creates two distinct, but interconnected Character Areas – the Downtown Core and Neighborhood Edge – that capitalize on the Transit District's existing transit network, recreational amenities, and retail appeal. The Property is located within the Downtown Core Character Area of the TDDP, which is described as the Transit District's central activity hub, with a mix of residential, retail, and office development framing lively walkable streets.

The Transit District Overlay Zoning Map Amendment rezoned the Property from M-X-T (Mixed-Use Transportation Oriented) to M-U-I. Moreover, the TDDP's location-specific analysis of the Property's zoning change highlights significant underutilization of the Property considering its proximity to transit.

The resulting M-U-I/T-D-O zoning for the Property permits a broad range of uses in a variety of buildings, creating flexibility that is conducive to development and redevelopment. In order to encourage mixed-use, transit-supportive, walkable developments in the Downtown Core, both the Zoning Ordinance as well as Standards in the TDDP – particularly the Standard applying to "Bulk and Height, Density and Building Height," – stipulate that density for mixed-use residential/commercial

development in the M-U-I/T-D-O Zone is established at DSP.³ Accordingly, the density for the Proposed Development will be established by the subject DSP.

C. Conceptual Site Plan CSP-00024

The Prince George's County Planning Board (the "**Planning Board**") adopted Conceptual Site Plan CSP-00024 ("**CSP**") for the Property on November 9, 2000 and the Prince George's County District Council approved the CSP on January 8, 2001. The CSP was approved for the development of up to 2.245 FAR and 800-1200 dwelling units within University Town Center, a proposed mixed-use development with a "main street" theme that includes office, retail, and residential uses. The 38.62 acre area approved for development in CSP-00024 was divided into two Subareas – Subarea 2 and Subarea 3. The Property is approximately 2.42 acres located within Subarea 3.

The Property was rezoned to the M-U-I Zone, and retained in the T-D-O Zone, through the adoption of the 2016 Transit District Overlay Zoning Map Amendment. Pursuant to the general applicability and administrative section of the TDDP, a DSP in the Transit District does not have to conform to a previously approved CSP.⁴ Accordingly, CSP-00024, and the conditions of approval contained therein, are not relevant to the review of this DSP.

Additionally, the rezoning of the Property from M-X-T to M-U-I voided, in effect, the previously approved CSP.

D. Preliminary Plan of Subdivision 4-01092

On March 28, 2002, the Planning Board approved Preliminary Plan of Subdivision 4-01092 ("**PPS**"), for the development of residential and commercial uses on 25.12 acres, consistent with Subtitle 24 of the Prince George's County Code (the

³ Sec. 27-546.18(b) provides that "where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed."

⁴ See page 195, Site Plan Review Requirement 3 "Pursuant to Section 27-548.08(c)(2), a Detailed Site Plan in a Transit District does not have to conform to a previously-approved Conceptual Site Plan. Accordingly, Conceptual Site Plans approved prior to July 19, 2016 have no bearing on the approval of a DSP for development in the Transit District."

“**Subdivision Ordinance**”). The Property was platted pursuant to PPS 4-01092 and is vested under PPS 4-01092 for transportation adequacy.⁵ However, previous development in University Town Center pursuant to PPS 4-01092 has fully utilized the recreational facilities provided by PPS 4-01092. Accordingly, these recreational facilities cannot apply towards the Proposed Development, and the Proposed Development will require additional recreational facilities. The Applicant has submitted PPS 4-21006 to address adequacy of recreational facilities for the Proposed Development.

IV. EXISTING AREA / NEIGHBORHOOD

The Property is located at the southern entrance of University Town Center, at the northwest quadrant of the intersection of East-West Highway and America Boulevard in the City. The Property fronts East-West Highway to the south, America Boulevard to the east, Liberty Lane to the north, and Belcrest Road to the west. Existing retail and residential uses within University Town Center are adjacent to the Property to the north and east. Future residential development in Metro I and Metro II are located directly to the north and east of the Property, across Liberty Lane. Retail, food store, and healthcare uses are located directly to the east across America Boulevard. The Property abuts an existing commercial office building to the southwest, on adjacent Parcel H, and existing retail at The Mall at Prince George’s is located to the west of the Property across Belcrest Road. Notably, the Property is in close proximity to mass transit, as the Prince George’s Plaza Metro Station is located approximately 800 feet southwest of the Property, across East-West Highway.

⁵ See Exhibit B, T. Masog email to N. Speech regarding transportation adequacy and trip cap analysis for the Proposed Development pursuant to PPS 4-01092.

IV. PROPOSED DEVELOPMENT

A. Overview

The Applicant proposes to transform existing surface parking at the Property into a contemporary, transit-oriented, mixed-use community that maximizes accessibility and connectivity for both future residents and patrons of the Downtown. This DSP involves the development of an eight-story, ±412,321 square foot mixed-use building, with ±308,690 square feet devoted to residential uses, and ±2,052 square feet devoted to ground-floor commercial uses. The Proposed Development offers a dynamic pedestrian-friendly exterior streetscape to activate the Downtown and complement existing commercial uses within University Town Center.

Additionally, the Proposed Development will provide ±12,812 square feet of interior amenity space. Programmatic areas will include: yoga and fitness spaces, communal work and lounge areas, a clubroom, and outdoor pool area. A large landscaped courtyard will be accessible to residents from the seventh floor. Active and passive recreation uses on the seventh floor will include a pool and other areas for outdoor grilling and seating. A multi-story parking structure will be constructed within the interior of the Property and wrapped by the mixed-use building, providing a total of 272 parking spaces for the Proposed Development. The location and strategic design of the garage on the interior of the Property contributes to a more pedestrian-friendly urban environment, offering improved circulation and consistent street walls along East-West Highway, America Boulevard, and Liberty Lane.

The Proposed Development will provide a total of ±316 dwelling units, with the following mixture of unit types: 75 studios (23.7% of the total units); 173 one-bedroom units (54.8%); and 68 two-bedroom units (21.5%). Units will be provided on the second, third, fourth, fifth, sixth, and seventh floors.

Overall, the Proposed Development promises a dynamic mixed-use community that complements existing uses within University Town Center, supports nearby mass transit, and serves as a visually stimulating landmark within the Downtown Core.

B. Architecture

Overall

The mixed-use building proposed for the Property addresses the varied topography of the site while complementing walkability and connectivity to University Town Center and the greater Transit District. This is achieved through activation of the ground floor through street level uses, pedestrian connections, and vehicular circulation to complement the adjacent uses.

East-West Highway & America Boulevard Corner

The proposed design at the corner of East-West Highway & America Boulevard envisions a gateway for the southern entrance of University Town Center to address the significance of this intersection to the built pedestrian environment at East-West Highway. This is accomplished by designing the main entrance and residential amenity at this location of the proposed building, connecting to the existing sidewalks, and emphasizing the entrance through various architectural design strategies. These strategies include the articulation of building forms, the simple use of materials, increased transparency at the corner, and breaking down scale and proportions of the building. The design also embraces the natural slope of the site, which features a low point along East-West Highway at its intersection with America Boulevard, revealing the entrance with extensive corner glazing extending along America Boulevard and East-West Highway. The corner entrance is also highlighted with a canopy and local mural artwork. The building features and materials are also highlighted at the corner using a unique balcony on the upper floors and the transitioning of exterior materials to articulate the corner.

Liberty Lane & America Boulevard Corner

The Liberty Lane & America Boulevard corner connects the proposed building to University Town Center by completing the retail corner at this intersection. The retail space features extensive glazing facing America Boulevard with the eight-story masonry façade extending along America Boulevard and continuing along Liberty

Lane at the stepped corner. An outdoor plaza for retail seating is created on the north side of the corner and also provides an opportunity for a mural created by a local artist.

C. Proposed Public Use Space, Streetscape, and Landscape Design

The Proposed Development will provide an impactful complement to the existing retail development across America Boulevard. This key site bookends the University Town Center central spine and acts as a gateway element. The proposed landscape and architecture will work in tandem to provide a rich palette of materials, textures and visual interest to be both memorable and unique. The building entrance and amenity spaces are located along the corner of America Boulevard and East-West Highway to activate that area of the streetscape and provide interest along this prominent frontage. Additionally, residential units will face the remaining area of the frontage, providing eyes along the pedestrian environment at this location. The streetscape along East-West Highway will extend the existing streetscape elements, continuing the pedestrian-friendly environment to the west with compatible design elements and new street trees.

The Proposed Development's frontage along America Boulevard largely mimics the present streetscape and provides street-level activation with the lobby, building amenity spaces, and retail that engage the streetscape at various points. Proposed retail at the corner of East-West Highway and America Boulevard will activate the streetscape with an outdoor seating terrace. The building edges frame the urban streetscape and are designed to adhere to and follow the TDDP guidelines.

VI. ANALYSIS

A. Compliance with Zoning Ordinance

1. §27-546.19 – Site Plans for Mixed Uses.

(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;

Comment: As discussed in Section VI(A)(3) of this Statement, the site plan meets all applicable 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;

Comment: This DSP meets all applicable development standards and/or represents a reasonable alternative for satisfying the site design guidelines. Alternative Standards are proposed herein and detailed in attached Exhibit A.

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

Comment: The proposed residential and commercial uses on the Property will be compatible with each other. The proposed multifamily and ±2,052 square feet of retail uses are both permitted at this location and, accordingly, are compatible with each other. Additionally, the proposed commercial uses will support both multifamily residential uses and the general public, providing a synergistic mixture of uses desired at this prominent location within the Transit District.

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

Comment: The proposed commercial and multifamily residential uses are compatible with existing and proposed adjacent development, which include medium- and high-density residential uses to the north and high-density commercial development to the north and east of the Property. The multifamily uses on-site will provide a residential base to support existing and future commercial uses on adjacent properties. Overall, the Proposed Development will enhance the surrounding mixed-use community within the Transit District's Downtown Core.

(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;

Comment: The proposed eight-story mixed-use building is compatible in size, height, and massing of medium- to high-density residential and commercial buildings on adjacent properties. University Town Center is comprised of a series of different building heights and massing. Due to the varying grades on-site, the proposed building height varies. Measured from actual grade to parapet, the building's height varies from 73 feet to 90 feet. These heights are consistent with the heights of the adjacent buildings, including the nine-story building to the north on Liberty Lane and the five-story, approximately 80' tall office building at the corner of Belcrest Road and East-West Highway. The building to the north is very similar in size and massing to the proposed building.

(B) Primary facades 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;

Comment: Primary facades and entries for the Proposed Development face East-West Highway and America Boulevard, two TDDP designated A Streets. Entries along both East-West Highway and America Boulevard connect the proposed mixed-use building to the surrounding community and adjacent residential and commercial uses located within University Town Center. Paved cross-walks designate connection points to adjacent commercial uses directly to the east of the Proposed Development. Structured parking on-site is accessed via B Street Liberty Lane and is designed to facilitate safe and unobstructed pedestrian circulation along the proposed building's entrances on East-West Highway and America Boulevard.

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

Comment: The proposed mixed-use building will feature a rhythm of windows with appropriate glazing. Lights will illuminate the street, interior and exterior open spaces, and will have minimal impact on the 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;

Comment: The proposed building consists of masonry and cementitious siding in vertical and horizontal configurations. The colors include reddish-orange and black bricks with black and silver grey paneling. These materials and colors are consistent with and complementary to other buildings throughout University Town Center and adjacent neighborhoods. The building forms and scale are broken down through the use of articulated and repetitive building forms, window opening sizes and patterns, and detailing of the brick and paneling at the ground level and the upper levels.

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

Comment: Outdoor storage areas and mechanical equipment included with the Proposed Development will be appropriately screened or located strategically to minimize visibility from adjacent properties, public streets, and pedestrians.

(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 the goals and objectives in applicable plans; and

Comment: The Proposed Development conforms to the applicable TDDP signage Standards.

(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.*

Comment: The TDDP has multiple compatibility Standards and guidelines regarding building placement, orientation, design, lighting, outdoor storage, and signage. As discussed in Exhibit A, the Proposed Development includes appropriate settings for each of the above listed items and is compatible with applicable TDDP Standards.

2. §27-548.08 – Site Plan.

(c) Required findings.

(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.

Comment: The mixed-use, multifamily community proposed in this DSP is consistent with the TDDP’s overall purpose to create “a walkable, transit-oriented community within the Prince George’s Plaza Transit District using a market-driven approach.” The following guidelines and criteria for development support approval of this DSP:

Land Use

The DSP furthers the following Land Use policies:

- *LU1: Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.*

- *LU2: Create sufficient residential capacity to help meet the County’s Growth Management Goal of 50 percent of new dwelling units within Regional Transit Districts.*
- *LU4: Concentrate medium- to high-density development in the Downtown Core.*

Comment: The Proposed Development will provide ±316 units of high-quality housing and ground floor commercial uses in close proximity to the Prince George’s Plaza Metro Station. In addition to activating the streetscape with engaging commercial space, this DSP will increase the residential density and housing capacity of the Downtown Core to advance the County’s Growth Management Goal of locating 50 percent of the County’s new dwelling units within Regional Transit Districts. Moreover, additional housing at this location will support and complement the Transit District’s existing amenities, retail, and commercial uses to foster a pedestrian-friendly, transit-supportive, and accessible Downtown. Overall, the Proposed Development offers high-quality transit-oriented development that advances the County’s development pattern and Growth Management Goals.

Economic Prosperity

This DSP furthers the following Economic Prosperity policies:

- *EP4: Diversify residential options to appeal to a range of current and future buyers and renters, including young professionals, first-time homebuyers, and seniors looking to age-in-place.*
- *EP5: Rebrand the Transit District and market it as an exciting, dynamic, and growing regional destination.*

Comment: With the addition of ±316 multifamily residential units, the proposed community expands and diversifies the range of residential options available within the Transit District. This DSP ensures that these new residential options are attractive and responsive to current market demand for a broad spectrum of prospective residents and households. Specifically, the Proposed Development will be particularly attractive to young professionals who value immediate proximity to mass

transit and amenities within the Transit District. Further, the high-quality residential product proposed in this DSP will help facilitate the rebranding of the Transit District as a dynamic emerging regional destination.

Transportation and Mobility

This DSP furthers the following Transportation and Mobility policies:

- *TM1: Incorporate street planning and design practices that allow Complete and Green Streets to facilitate the efficient movement of people throughout the Transit District while simultaneously serving as great public spaces.*
- *TM9: Maximize utility and usage of the pedestrian bridge over MD 410 (East-West Highway).*
- *TM11: Improve bicycle and pedestrian access to the Metro station.*
- *TM17: Manage the supply of parking within the Transit District to provide convenient, safe, and affordable parking options.*
- *TM19: As surface parking lots are redeveloped, provide all new off-street parking underground or in structures.*

Comment: The TDDP envisions “a multimodal network [that] will provide residents, employees, shoppers, and visitors a variety of safe, easy to navigate, and inviting ways to access destinations within and outside the Transit District.” The Proposed Development and resulting mixed-use multifamily community will activate underutilized mass transit and maximize the utility of multimodal linkages to transit. Additionally, the Applicant will provide bicycle and pedestrian improvements that promote walkability and increased multimodal connectivity, in accordance with the applicable Preliminary Plan of Subdivision. These improvements will facilitate safe and efficient movement for future residents and visitors as they travel within the Downtown Core and greater Transit District. Moreover, these new improvements – in connection with the existing pedestrian bridge over East-West Highway – will link the Proposed Development to Metro and destinations throughout the County and Region. Finally, the existing surface parking on-site will be redeveloped and replaced

with structured parking that is convenient, safe, and appropriately designed for this prominent location within the Downtown Core. These structured parking spaces will be unbundled from leases and rents associated with the Proposed Development.

Natural Environment

This DSP furthers the following Natural Environment policies:

- *NE4: Encourage the integration of green building techniques into all building designs to help reduce overall energy and water consumption.*

Comment: The TDDP envisions a “built environment that preserves and complements the natural environment in which it is located” and ultimately establishes a “sustainable and resilient community.” This DSP includes several green building techniques that meet this overall vision and advance the TDDP’s Natural Environment policies. A micro-bioretenion planter box and a subsurface structural facility are proposed to provide adequate storm water management on-site. Additionally, the Applicant is pursuing a minimum of an NGBS Bronze certification, which includes the use of recyclable, durable, and resource efficient materials while also reducing water consumption and overall energy use. These features will create a mixed-use community that advances environmental compatibility, addresses current issues, and mitigates future adverse impacts in advance.

Additionally, the brand of urban infill development proposed in this DSP represents one of the most effective sustainable development strategies available to Prince George’s County in terms of reducing overall energy, water, and resource consumption. The Proposed Development locates high-density residential uses within immediate proximity of commercial uses, public amenities, and mass transit. This transit-oriented, synergistic mixing of land uses promotes walkability and effectively reduces the number and duration of automobile trips to and from the Property to shrink the Transit District’s carbon footprint. Moreover, the urban infill development proposed in this DSP offers sustainable land use that efficiently utilizes the County’s resources, rather than inordinately stressing them with low-density residential

sprawl. The redevelopment of existing surface parking and provision of ±316 multifamily units in this DSP presents a marked step towards green and efficient land use within the Transit District that promotes the TDDP's and County's sustainability goals.

Housing and Neighborhoods

This DSP furthers the following Housing and Neighborhood policies:

- *HN1: Provide a variety of housing types and unit sizes, and neighborhoods to accommodate and meet the demands of existing and future residents in the Transit District.*
- *HN3: Minimize and mitigate adverse impacts of new and infill development on surrounding communities.*
- *HN4: Develop and promote a brand for the Transit District neighborhoods that highlights their unique features and enhances the Transit District's competitiveness within the regional housing market.*
- *HN5: Promote sustainable, green neighborhoods and housing options.*

Comment: The Housing and Neighborhoods element of the TDDP envisions a “diverse community of housing opportunities and neighborhood characteristics” that meets housing preferences and will stimulate mixed-use development in the Transit District. The subject DSP represents a major stride towards realizing this vision, as the ±316 residential units and ground floor commercial uses will provide additional housing opportunities and further cultivate a 10-Minute Neighborhood within the Downtown Core and overall Transit District.⁶ Moreover, this DSP represents appropriate infill development that welcomes hundreds of new households to activate underutilized commercial and transportation assets within the TDDP and complement existing and future development within the Downtown Core.

⁶ A 10-Minute Neighborhood is a community where residents can walk short distances from home to destinations that meet their daily needs, such as commercial, recreational, educational, and transportation uses. 10 Minutes represents the time it takes a typical pedestrian to walk ½ mile.

Accordingly, high-quality multifamily housing at this location will promote the Downtown's unique brand of accessibility and modern urban lifestyle to advance the Transit District as a competitive destination within the regional housing market.

Community Heritage, Culture, and Design

This DSP furthers the following Community Heritage, Culture, and Design policies:

- *HD1: Redevelop the Transit District at a walkable scale, with a network of Complete and Green Streets as its backbone.*
- *HD3: Redevelop the Transit District to the urban scale appropriate for a designated Regional Transit District.*
- *HD4: Create an active, interesting, enlivening, and dynamic public realm.*
- *HD5: Create significant urban design features at signature sites that establish a distinct identity of place, create symbolic gateways and significant points of interest, and contribute to the visual and architectural character of the Transit District.*
- *HD6: Create opportunities for artistic and cultural expression and events.*
- *HD7: Encourage a wide variety of modern signs, facilitating opportunities for property owners to utilize signage as an artistic expression as well as appropriate marketing and wayfinding.*
- *HD8: Limit regulation of architecture, encourage property owners to respond to market demands with visually appealing and cutting-edge architectural amenities.*

Comment: The Community Heritage, Culture, and Design element of the TDDP envisions “a memorable, walkable, vibrant, and welcoming regional urban destination.” With contemporary architecture and cutting-edge design elements, the proposed mixed-use multifamily community is responsive to market demands and aligns with the type of development encouraged by this vision. The development of this parcel will complete the gateway treatment into this area of the Transit District, as envisioned by the TDDP. The Proposed Development creates a pedestrian-friendly and exciting urban environment where residents and visitors can coningle and

interact. The streetscape continues the palette and design vocabulary present in the surrounding developed parcels, while appropriately addressing the TDDP standards. The architecture complements the area while also creating a unique building that emphasizes the gateway. Opportunities for murals by local artists are envisioned on the building façade. Additionally, dynamic and functional signage will be integrated into the overall community to create additional opportunities for place-based branding in the Transit District. In concert, the proposed heritage, culture, and design elements will foster a prominent and visually stimulating landmark at the southern entrance of University Town Center, welcoming residents and visitors from the Prince George's Plaza Metro Station and East-West Highway.

Overall, the Proposed Development will provide cutting-edge design features and amenities to cultivate a unique urban character appropriate for the Downtown Core, encourage visual interest at a signature location across from Metro, and advance the Transit District's placemaking and branding initiatives.

Healthy Communities

This DSP furthers the following Healthy Communities policies:

- *HC1: Ensure that permitted land uses benefit the overall health and wellness of the community.*
- *HC2: Incorporate a health and wellness focus in the desired network of urban and natural park spaces.*

Comment: This DSP will encourage a healthy lifestyle by promoting walkability through multiple opportunities for pedestrian activity and community interaction, as well as the provision of recreational facilities. This new addition to the urban fabric will create an environment that fosters social interaction, not only along the pedestrian-friendly streets, but also internally serving the residents. A lush and carefully crafted courtyard will provide opportunities for outdoor recreation and interaction. Areas for grilling, socializing and lawn games will provide much needed amenities along the exterior of the building. Additionally, a rooftop terrace featuring

a swimming pool, sun deck, plantings, additional grilling stations, and social areas will provide a new exterior amenity and socially engaging space that overlooks the at grade courtyard below. These amenities will promote health and wellness for future residents of the Proposed Development and greater Transit District.

Parks & Recreation

This DSP furthers the following Parks & Recreation policies:

- *PR1: Incorporate and design parks, open spaces, and recreational facilities throughout the Transit District to support health and wellness, create opportunities for social gatherings and public events, and foster a sense of place.*
- *PR3: Ensure the Transit District's park and open space network is connected to the pedestrian and bicyclist network emphasizing convenience, accessibility, and safety.*

Comment: The Applicant will provide high-quality on-site facilities for future residents. Wider sidewalks, as required by the TDDP, and other elements established by the applicable PPS will also be provided to promote connectivity, accessibility, and safety within the Transit District.

(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;

Comment: See Exhibit A for analysis of the Transit District Standards.

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

Comment: As previously discussed, this DSP advances several policies under the TDDP's Land Use, Economic Prosperity, Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, Healthy Communities, and Parks and Recreation Elements. Accordingly, this DSP is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.

(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;

Comment: The Applicant incorporates its response in Section V. (A) (1) and Exhibit A.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

Comment: The location, size, and architectural design proposed in this DSP are adequate to meet the purposes of the Transit District Overlay Zone, which “is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that mass transit provides.” Moreover, this DSP satisfies many of the specific purposes of the Transit District Overlay Zone, including, “to insure that developments within the Transit District possess a desirable urban design relationship with one another, the Metro Station, and adjoining areas.” The subject DSP achieves this goal by incorporating design elements that will foster a visually stimulating, transit-oriented mixed-use community that is desired for the Transit District’s Downtown Core.

(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

Comment: The development of ±316 multifamily units and commercial space is compatible with the M-U-I/T-D-O Zone and surrounding structures and uses in the Transit District. This DSP promises a residential base to support existing retail, dining, and various commercial uses within the Transit District. Moreover, the proposed architecture and design elements represent compatible high-quality infill development that complements existing structures at the southern gateway to University Town Center.

(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.

Comment: There is no required minimum number or ratio of off-street parking spaces in the TDDP.

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

Comment: Please see Exhibit “A” for analysis of the Transit District Standards.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District

Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

Comment: The mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan.

3. §27-285 – Planning Board Procedures.

(b) Required Findings.

(1) The Planning Board may approve a Detailed Site Plan if it finds that the 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.

Comment: The subject DSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs, and it does not detract substantially from the utility of the proposed development for its intended use.

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

Comment: The Property was rezoned to the M-U-I Zone, and retained in the T-D-O Zone, through the adoption of the 2016 Transit District Overlay Zoning Map Amendment. Pursuant to the general applicability and administrative section of the TDDP, a DSP in the Transit District does not have to conform to a previously approved CSP. Accordingly, CSP-00024, and the conditions of approval contained therein, are not relevant to the review of this DSP.

(3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the

public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

Comment: This finding is not applicable to the subject DSP because this is not a Detailed Site Plan for Infrastructure.

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: The Proposed Development does not impact any Regulated Environmental Features as defined by Section 24-101(b)(27) of the Prince George's County Code.

VII. MASTER PLAN TDDP & TDOZ MANDATORY STANDARDS

Please see Exhibit "A" for analysis of the Transit District Standards.

VIII. CONFORMANCE WITH PREVIOUS APPROVALS & OTHER APPLICABLE REVIEW CRITERIA

A. CSP-00024

The Planning Board adopted the Resolution of Approval for CSP-00024 on November 9, 2000. The District Council approved CSP-00024 on January 8, 2001. As previously mentioned, the Property was rezoned to the M-U-I Zone, and retained in the T-D-O Zone, through the adoption of the 2016 Transit District Overlay Zoning Map Amendment. CSPs are not required for development in the M-U-I Zone. Additionally, pursuant to the general applicability and administrative section of the TDDP, CSP-00024 – and the conditions of approval contained therein – are not applicable to the review of this DSP.⁷

⁷ See TDDP, page 195, General Applicability and Administration: Site Plan Review, SP3. "Pursuant to Section 27-548.08(c)(2), a Detailed Site Plan in a Transit District Does not have to conform to a previously-approved Conceptual Site Plan. Accordingly, Conceptual Site Plans approved prior to July 19, 2016 have no bearing on the approval of a DSP for development in the Transit District. Regardless of previous Conceptual Site Plan approval, all DSPs shall strictly conform to the current Transit District Standards.

B. PPS 4-01092

On March 28, 2002, the Planning Board approved PPS 4-01092 for the development of residential and commercial uses in University Town Center. As previously discussed, the Property is vested under PPS 4-01092 for transportation adequacy. However, the Proposed Development will require additional recreational facilities. Accordingly, the Applicant has submitted a new Preliminary Plan to address adequacy of recreational facilities for the Proposed Development.

C. PRINCE GEORGE'S COUNTY LANDSCAPE MANUAL

This DSP is subject to the Transit District Standards provided in the TDDP. The TDDP Standards replace the comparable Standards in the 2010 *Prince George's County Landscape Manual* (the "**Landscape Manual**"). For Standards not covered in the TDDP, the Landscape Manual shall serve as the requirement, unless explicitly stated otherwise in the TDDP. Analysis of the Applicant's compliance with the landscape requirements of the TDDP and applicable Landscape Manual requirements is contained in Exhibit A.

D. TREE CANOPY COVERAGE ORDINANCE

Pursuant to Sec. 25-127(b)(1)(I) of the Prince George's County Code, the Proposed Development is exempt from the Prince George's County Tree Canopy Coverage Ordinance because it is located within the boundaries of the TDDP.⁸ Accordingly, this DSP is regulated by applicable TDDP Standards concerning street, on-site, and other trees. Compliance with these Standards is detailed in Exhibit A.

⁸ Sec. 25-127(b)(1)(I) of the Prince George's County Code states that "properties subject to tree canopy coverage requirements contained in an approved T-D-O Zone or a Development District Overlay Zone are exempt from the tree canopy coverage requirements contained in this Division." Pursuant to the TDDP, the tree canopy coverage requirements for the T-D-O Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

IX. CONCLUSION

The Applicant respectfully requests the approval of DSP-21006 for the Proposed Development. As discussed throughout this Statement, the Proposed Development meets a demand for high-quality, transit-oriented residential development within the TDDP. In sum, the subject DSP presents an important opportunity for the County and the City to leverage existing transit infrastructure, activate the Downtown Core, and make progress towards the County's Growth Policy. The above analysis and submitted plans establish that the subject DSP satisfies the required findings that the Planning Board must make to approve a DSP application in accordance with the Zoning Ordinance.

Respectfully submitted,
LERCH, EARLY & BREWER, CHARTERED

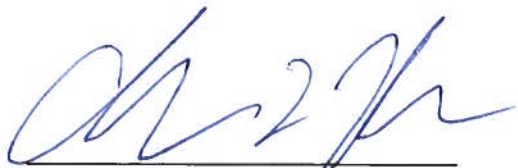
By: 
Christopher L. Hatcher, Esq.
7600 Wisconsin Avenue, Suite 700
Bethesda, Maryland 20814
(301)986-1300
Attorney for Applicant

EXHIBIT A

Exhibit A
Transit District Standards Conformance
Downtown Core Character Area

The following analyzes the conformance of the Proposed Development to the Transit District Standards beginning on Page 201 of *The Approved Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (the “TDDP”). The prefatory provisions, including those addressing General Applicability & Administration and Exemptions, are noted but not discussed in detail.

Transit District Standards / Purpose

The purpose of the Transit District Standards is to shape the character of the built environment and fulfill the recommendations of the Prince George’s Plaza Transit District Development Plan to create a walkable, mixed-use downtown. An essential component of any downtown is the public realm—streets, sidewalks, squares, and other open spaces—that creates the spine of a successful downtown, fosters community activity and provides a distinct sense of place (identity).

Comment: The Proposed Development was planned to conform closely to the Transit District Standards in order to create a walkable, transit-oriented, mixed-use community in the Downtown Core character area of the TDDP. Beyond the transformation of multiple acres of existing surface parking into a high-quality new urbanist development featuring ±316 multifamily units and ±2,052 square feet of ground floor commercial uses, the Proposed Development will serve as a new destination within the Downtown and advance the TDDP’s placemaking goals to foster community activity at this prominent location.

Transit District Standards / Organization

The Transit District Standards are organized into three sections. The General Standards cover the entirety of the Transit District and govern all new development, and redevelopment located within its boundaries. They regulate the creation of a public realm, including streets, frontage zones, block size, building form, parking, and architecture. The Transit District consists of two

distinct character areas: the Downtown Core and the Neighborhood Edge. Unique standards are provided for each. The General Standards should be consulted first, followed by those for the Downtown Core or Neighborhood Edge

NOTE

The Transit District Standards consist of tables, cross-sections, and text. Graphics and tables containing standards are clearly labeled as “Standards.” Information found within tables labeled “Standards” represent mandatory requirements.

Dimensions identified in cross-sections of private streets to be constructed outside of the City of Hyattsville represent mandatory requirements. Dimensions identified in cross-sections of existing and proposed state, County, and municipal streets are illustrative in nature.

Comment: As noted above, the proposed development is located in the TDDP’s Downtown Core character area. The applicable general standards are each discussed below, as are the Downtown Core-specific standards.

Streets and Frontage / Streets

Standards

A street hierarchy is established between primary and secondary streets. Building form, entries, and service functions are tailored to the specific role of each. All new and existing streets shall be classified as one of the following, in order of importance:

A Streets

B Streets

Pedestrian Streets

Promenades

Alleys

All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville’s Street Design Standards.

All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in

width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.

Comment: The Proposed Development does not include any new streets.

Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.

Comment: The Proposed Development does not include any new streets, nor does it propose dead-end streets.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This Standard is noted. Maximum block lengths are calculated from street to street; alleys are not considered in the application of this Standard.

Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3

Comment: The Proposed Development does not include any new streets or medians.

Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.

Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.

Comment: There are existing crosswalks at all intersections adjacent to the Proposed Development. There are no signalized intersections proposed.

Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

Comment: Curb ramps are proposed at the end of all crosswalks.

Guidelines

Internal streets should provide access or connection, wherever possible, to adjacent properties within the Transit District.

Comment: No internal streets are proposed for the Property.

Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.

Comment: There are no signalized intersections adjacent to the Proposed Development.

Decorative paving that clearly defines an intersection of private streets is permitted.

Comment: Decorative paving is not proposed within the private streets, as the adjacent private streets already include decorative paving.

Promenades and Pedestrian Streets should only be constructed in the Downtown Core.

Comment: The Proposed Development does not include the construction of Promenades and Pedestrian Streets.

Streets and Frontage / Blocks

Standards

The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way.

Comment: This Standard is acknowledged. The length between America Boulevard and Liberty Lane is 459', the block along East-West Highway is 248', the block along America Boulevard is 267', and the block along Belcrest Road is 130'.

For all new redevelopment on existing block frontages of greater than 500 linear feet, a perpendicular A Street or B Street (or, in the Downtown Core, a Pedestrian Street) shall be constructed at no greater than a 500-foot interval from the nearest existing or proposed street.

Comment: This Standard is not applicable, as no existing block frontage is greater than 500 linear feet.

A block shall be divided by an A, B, or Pedestrian Street, or a Promenade, to allow a pedestrian or vehicular connection from the front of the block to the rear of the block.

Comment: Dividing streets include Liberty Lane and America Boulevard

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This Standard is acknowledged.

Streets and Frontage / Frontage Zones

All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.

Comment: The Project's boundary consists of A and B streets. East-West Highway, Belcrest Road and America Boulevard are A streets and Liberty Lane is a B street. There is a 10' public utility easement (PUE) along East-West Highway and Belcrest Road. With the PUE, the project will have a frontage depth of 25' along East-West Highway, per the TDDP. Including the PUE, the frontage depth along Belcrest Road is 24' and still within the maximum build-to-line of the TDDP.

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

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

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

- 4 ft. Tree and Furnishing Zone,
- 6 ft. Clear Sidewalk Zone and
- 5 ft. Buffer Zone.

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

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

Both proposed build-to-line modifications were presented to Planning Staff during the December 4th, 2020 Pre-Application Meeting. Each modification was received favorably by Staff during this meeting.

Where Retail Zones are provided, they shall be located as follows:

- *Retail Zone 1: Adjacent to the building.*
- *Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.*

Comment: Retail Zone 1 is proposed at the northeast corner of the building. On America Boulevard this consists of a 5' wide area adjacent to the retail use. On Liberty Lane it is an approximately 8' wide terrace between the building and existing transformer vaults.

Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge.

Individually, the Buffer Zone, Retail Zone, and Residential Zones have no dimensional requirements. Their dimensions will be governed by the amount of each zone needed to support the

proposed development and the total amount of required frontage. (See Tables 42 and 43 on pages 211-212.)

Comment: The Project's proposed frontage zones and compliance with the TDDP's Frontage Depth Requirements are detailed above in response to the Frontage Zone standard. The Applicant is requesting a modification from Frontage Depth Requirements along America Boulevard and Liberty Lane to provide an urban edge along both streets and respond to adjacent development confronting the Property.

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

- 4 ft. Tree and Furnishing Zone,
- 6 ft. Clear Sidewalk Zone and
- 5 ft. Buffer Zone.

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

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

The Sidewalk Clear Zones and Tree and Furnishing Zones shall be consistent along a block.

Comment: Proposed sidewalk zones are consistent along each block frontage.

Primary building entrances or exits shall not open directly into a parking lot, onto a driveway (where permitted), side street, alley, loading dock, or other vehicle cartway.

Comment: Primary building entrances and exits are located on A Streets East-West Highway and America Boulevard. Neither of these locations open directly into a parking lot, a driveway, side street, alley, loading dock, or other vehicle cartway.

On A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground.

Comment: There are no above grade utilities proposed with this project.

Streets and Frontage / Build-To Lines and Zones

Standards

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

The total frontage depth requirement in Tables 42- 43 and Figures 9-23 shall represent the distance between the street curb and BTL.

The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.

The area between the minimum and maximum BTL shall be the BTZ.

Comment: See above response to Frontage Zone Standards. The Project complies with the applicable Standard along East-West Highway and Belcrest Road. The Applicant is requesting amendments to Frontage Zone Standards along America Boulevard and Liberty Lane.

Streets and Frontage / Build-to Lines and Zones / Building Entrances

Standards

Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street.

Service entrances shall be at the rear of the building.

Comment: Consistent with the TDDP, primary building entrances and exits are located on America Boulevard (A Street). The loading dock and garage entrance are proposed along Liberty Lane (B Street).

Streets and Frontage / Build-to Lines and Zones / Articulation

Standards

Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.

For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.

Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.

To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:

- *Colonnades*
- *Gables*
- *Hip roofs*
- *Towers*
- *Dormers*
- *Archways*
- *Covered entries*
- *Repetitive window openings*
- *Arched and corbelled parapets*
- *Cornices*
- *Transoms*
- *Other design elements deemed appropriate by the Planning Board*

Comment: The subject DSP complies with the above listed articulation Standards.

Guidelines

Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection, material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.

Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural

cornices and applied treatments that complement the building's design.

Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.

Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.

Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Building corners should be articulated.

Comment: The mixed-use building complies with these guidelines as outlined below. The building is designed with 2 motifs. The 2 motifs are visually tied together with a masonry base that extends from the first floor to the fourth floor slab. The masonry base consists of two face brick colors in order to further articulate the base. Face Brick 1 is a reddish-orange brick and Face Brick 2 is a black brick.

Motif A is provided along America Boulevard and the northeast corner of the building at the America Boulevard and Liberty Lane intersection. Motif A consists of masonry with fiber cement accents to the 8th floor with vertical or horizontal cementitious siding from the 8th floor to the parapet. The masonry façade is comprised of the 2 face brick colors, as previously discussed. The masonry facade defines the major façade element bay on Motif A. The three bays are approximately 45-65 feet in width. The 8th floor fiber cement is articulated with three colors and textures.

Motif B is provided along Liberty Lane, East-West Highway and at the main lobby entrance at the southeast corner of the building at East-West Highway and America Boulevard. Motif B consists of the masonry base to the 4th floor slab and fiber cement siding articulated with three colors and textures. Fiber Cement Color 1 is a medium gray with a horizontal siding texture. Color 2 is a darker gray that is used at both horizontal siding texture accents and as a vertical siding texture that is

continuous from the 1st floor to the parapet. This element is used at the recesses in the plan to break down the scale of façade, creating the bays and a rhythm of the major facade elements in both motifs. Color 3 is a silver gray that is used on fiber cement panels with varied vertical battens and defines the major façade element bay at Motif B. The three bays along East-West Highway are approximately 76' in length. The four bays along Liberty Lane are approximately 65-90' in length.

All corners of the building are articulated with glazing and façade treatments that wrap the corner. Additionally, the main entrance is located at the southeast corner along the intersection of East-West Highway and America Boulevard. This corner is the gateway to University Town Center and the architecture and use at this corner reflects its significance. The corner is provided with significant transparency and a high floor height at the lobby. The parapet height at the main entrance corner is higher than the other components to emphasize the entrance.

A retail space is located on the 1st floor at the northeast corner of the building at the America Boulevard and Liberty Lane intersection. This use completes the retail corner at this intersection, which features existing retail at the other three corners. Additionally, the corner retail storefront is articulated with a canopy, high ceiling heights and significant glazing to activate the retail and the sidewalk activity.

Since this is a multifamily building, most elements of the façade have windows for the residential units, limiting blank walls on the elevations. The only blank wall that exceeds 25' in length is facing Liberty Lane. It is approximately 30' in length and is envisioned as a wall for a local artist mural.

Streets and Frontage / Alleys

Alleys in the Downtown Core shall have a Sidewalk Clear Zone; the Sidewalk Clear Zone shall be a minimum of four feet wide and a maximum of eight feet wide.

In the Neighborhood Edge only, residential driveways are permitted on Alleys.

Comment: This Standard is not applicable, as no alleys are proposed in this DSP.

Streets and Frontage / Tree and Furnishing Zones

GENERAL

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone.

Comment: Lighting, benches, trash, and recycling receptacles are located at regular intervals along the streetscape of America Boulevard, consistent with adjacent development.

STREET TREES

Standards

Street trees shall be located within the Tree and Furnishing Zone; additional trees may be provided within the Retail or Residential Zones, as appropriate.

Shade trees two and one-half to three-inch caliper in size, shall be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings. Spacing allowances may be made, where necessary, to accommodate curb cuts, fire hydrants, and other infrastructure elements.

Ornamental trees, seven to nine feet in height, may only be used to meet the requirements of this section where overhead wires prohibit the planting of shade trees.

Comment: Street trees are proposed along East-West Highway and America Boulevard, consistent with the spacing and installation size Standards.

Guidelines

Each street should use a consistent species pallet that supports the long-term health of the trees.

Street trees should be located a minimum 35 feet from the point of curvature of an intersection of two streets.

Street trees should be located a minimum 10 feet from the point of curvature of residential driveway entrances.

Street trees should be located a minimum 20 feet from the point of curvature of commercial driveway entrances.

Street trees should be located a minimum 15 feet from the center of street light poles.

Street trees should be located a minimum 10 feet from water meters.

Street trees should be located a minimum 10 feet from storm drain inlets, hydrants, or manholes.

Comment: Street trees are proposed along East-West Highway and America Boulevard, consistent with the spacing and size requirements indicated where possible. In order to maintain consistent tree spacing, one tree at the intersection of America Boulevard and Liberty Lane is closer to the intersection and a storm inlet than guidelines recommend. Liberty Lane does not have room for street trees while providing appropriate buffering to residential units.

TREE BOXES

Tree boxes are openings in the sidewalks for street trees.

Standard

Tree grates are prohibited.

Comment: Tree boxes and planting strips have been provided. No tree grates are proposed.

Guidelines

If tree boxes are provided, all boxes along the length of a single block should be of the same type for a uniform appearance and the underground soil volumes should be connected. Uniform type around the entire length of a street within the Transit District, or around the entire perimeter of a plaza, square, or pocket park is preferable.

Tree boxes or pits may include additional landscaping. In addition to the tree, the tree box or pit may include flowering plants and

shrubs. However, no plants with thorns or other sharp protrusions should be used, and these plants should be maintained below a height of 42 inches.

Tree box openings should be delineated from hard surfaces to prevent soil compaction.

Tree boxes adjacent to on-street parking areas should be spaced to provide adequate pedestrian access to other frontage zones.

Comment: Tree boxes are consistent in size and will provide additional plantings below a height of 42 inches. Continuous soil panels are proposed under the pavement between tree boxes.

Streets and Frontage / Street Lights

Standards

All pedestrian rights-of-way—including sidewalks, trails, paths, and pathways from building entrances and exits to the sidewalk—shall be continuously lit.

Comment: The proposed streetlights will ensure that all applicable pedestrian rights-of-way are continuously lit.

Street lights shall either be pedestrian-scale fixtures or a combination of a street light and a pedestrian fixture. Pedestrian lights shall be no higher than 14 feet. Existing street lights shall not be counted toward this requirement unless they include pedestrian-scale fixtures that meet this standard.

Street lights installed along MD 410 (East-West Highway) and Belcrest Road shall use PEPCO's Teardrop or equivalent style from PEPCO's most recent Street Light Catalog.

All other streets in the Transit District shall use PEPCO's Acorn or equivalent style from PEPCO's most recent Street Light Catalog.

Cobra fixtures and high pressure sodium fixtures shall not be permitted.

Comment: The proposed streetlights will match the adjacent development's streetlights to provide continuity and will utilize energy efficient LED technology.

Street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core.

Street light fixtures shall be spaced a maximum of 50 feet apart in the Neighborhood Edge, and may be placed in a staggered arrangement.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the TDDP, as illustrated for reference on the Detailed Site Plan.

Guidelines

Street light fixtures should allow for the hanging of banners and other amenities, including artwork, hanging flower baskets, etc.

Street light fixtures should include electric weather protectant receptacles.

Energy-efficient lighting should be used to conserve energy and reduce long-term cost.

Comment: The proposed streetlights will align with Pepco's practices and will be energy-efficient LED light fixtures to conserve energy.

Bulk and Height / Intent

To create opportunities for walkable, mixed-use development that support the transformation of Prince George's Plaza into a Regional Transit District and reinforces the street and sidewalk as the focal points of activity.

Comment: The proposed development was planned to conform closely to the TDDP Standards in order to create a walkable, street-oriented residential community in the Downtown Core character area of the Plan – which will support existing and future mixed-use activities in the Regional Transit District.

Bulk and Height / Lots and Building Placement

Standards

Each new lot shall abut an A, B, or Pedestrian Street to permit, at a minimum, emergency vehicle access.

When a building abuts multiple classes of a street, it shall face and front onto the highest level of the street. For example, if a

building abuts an A Street and a B Street, that building shall front onto the A Street.

Comment: The building entrance is located at the corner of East-West Highway and America Boulevard, the two A Streets at the Property. The entrance faces America Boulevard.

Guidelines

Buildings should occupy the perimeter of a block.

Buildings constructed on corner lots should not extend beyond the façade of other buildings on the block, to minimize sight distance impact

Comment: The proposed building occupies the perimeter of each block.

Bulk and Height / Density and Building Height

These standards establish building height limits which will permit the density of development appropriate to a Downtown, and a context-sensitive transition to a scale compatible with surrounding neighborhoods. In keeping with best practices in transit-oriented development, the greatest height is established in the Downtown Core, along Belcrest Road and MD 410 (East-West Highway).

A story is defined as “an interior space measured from one finished floor to the next finished floor or roof above.”

Section 27-548.06(a)(1) establishes that development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones. For ease of reference, the relevant density maximums are listed in the following table.

Pursuant to Section 27-548.06(b), this TDDP establishes the height regulations for the Transit District. The height regulations for buildings consist of five features:

- 1. Single-story buildings.*
- 2. Minimum first (ground) floor height.*
- 3. Stepback and transition requirements (where applicable).*
- 4. Height Maximums*

5. *Public amenity height bonuses.*

Table, Page 235:

Zone Maximum Permitted Density

M-U-I (Residential/Commercial) Established by DSP

Comment: The Proposed Development will include ±316 multifamily units and approximately 2,052 square feet of commercial space on ±2.42 acres.

Bulk and Height / Density and Building Height / Maximum Building Heights

As a new Regional Transit District, Prince George's Plaza will attract new residents, visitors, and workers and help sustain the existing population. This will, in turn, drive demand for new, modern, easily accessible public facilities. Much of the Transit District and surrounding community is built out, and construction of new public facilities will require coordination with property owners and stakeholders; innovative approaches to design, function, and colocation of facilities; and incentives to encourage provision of public facilities within the Transit District.

GENERAL

Standards

For the purposes of this TDDP, building height shall be measured in number of stories above the ground-level public entrance at the highest elevation. Differences in topography may permit ground-level entrances at lower elevations; these stories shall be considered basement or subgrade floors and shall not count against the story maximum. For example, a building may front on side A at street level; an entrance on side B may be two floors below the entrance on side A. The height of the building would be measured in stories from side A.

When a mezzanine is present, the mezzanine shall be counted as an additional story.

Habitable space in roof and attic areas with a sloping roof shall not be counted as a story.

Any portion of the building below the ground level shall not count as a story.

Raised basements shall not exceed one-half of a story in height above grade along the build-to line.

Guideline

Corner towers, vertical bays, and other features should be utilized to give the appearance of a taller building height.

[Map 34. Maximum Building Heights]

16 Stories (Subject Property)

Comment: The maximum building height proposed is eight stories.

SINGLE-STORY BUILDING HEIGHT AND FRONTAGE

Standards

Single-story buildings and single-story portions of multistory buildings are prohibited on corner lots in the Downtown Core.

Single-story buildings in the Downtown Core, or portions of multistory buildings consisting of a single story, shall have a façade of at least 20 feet in height measured from the average mean building grade at the front of the building to the top of the façade, with a minimum floor-to-ceiling height of 14 feet.

Comment: The Proposed Development is located in the Downtown Core and does not contain any portions consisting of a single story.

Commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet.

Comment: The first floor of the mixed-use building is 10' high, with a floor to ceiling height of 9'+/- at the residential units. The design provides a minimum 14' high ceiling spaces at the residential lobby entrance and retail corner to provide an open streetscape experience. A lower ceiling height is proposed for the residential units.

No accessory building within the Neighborhood Edge shall be taller than two stories.

Comment: The Proposed Development is located in the Downtown Core.

The maximum height of all other buildings is regulated by the standards (on page 236).

Comment: The eight-story mixed-use building complies with the 16-story maximum height standard.

STEPBACKS AND TRANSITIONS

Standards

All buildings or portions of buildings, within 250 feet of the northern boundary of the Oliver Street right-of-way shall be a maximum of six stories.

Comment: No portions of the subject property are located within 250 feet of the northern boundary of the Oliver Street right-of-way.

All buildings or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way shall be a maximum of four stories.

Comment: No portions of the subject property that are located within 500 feet of the western boundary of the Adelphi Road right-of-way.

Guidelines

All buildings should have step back of at least 10 feet above the fourth story and may have subsequent setbacks.

Comment: The building does not feature any setbacks.

On sites or lots with multiple buildings, buildings closer to MD 410 (East-West Highway) should be tallest, with building heights stepping down as they are sited closer to the adjacent community outside the Transit District. Buildings adjacent to the Transit District border should be the shortest buildings on a particular site or lot.

Comment: The Proposed Development features a single multi-story mixed-use building on Parcel N.

Bulk and Height / Density and Building Heights / Public Amenity Height Bonus Program

One way in which this TDDP can incentivize the construction of public facilities is through the provision of height bonuses. These bonuses effectively permit the construction of taller buildings in

exchange for the provision of land, buildings, or building space for public facilities.

No height bonus shall be granted in the T-D-O/R-O-S, T-D-O/O-S, T-D-O/R-80, T-D-O/R-20, or T-D-O/R-18 Zones.

Comment: The Proposed Development is not utilizing height bonuses. Thus, the remainder of the provisions of this section of the Transit District Standards are not reproduced here.

Site Elements / Intent

To create an integrated system of safe environmentally-conscious and inviting spaces that encourage and facilitate active and passive uses, social interactions, and cultural events easily accessible via a short walk.

Site Elements / Placemaking and Open Spaces

Standard

Privately owned and/or operated open spaces within the Downtown Core that abut a street or frontage zone shall be accessible to the public through a public use easement or other mechanism.

Comment: The proposed development does not include open spaces that abut a street or frontage zone.

Guidelines

Other privately owned and operated open spaces should be accessible to the public whenever feasible through a public use easement or other mechanism.

Comment: The proposed development does not include publicly accessible open spaces.

Open spaces should be designed in accordance with the Formula 2040 Park Typology and their associated characteristics.

Comment: The proposed development does not include publicly accessible open spaces.

Consideration should be given to providing open spaces for important events or programming including, but not limited to, fitness activities; passive and active uses; toddler and child urban playground; neighborhood and community parks; dog parks; open greens; and picnic areas.

Comment: Interior amenity spaces for the Proposed Development will include yoga and fitness spaces, communal work and lounge areas, a clubroom, and a landscaped courtyard with passive recreation areas and an outdoor pool area.

Permeable materials are encouraged, wherever possible, to facilitate the growth of trees and vegetation, and the absorption and treatment of rainwater runoff.

Comment: The landscaped courtyard will provide extensive pervious surfaces, including planted areas and a large turf area. Planters at the pool level are intended to also absorb water, despite being over a concrete structure.

Site Elements / Placemaking and Open Space

MURALS AND PUBLIC ART

Guidelines

Murals or works of public art are encouraged in the Transit District. Wherever possible, such displays should reflect the aesthetic and cultural traditions of Hyattsville and Prince George's County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places.

Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregate and should be highly visible and accessible.

Comment: A local artist mural is envisioned along the Liberty Lane streetscape at the northeast corner of the Property. The proposed mural area is approximately 30' in length and will be highly visible to residents and visitors of University Town Center.

COLOR

Guideline

The use of bright colors for trim and accent elements is encouraged.

Comment: This Guideline is acknowledged.

Site Elements / Lighting

Guidelines

Exterior areas, rear entryways, public spaces, roads, crosswalks, sidewalks, pedestrian overpasses, and trails should be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.

Comment: Exterior lighting of the streets will be provided by streetlights in accordance with the TDDP Standards.

Light fixtures should be placed so as to avoid conflicts with trees or other obstructions and should direct light to specific locations and away from adjoining properties. Consideration of security and pedestrian comfort should be prioritized by increasing illumination low to the ground in public parking lots, at building entrances, in public plazas and open spaces, and transit stops.

Comment: Streetlights will be located in accordance with the applicable Standards to avoid conflicts with trees and other obstructions. Appropriate lighting that promotes security and pedestrian comfort will be provided at building entrances and in structured parking at the Property.

Site Elements / Green Infrastructure

Guidelines

To the maximum extent practicable, no private development should be permitted within the Primary Management Area.

Comment: No development is proposed within the Primary Management Area.

Environmentally sensitive stormwater management facilities customarily found in a city or urban area should be used where appropriate, including subsurface collection facilities under parking lots, to store and slowly infiltrate stormwater.

Comment: The Property's approved Stormwater Management Plan features one (1) micro-bioretenion planter box and one (1) subsurface structural facility to ensure environmentally sensitive stormwater management on-site.

Site and street designs should avoid the use of unshielded roof, side, and parking lot lights, and include the use of full cut-off optic lighting systems that provide consistent lighting levels.

Comment: The proposed streetlights will match the adjacent development's streetlights to provide continuity. They will utilize energy efficient LED technology and will be spaced for consistent lighting.

Pervious paving is encouraged throughout the Transit District. Examples include:

- *Cast-pressed concrete paver block*
- *Grassed cellular plastic or concrete*
- *Stamped asphalt or concrete*
- *Pea gravel, washed stone, or paving blocks*
- *Wood or concrete paving block*

Comment: Streetscape paving is to match the existing adjacent streetscape for consistency. This streetscape is cast-in-place concrete with paver accents. The landscaped courtyard will provide extensive pervious surfaces, including planted areas and a large turf area. Planters at the pool level are intended to also absorb water, despite being over a concrete structure.

Stormwater management measures should be integrated with bioswales, naturalistic green fingers, rain gardens, waterscapes and other green and environmental site design practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.

Comment: The Property's approved Stormwater Management Plan aligns with ESD practices to minimize runoff and ensure environmentally sensitive stormwater management on-site.

New development should be encouraged to adopt LEED-ND or similar sustainability standards, incorporating innovative solutions such as green buildings, reuse of gray water, reusable

energy generation onsite, technologies that lower electricity consumption, as well as green and habitable roofs where appropriate (rooftops that building occupants can use for gardening, socializing, and sunning).

Comment: The project is pursuing a minimum of a NGBS Bronze certification, with a chapter dedicated for Resource Efficiency. This includes the use of recyclable, durable and resource efficient materials, as well as locally sourced materials

Site Elements / Tree Canopy Coverage

Standard

Section 25-127(b)(1)(I) of the County Code states that “properties subject to tree canopy coverage requirements contained in an approved Transit District Overlay (T-D-O) Zone or a Development District Overlay (D-D-O) Zone are exempt from the tree canopy coverage requirements contained in this Division.” Pursuant to this section, the tree canopy coverage requirements for the Prince George’s Plaza Transit District Overlay Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

Comment: The Proposed Development is located within the T-D-O Zone and is exempt from the requirements of the tree canopy coverage requirements.

Site Elements / Screening

Standards

Screening materials shall consist of evergreen trees and shrubs, walls, or fences.

Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.

Comment: Loading docks are contained within the building, where screening is not required.

All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Comment: No at-grade mechanical equipment is proposed.

Guidelines

Screening options may include:

- *Six-foot-high, sight-tight, and/or green fences. » Architecturally decorative or green walls.*
- *Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).*

*All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.**

**Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.*

Comment: Screening is not required at the locations mentioned. The only blank wall that exceeds 25' in length is facing Liberty Lane. It is approximately 30' in length and is envisioned as a wall for a local artist mural.

Site Elements / Walls, Fences, and Gates

Standards

The following are permitted:

- *Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.*
- *Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.*
- *Walls required for the retention of earth, support of a structure, or architectural façade of a structure.*
- *Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.*

Comment: A retaining wall at the northeast corner of the site is required to mitigate grade between the existing transformers and the proposed retail terrace. Another retaining wall at the southeast corner of the site is proposed between the building and back of sidewalk to retain grade.

The following are prohibited:

- *Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.*
- *Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.*

Comment: No fences abutting pedestrian or vehicular rights-of-way are proposed.

Guideline

Fence type should be consistent along a block face.

Comment: No fences are proposed in this DSP.

Architectural Elements / Intent

To create attractive and visually interesting buildings that enliven and reinforce streetscapes and public spaces while respecting existing development, including neighboring single-family residential neighborhoods.

Architectural Elements / Signage / General

Standards

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

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

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

The following signs are not permitted in the Transit District:

- *Signs not expressly identified in this chapter.*

- *Signs that obstruct any opening intended to provide ingress or egress for any building or structure.*
- *Signs that obstruct the view of traffic control devices.*
- *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.*

Comment: The Proposed Development includes wall, blade, corner, identity, and freestanding signage that is permitted in the Transit District and complies with applicable TDDP signage Standards.

ATTACHED SIGNS

Standards

Wall Signs

Signs shall be rectangular and oriented horizontally or vertically.

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

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

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

Comment: Wall signs are proposed for the mixed-use building's façade along Liberty Lane, America Boulevard, and East-West Highway. The proposed wall signs identify the project's name, the Property's address, access/egress areas, amenity area, and the residential lobby area. The proposed wall signs comply with applicable dimension Standards. A leasing/marketing banner is proposed along Belcrest Road.

PROJECTING SIGNS

Standards

Blade Signs

The top of the blade sign shall be between 10 feet and 12 feet above the sidewalk.

The blade sign shall be 36 inches tall maximum.

Blade signs shall be no more than 48 inches wide or project more than 60 inches from the wall. No blade sign shall exceed 6 square feet.

Brackets or other suspension devices shall match the architectural style of the building and shall not be computed as part of the allowable size of the sign.

Comment: Two blade signs are proposed. A building identity mounted blade sign is proposed along the intersection of East-West Highway and America Boulevard, at the southern gateway to University Town Center. Tenant identity blade signage is proposed along America Boulevard, at the northeast corner of the Proposed Development.

OTHER FREESTANDING SIGNS

Standards

Freestanding signs, other than monument signs, single-family detached home and townhome development identification signs, sculptural signs, and A-frame sign boards, shall be located only in the Tree and Furnishing Zone or retail zone within the Downtown Core. Such freestanding signs shall not exceed eight feet in height nor three feet in width.

Comment: An A-frame sign is proposed at the southeast corner of the Property, adjacent to the primary residential lobby. The proposed A-frame sign complies with the applicable Frontage Zone and size Standards.

Architectural Elements / Awnings

Standard

Metal, plastic, and backlit awnings shall not be permitted.

Comment: There are no awnings provided on the project. Metal framed canopies are designed at the main entrance and retail storefront.

Architectural Elements / Balconies

Standard

All balconies, including the addition of balconies to an existing structure, are permitted in the Transit District.

Comment: Prefabricated metal balconies are proposed on the facades along America Boulevard and Liberty Lane.

Architectural Elements / Sustainable Building Materials

Guideline

Buildings should be built with “green” building materials. Green materials should meet the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common green materials include cement and wood fiber composite siding, cellulose insulation, glue-lam beams, and concrete with fly ash content.

Comment: As previously mentioned, the project is pursuing a minimum of a NGBS Bronze certification with a chapter dedicated for Resource Efficiency. This includes the use of recyclable, durable and resource efficient materials as well as locally sourced materials.

Parking and Loading / Intent

To promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages and to encourage nonmotorized modes of travel to and within the Transit District.

Standards

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

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.

[Table: Maximum Parking Ratios

Downtown Core 1.25 spaces per dwelling unit.]

Comment: A multi-story parking structure will be constructed within the interior of the Property and wrapped by the mixed-use building, providing a total of 272 parking spaces for the Proposed Development. The parking garage will feature Standard 9.5' x 19' parking spaces and 9.5' x 19' ADA spaces with 5'-10' wide embark/debark areas. The proposed 272 parking spaces comply with the applicable minimum and maximum TDDP parking ratios for the Downtown Core.

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.

Comment: No new private streets are proposed.

On-street parking in Alleys shall be prohibited.

Comment: No on-street parking in alleys is proposed.

Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:

Additional parking spaces may only be provided in the form of structured parking.

[Standards following for surface parking and total permissible number of off-street parking spaces in the Transit District are not reproduced here.]

Comment: The subject Detailed Site Plan is not proposing any off-street parking spaces.

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.

Comment: The subject Detailed Site Plan replaces an existing surface parking lot with a mixed-use transit-supportive community. Accordingly, the Proposed

Development reduces the total number of surface parking spaces within the Transit District.

All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 square feet 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.

Comment: The development provides 97 bicycle parking spaces within the building and 8 bicycle parking spaces on-site.

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.

Comment: No off-site parking is proposed or will be required to satisfy the Proposed Development's parking needs.

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 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.

Comment: The Proposed Development does not include office uses.

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

Comment: Existing surface parking at the Property will be redeveloped and replaced by the Proposed Development.

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

Comment: No on-street parking is proposed with this DSP. Existing on-street parking will remain, but will not count toward off-street parking requirements.

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

Comment: No part of the subject property fronts on Adelphi Road.

Guidelines

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

Comment: Existing on street parking is provided for the retail use.

All parking spaces that are provided should be unbundled from the leasing and/or rental rates of associated development.

Comment: All parking spaces will be unbundled from the leasing and/or rental rates of the proposed multifamily development.

Parking and Loading / Surface Parking

[No surface parking is proposed. Accordingly, Surface Parking Standards are not included in this analysis.]

Parking and Loading / Structured Parking

Standards

A structured parking garage shall not front onto MD 410 (East-West Highway) or Belcrest Road at ground level.

Comment: The multi-story parking structure will be constructed within the interior of the Property and wrapped by the mixed-use building and does not front onto East-West Highway.

On-site, off-street parking for buildings located along MD 410 (East-West Highway) or Belcrest Road shall be located behind, below, or above those buildings.

Comment: The multi-story parking structure will be constructed within the interior of the Property and wrapped by the mixed-use building. The parking structure entrance is located on Liberty Lane.

Vehicular entrances to, and exists from, parking structures shall not be located on A Streets.

Comment: Vehicular entrances and exits are located on Liberty Lane, a B street.

Where otherwise permitted, parking garages that front directly on a street shall be provided with architectural treatment, liner uses and buildings, murals, landscape or any other screening techniques in order to screen the garage from the street.

Internal elements such as pipes, fans, and lighting shall be concealed from public view. Where possible, ramping should be internalized.

Comment: The multi-story parking structure will be constructed within the interior of the Property and wrapped by the mixed-use building. Structured parking does not directly front adjacent streets.

Guidelines

Parking structures should be designed as an integral component of the coordinated site plan and architectural theme.

Garages should use articulation or fenestration treatments that break up the massing of the garage and/or add visual interest.

When designing and constructing above-ground parking structures, consideration should be given to the installation of renewable energy systems (such as solar photovoltaic panels or wind generators or green roofs on or above their top deck).

Comment: The project proposes a 6-story parking garage, with access from Liberty Lane, wrapped by residential building and is only exposed at the west property line to the adjacent development on Parcel H.

Parking and Loading / Loading

Standards

There is no minimum number of off-street loading spaces in the Transit District.

Comment: Loading and servicing for the project have been strategically located to minimize pedestrian vehicular conflicts. Loading will be provided internal to the site and under the building with access from Liberty Lane.

The required number of off-street loading spaces shall be determined at the time of DSP.

Comment: The building provides one off-street loading space.

Off-street loading spaces may only be located in the rear of buildings.

Comment: The project's internal loading space is located on Liberty Lane.

Guidelines

The provision of on-street loading zones is encouraged; such zones should be strategically located to serve multiple business and time-limited to ensure turnover.

The required number of off-street loading spaces should not exceed the minimum required by Section 27-582 of the Zoning Ordinance.

Comment: The required number of proposed off-street loading spaces does not exceed the minimum required by the Zoning Ordinance.

Transportation Adequacy / General

Standards

Within the Prince George's Plaza Transit District, properties are required to demonstrate that the transportation facilities (limited to only signalized and/or unsignalized intersections) will be adequate to serve the proposed development for any preliminary plan, and any DSP if prior adequacy findings are more than six years old.

The adequate public facilities (APF) finding must follow and conform to the procedures and methodologies outlined in the most recent edition of the Planning Board's Transportation Review Guidelines, Part 1, unless as specified in this section. Within the Prince George's Plaza Transit District, the transportation

facilities adequacy standard shall be LOS E for individual critical intersections.

Comment: Adequacy of public transportation facilities was determined at the time of Preliminary Plan of Subdivision.

Determination of Intersections to Be Studied

The number of intersections that shall be included in the required adequacy analysis will be based on the total projected total weekday vehicle trips generated by the proposed development under consideration. Table 48 on page 295 shows the number of signalized and/or unsignalized intersections within the Transit District required to be included in the adequacy analysis. The Planning Director, in consultation with the County and/or appropriate municipality, may adjust the number of intersections required for analysis if he/she finds that special circumstances warrant a different number of intersections to be scoped for adequacy determination.

[Table: Maximum number of Intersections to be Studied:

Proposed Vehicle Trips:

Comment: Determination of intersections was made at the time of Preliminary Plan of Subdivision.

Required Improvements

For all the required intersections, the applicant shall demonstrate one of the following:

- 1. There will be adequate intersection level of service, as defined by Section 24-124(a), provided that the intersection(s) are fully built to the plan's ultimate configuration.*
- 2. Applicant is willing to fully fund and implement trip reduction program(s), deemed appropriate by the County DPW&T for a period of at least six years after the issuance of first occupancy permit that would alleviate any reported inadequacy as defined by the Transportation Review Guidelines.*
- 3. The applicant agrees to make a one-time Prince George's TDDP Transportation Mitigation Payment to the County and for each signalized intersection that is projected to operate above the*

acceptable LOS, provided the intersection(s) are fully built to the plan's recommended configurations.

Comment: Adequacy of public transportation facilities was determined at the time of Preliminary Plan of Subdivision.

Site access adequacy and needs shall be determined by the appropriate operating agency having jurisdiction over the roadway where the access point(s) are to be located.

Comment: Site access adequacy and needs will be reviewed by the Department of Permitting, Inspections and Enforcement on behalf of the City of Hyattsville.

Calculation of TDDP Transportation Mitigation Payment

The required one-time transportation mitigation fee for each required signalized intersection that is operating above the minimum acceptable clear lane volume (CLV) of 1,600 vehicles per hour, or as modified by the Guidelines, to be paid to the County prior to issuance of any building permit shall be the smaller of one of the following:

- a. \$10,000 per unit of CLV over the Acceptable Value of 1,600 critical vehicle volume.*
- b. \$100 per projected daily weekday vehicle trip for the proposed development.*

Allocation of the Collected TDDP Transportation Mitigation Fees

On an annual basis, the Prince George's County Planning Board and/or the City of Hyattsville, can request that the County appropriate any portion or all of the collected funds to any transportation enhancement projects, excluding capacity enhancements to existing roads, within, and projected to serve, the Transit District

Comment: This Standard is acknowledged.

Downtown Core Standards / Intent

To create a compact, walkable, mixed-use regional destination whose built environment promotes a sense of place and include multimodal transportation access, lively streetscapes, and active public spaces.

DOWNTOWN CORE GENERAL

Standards

Accessory buildings are not permitted in the Downtown Core. Accessory, subordinate, and services uses should be housed within the main building or attached parking structure.

Comment: No accessory buildings are proposed in this DSP.

There are no lot coverage or minimum green area requirements for the development within the Downtown Core.

Comment: This Standard is acknowledged.

Guideline

On private streets in the Downtown Core, all pedestrian crosswalks should be a minimum of 12 feet wide.

Comment: The Standard is acknowledged. There are no proposed crosswalks across private streets.

All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

Comment: All public utilities serving the Proposed Development will be placed underground, above-ground in alleys, or otherwise behind structures, in conformance with the TDDP.

DOWNTOWN CORE BLOCKS

Standards

Primary facades shall face A Streets, Pedestrian Streets, or Promenades.

Comment: The design of the East-West Highway & America Boulevard corner was developed to serve as a gateway to the southern entrance of University Town Center and to address the significance of this intersection to the built pedestrian environment at East-West Highway. This gateway is accomplished by creating the main entrance and residential amenity at the corner, connecting to the existing

sidewalks, and emphasizing the entrance through various architectural design strategies. These strategies include the articulation of building forms, the simple use of materials, increased transparency at the corner and the breaking down of the scale and proportions of the building. The design also embraces the natural slope of the site, which features a low point along East-West Highway at the intersection with America Boulevard, revealing the entrance with extensive corner glazing extending along America Boulevard and East-West Highway. The corner entrance is also highlighted with a canopy, and local mural artwork. The building features and materials are also highlighted at the corner using a unique balcony on the upper floors and the transitioning of exterior materials to articulate the corner.

Guidelines

Buildings should occupy the perimeter of a block

Comment: The mixed-use building addresses the varied topography of the site while complimenting the walkability and connectivity to University Town Center and the adjacent neighborhood by designing up to build-to-lines and providing an edge along the Property.

Blocks should range in size from 200 to 400 linear feet on each side.

Comment: This guideline is acknowledged. The block along East-West Highway is 248', the block along America Boulevard is 267', and the block along Belcrest Road is 130' in length. America Boulevard and Liberty Lane is 459' in length.

DOWNTOWN CORE A STREET

Standards

The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:

- *MD 410 (East-West Highway)*
- *Belcrest Road*
- *Toledo Terrace*
- *America Boulevard*
- *Toledo Road*

Primary entrances to new buildings shall be located on A Streets.

Comment: The primary building lobby will be located on the corner of East-West Highway and America Boulevard.

No service area or loading dock shall be permitted adjacent to any street unless enclosed such that all sides appear as a primary façade similar to the primary façade of the main building, including design, detail, finished material, and landscaping.

Comment: The proposed loading dock entrance is located on Liberty Lane (B Street).

DOWNTOWN CORE B STREET

Standards

Streets existing in the Downtown Core on July 19, 2016, not identified as A Streets are to be considered B Streets.

Delivery services, loading, dumpsters, parking facility (surface and structured) entrances, and above-ground utilities servicing buildings fronting on A Streets or Pedestrian Streets shall be located on B Streets or Alleys.

Comment: The subject DSP complies with the Downtown Core B Street Standards, as these services and facilities will be located along Liberty Lane.

Guidelines

Secondary building entrances may be located on these streets.

Comment: Secondary building entrances are proposed on Liberty Lane.

DOWNTOWN CORE PEDESTRIAN STREETS AND PROMENADE

Standards

Access to a Promenade shall be limited to bicycles and pedestrians. Vehicular access is prohibited on promenades, except emergency and service vehicles, and other temporary access as permitted by DPW&T or the City of Hyattsville, as applicable.

Comment: This Standard is not applicable, as the subject DSP does not include a Promenade.

Service and loading entrances are not permitted on Pedestrian Streets or Promenades.

Comment: This Standard is not applicable, as the subject DSP does not include Pedestrian Streets or Promenades.

DOWNTOWN CORE FENESTRATION

Standards

Facades at the ground level facing A Streets, Pedestrian, Promenade, or fronting an open space shall be visually permeable (clear glass windows, doors, etc.); at a minimum, 50 percent of the ground floor façade shall consist of transparent materials (glass).

Comment: The design reveals the entrance with extensive corner glazing extending along America Boulevard and East-West Highway and a retail use at the corner of America Boulevard and Liberty Lane at the northeast corner of the development. The corner entrance is also highlighted with a canopy, and local mural artwork.

Tinted or mirrored glass, or glass blocks are not permitted.

Comment: Mirrored glazing or glass block will not be provided. Slightly tinted glazing may be required to meet energy performance requirements.

Guideline

Fenestration should be a minimum of 70 percent of the first-floor facades along A Streets. On B Streets where retail is the first floor use, the minimum percentage should be 60 percent of the ground floor façade.

Comment: The design of the building provides 31% fenestration on East-West Highway (A Street), 45% on America Boulevard (A Street) and 38% on the corner of

Liberty Lane (B Street). The design provides high glazing fenestration at the residential lobby and retail corner to provide an open streetscape experience.

DOWNTOWN CORE MIXED-USE AND NON RESIDENTIAL BUILDINGS

Standards

All buildings on abutting lots within the Downtown Core shall be attached at the sides except where separated by a street (as defined by this TDDP), plaza, or public open space.

Comment: This Standard is not applicable to the Proposed Development, which is located on a single parcel within the Downtown Core. Moreover, an existing commercial office building is located on abutting Parcel H. However the building is setback from the abutting property line with Parcel N and fronts the intersection of East-West Highway and Belcrest Road.

The minimum clear height of retail space and of storefront fenestration is 14 feet.

Comment: The design provides high ceiling spaces at the residential lobby and retail corner to provide an open streetscape experience. A lower, 9' ceiling height is proposed for the residential units.

Retail awnings may encroach across the BTL for a maximum of six feet. Marquees, fixed canopies, and all other permitted overhead entry features may encroach beyond the BTL for more than six feet maximum but may not project beyond the Tree and Furnishing Zone.

Comment: The proposed fixed canopies comply with this Standard.

Guidelines

Components of ground floor frontage for commercial or other nonresidential uses should support an active streetscape.

Comment: The retail space at the northeast corner of the project has an opportunity to spill out onto the retail terrace at the corner, as well as the sidewalk. The lobby and amenity spaces have enhanced paving for additional interest.

All buildings located at the intersections should incorporate landmark or/and architectural elements (sculpture, unique building shapes, interesting façade articulations, etc.) to highlight intersections as the entry points to the Transit District.

Comment: The design of the East-West Highway & America Boulevard corner was developed to as a gateway entry point to the southern entrance of University Town Center. This gateway is accomplished by creating the main entrance and residential amenity at the corner, connecting to the existing sidewalks, and emphasizing the entrance through various architectural design strategies. These strategies include the articulation of building forms, the simple use of materials, increased transparency at the corner and the breaking down of the scale and proportions of the building. The corner entrance is also highlighted with a canopy, and local mural artwork. The building features and materials are also highlighted at the corner using a unique balcony on the upper floors, and the transitioning of exterior materials to articulate the corner.

All street-defining buildings on corners should orient main entrances toward the corner.

Comment: The design locates the residential lobby at the corner of East-West Highway and America Boulevard. Retail use is provided along the northeast corner at the intersection of America Boulevard and Liberty Lane.

First floor balconies should be recessed from the main building façade, or three feet higher than ground elevation.

Comment: The development does not have any balconies on the exterior first floor.

Overhead features such as awnings and fixed-canopies should be spaced along a frontage at 75-foot intervals maximum to encourage active streetscape. Tighter spacing is encouraged.

Comment: This guideline is acknowledged.

[Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards]

Building Placement

Build-to Line Regulated by Street Section

BTL Defined by a Building

| | |
|--------------------------------|---|
| <i>Front (Primary Street):</i> | <i>80% minimum A Street, Pedestrian Street, or Promenade</i> |
| | <i>60% minimum B Street</i> |
| <i>Side:</i> | <i>80% minimum</i> |
| <i>Side (Side Street):</i> | <i>100% minimum A Street, Pedestrian Street, or Promenade</i> |
| | <i>60% minimum B Street</i> |
| <i>Zones Permitted:</i> | <i>M-U-IM-X-T</i> |

- 1. A building form with a chamfered corner is allowed only on corner lots and only if a corner entry is provided.*
- 2. No planting strips allowed between sidewalk and building unless specified on street sections.*
- 3. 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.*

Building Form

Height: *See Density and Building Height section.*

Ground Floor Ceiling *14' minimum clearance.*

- 4. Any buildings wider than 50' shall be designed to be seen as a series of building fronts no wider than 50' each.*
- 5. Loading docks, overhead doors, and other service entries shall not be located on A Streets, Pedestrian Streets, or Promenades.*

Comment: Planting strips between the building and back of sidewalk have been provided in order to buffer units from public activity. Where retail and entrances exist, no strip is provided.