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## DETAILED SITE PLAN

## DSP-06055

Application	General Data
<b>Project Name:</b> Hollywood Station  <b>Location:</b> Southeastern quadrant of the intersection of the Capital Beltway (I-495) and Baltimore Avenue (US 1)  <b>Applicant/Address:</b> ZH Investments, LLC 10607 Maplecrest Land Potomac, Maryland 20854	Date Accepted: 10/03/06
	Planning Board Action Limit: Waived
	Plan Acreage: 1.19
	Zone: C-O & DDO
	Dwelling Units: NA
	Square Footage: 21,979
	Planning Area: 66
	Tier: Developed
	Council District: 01
	Municipality: College Park
	200-Scale Base Map: 212NE04

Purpose of Application	Notice Dates
Approval of a 21,979 square-foot Office Building	Adjoining Property Owners Previous Parties of Record Registered Associations: 07/07/06 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 01/31/07

Staff Recommendation		Staff Reviewer: H. Zhang, AICP	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	CONTINUANCE
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-06055, Hollywood Station

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead 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 compliance with the following criteria:

- a. The requirements of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay Zone
- b. The requirements of Zoning Ordinance 3-1994
- c. The requirements of the Zoning Ordinance in the C-O, the DDO Zone and site design guidelines
- d. The requirements of Conceptual Site Plan CSP-06006
- e. The requirements of Preliminary Plan of Subdivision 4-06072
- f. The requirements of the *Prince George's County Landscape Manual*
- g. The requirements of the Woodland Conservation and Tree Preservation Ordinance
- h. Referral comments

FINDINGS

Based upon the evaluation and analysis of the subject detailed site plan, the Urban Design Review staff recommends the following findings:

1. **Request:** The subject application is for approval of a 21,979 square-foot office building with associated site improvements.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-O/DDOZ	C-O/DDOZ
Use(s)	Single-family detached dwelling	Office
Acreage	1.19	1.19
Lot	1	1
Building GFA	2,500	21,979

OTHER DEVELOPMENT DATA

**Parking Requirements Per Section 27-568(a)**

Uses	Parking Spaces
General Office Space (21,979 square feet)	<b>58</b>
For the first 2,000 square feet (1 space per 250 square feet)	8
For the remaining 19,979 square feet (1 space per 400 square feet)	50
The maximum number of surface parking spaces	<b>58</b>

The minimum number of off-street parking spaces permitted for each land use type shall be reduced by 10 percent from the required spaces of Section 27-568 (a) pursuant to Site Design S2. Parking Area, Standard T of the US 1 Corridor Sector Plan.

**52**

	REQUIRED	PROPOSED
Total Parking Spaces	52-58	58
Of which handicapped spaces	3	3
Loading space	1	1

3. **Location:** The subject property is located on the east side of Baltimore Avenue (US 1), south of its intersection with the Capital Beltway (I-495) and north of Edgewood Road, in Planning Area 66 and Council District 1.

4. **Surroundings and Use:** The site is bounded to the north by the right-of-way of the Capital Beltway (I-495); to the west by the right-of-way of Baltimore Avenue (US 1); to the south by the right-of-way of Edgewood Road; and to the east by the right-of-way of 47<sup>th</sup> Place. Further across 47<sup>th</sup> Place are existing single-family detached houses in the R-55 Zone and further across Edgewood Road to the south are properties in the Development District Overlay Zone of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*.

5. **Previous Approvals:** The subject site was originally zoned C-2 (General Commercial, Existing). In 1994, the subject property was rezoned to the C-O (Commercial Office) Zone by Zoning Map Amendment Application A-9889-C with 11 conditions. In 2002, the property was retained in the C-O Zone by the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* with the conditions imposed in 1994, in accordance with the request of the then-

property owner. A conceptual site plan CSP-06006 was filed solely for the purpose of modifying or deleting Conditions 1, 2, 6, 7 and 9 attached to Zoning Map Amendment Application (ZMA) A-9889-C (in Zoning Ordinance 3-1994) for the subject site. The Planning Board approved (PGCPB No. 07-24) CSP-06006 on January 25, 2007. On the same day, the Planning Board also approved (PGCPB No. 07-25) a preliminary plan of subdivision 4-06072 for this property. Approval of the preliminary plan is contingent upon approval by the District Council of the changes to zoning conditions recommended by the Planning Board in CSP-06006. The Planning Board approval of DSP-06055 will also be contingent upon District Council approval of CSP-06006. The site also has a Stormwater Management Concept Approval 20001-2006-00.

6. **Design Features:** The subject site is a corner through lot and is bounded by rights-of-way on all three sides. The site plan shows one primary full access off 47<sup>th</sup> Place to the site and a secondary right-in and right-out access off Edgewood Road. One three-story building is located in the middle of the site fronting Baltimore Avenue surrounded by surface parking lots on the south, north and east sides. A loading space is located to the north of the proposed office building adjacent to a ramp to the Capital Beltway (I-95).

The proposed building has been designed in response to the topography of the site that results in various elevations with heights ranging from 2, 2.5 to 3 stories. The proposed building has a flat roof and is finished with red brick of various tones. An extensive terrace is proposed fronting Baltimore Avenue and further wrapping the second story of the elevation that is oriented toward Edgewood Road. The elevation fronting Baltimore Avenue features a curved façade that provides additional visual interest. The elevation fronting 47<sup>th</sup> Place is designed using vertical divisions to reduce the perceived volume of the building because existing two-story, single-family detached houses are located across the street. The building elevations are elaborated with lintels on the windows and a cornice at the roofline.

A set of sign design guidelines has been proposed with this application for the building mounted signs. A total of 640 square feet of sign-face area is proposed to be installed by individual tenants in the future. DDOZ Building Design Standard, B5 Signs (attached to a building and canopy), N prescribes that the location, height, and area of building-mounted signs shall be equal to or less than that allowed by Section 27-613 of the Zoning Ordinance. The proposed sign package has been reviewed for conformance with the sign requirements of the C-O Zone and staff finds that the total allowable sign face area for this site is 150 square feet. The proposed sign face area exceeds the maximum allowable area. The applicant should revise the proposed signage package to be consistent with Part 12 of the Zoning Ordinance.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2002 Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the development district overlay zone (DDOZ):** The 2002 College Park US 1 Corridor Plan defines long-range land use and development policies, detailed zoning changes, design standards and a DDOZ for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into six areas for the purpose of examining issues and opportunities and formulating recommendations. Each area has been further divided into subareas for the purpose of defining the desired land use types, mixes, and development character. The subject site is in Area 6 (North Gateway Mixed-use Area), Subarea 6b, on the east side of US 1. The vision for Area 6 is to retain a variety of commercial development without introduction of residential uses. The sector plan also provides specific subarea land use recommendations for Subarea 6b, east US 1, as development with a mix of retail, office and service-commercial uses and compact infill development and screening, buffering and tapering of building heights

adjacent to single-family residential areas. The application as proposed in the subject detailed site plan including the uses (commercial office), site layout and building height of three stories (which is two stories below the maximum allowed five stories for this subarea), is in general compliance with the land use vision and recommendation for Subarea 6b.

Section 27-548.25 (b) requires that the Planning Board find that the site plan meets applicable development district standards. The development district standards are organized into three categories: public areas; site design; and building design. The applicant has submitted a statement of justification that provides detailed explanation of how the proposed development conforms to each development district standard, and why an amendment is needed if the proposed development cannot meet the development district standards.

- a. The detailed site plan meets most of the standards with the exception of several development district standards for which the applicant has requested an amendment. In order to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan. The amendments that the applicant has requested are discussed below.

## **PUBLIC AREAS:**

### **P6. UTILITIES**

- A. All new development within the development district shall place utility lines underground. Utilities shall include, but are not limited to: electric, natural gas, fiber optics, cable television, telephone, water and sewer.**

**Comment:** The applicant has requested an amendment to modify the above standard. The applicant states that there is only one utility pole carrying overhead lines located along the US 1 frontage of the subject property. This sole utility pole is proposed to be retained, as there is no program in place at this time to implement a systematic undergrounding of utilities along the US 1 Corridor. The applicant also notes that all the previous site plans approved within the boundary of the sector plan have been approved with this modification. The applicant further claims that the visual impact of the overhead utility lines has been reduced since the applicant is not providing any additional utility poles along US 1, and the streetscape will be improved by the provision of attractive architecture, street trees, street lighting, and furniture.

In addition, the applicant has submitted a study of undergrounding the overhead utility lines on the subject site. The study has considered the replacement of the existing utility pole with an underground line system. The study has found that the combination of costs associated with the poles and underground lines would be a minimum of \$750,000. The report also notes that PEPCO may not allow such work as the overhead/underground transition provides operational problems and interruption to its system. Allowing the existing one utility pole to remain as an alternate Development District Standard will not substantially impair implementation of the sector plan. Furthermore, Planning Department staff believes that undergrounding all the existing utility lines along US 1 is such a large and expensive undertaking with such daunting technical challenges, that it is probably not feasible to require that it be undertaken on a piece-meal, project-by-project basis.

## SITE DESIGN

### S2. PARKING AREAS

- A. Surface parking lots shall be located to the side or rear of buildings to reduce the visual impact of parked cars and large expanses of asphalt adjacent to public streets. The number of parking spaces located between buildings and the street frontage of roadways shall be minimized.**

**Comment:** The applicant has requested amendment to this standard because the site is a corner through-lot and is surrounded on all sides by public rights-of-way. The design of the site results in on-site surface parking lots located between the building and 47<sup>th</sup> Place, the ramp to I-95 as well as Edgewood Road. The surface parking located between the proposed building and 47<sup>th</sup> Place is justified because the parking is considered behind the building as viewed from Baltimore Avenue. The parking spaces also provide a buffer between the proposed development and the existing single-family detached houses across 47<sup>th</sup> Place to the east. Also justified is the parking lot between the proposed building and the ramp to the Capital Beltway because there is no foot traffic along the frontage facing the ramp.

The Urban Design staff is concerned with the surface parking between the building and Edgewood Road. Viewed from Baltimore Avenue, the parking lot occupies part of the front and side yards of the site, which technically is not consistent with the above standard.

Since the site access to Edgewood Road is limited to right-in/right-out only, a full access point off 47<sup>th</sup> Place was approved by the Planning Board and DPW&T to accommodate the development on the subject site. On-site circulation necessitates the connection between the two access points (one from Edgewood Road and the other from 47<sup>th</sup> Place) and justifies a driveway and certain parking spaces between the building and Edgewood Road. In addition, the community has indicated a preference to have parking along the Edgewood Road street frontage and to push the building back toward the northwestern corner adjacent to the ramp to the Capital Beltway. This community wish was also reflected in the original rezoning application A-9989-C for this site as stated in Condition 4 as follows:

- 4. New building construction shall be located to border US 1 and the Beltway ramp at the northwest corner of the property.**

Staff agrees with the applicant's proposed amendment. The alternate Development District Standard will benefit the development and the development district and will not substantially impair implementation of the sector plan.

However, the site plan does not provide a pedestrian connection from the sidewalk along Edgewood Road to the entrance terrace of the building fronting Baltimore Avenue. A direct pedestrian connection from the building to the sidewalk on Edgewood Road, between Baltimore Avenue and the proposed surface parking lot, is essential to meet the intent of this Standard S2. In addition, a landscape strip containing a low masonry wall is also required, in accordance with DDOZ Site Design Standard S2 for parking areas (Page 185 preferred screening method), to screen the above surface parking lots from both Edgewood Road and Baltimore Avenue. In order to accommodate the aforementioned

landscape strip, the applicant may have to remove two surface parking spaces. The total number of parking spaces for the subject site would be 56 if two spaces were removed, and that is still within the allowable parking range of the sector plan. The site plan and landscape plan need to be revised to reflect this recommended revision prior to certification. A condition has been proposed in the recommendation section of this report.

### **S.3 BUILDING SITING AND SETBACKS**

**C. A front build-to line between 10 and 20 feet from the ultimate right-of-way shall be established for all buildings in areas 4, 5 and 6. See Type II Street Edge.**

**Comment:** As discussed previously, the subject site is surrounded on all sides by rights-of-way. The proposed building is located ten feet behind the ultimate right-of-way of US 1 and meets the standard for this frontage. But the building is located approximately 65 feet from the ultimate right-of-way of Edgewood Road and approximately 72 feet from the ultimate right-of-way of 47<sup>th</sup> Place, both of which are beyond the maximum 20 feet as required by this standard. The applicant has requested an amendment to the setbacks for the reasons as discussed above. The Urban Design staff agrees with the applicant's justification. Given the site is located at the very northern end of the Sector Plan, staff believes that the alternate Development District Standard will benefit the development and the development district and will not substantially impair implementation of the sector plan.

- b. The applicant does not request an amendment to the following standard. However, the Urban Design staff believes that the standard warrants discussion:

### **SITE DESIGN:**

#### **S4. BUFFERS AND SCREENING**

**A. All mechanical equipment, dumpsters, storage, service, loading and delivery areas shall be screened from public view, adjacent residential property and rights-of-way with an appropriate buffer consisting of plantings, walls or fences in compliance with the Screening Requirements of the *Landscape Manual*.**

**Comment:** A dumpster and a loading space have been proposed to the north of the proposed office building. However, no screen details have been provided with the DSP. The applicant should revise the site plan to provide the required information for review. Since a low masonry wall has been required to screen the parking lot from both Baltimore Avenue and Edgewood Road, the same style masonry wall, which also should be consistent with the building elevation facing Baltimore Avenue in terms of brick pattern and color, should be employed to screen the dumpster and the loading space. A condition has been proposed in the recommendation section of this report.

8. **Zoning Ordinance No. 3-1994:** On March 22, 1994, the District Council approved (through Zoning Ordinance No.3-1994) Zoning Map Amendment A-9889-C to rezone the subject site from the C-2 Zone to the C-O Zone with 11 conditions. The applicant has proposed to modify conditions 1, 2, 6, 7 and 9 through Conceptual Site Plan CSP-06006. The Planning Board recommended to the District Council approval of the modifications on January 25, 2007. At the

time the staff report was written, the District Council had not made a decision regarding CSP-06006 yet. Of the remaining conditions attached to A-9889-C, five conditions are applicable to the review of this DSP as follows:

**3. There shall be no stormwater management ponds located in landscaped buffers or landscape yards on the site.**

**Comment:** The site plan shows a landscape strip around the site's perimeter. No stormwater management pond has been proposed on the site. The stormwater management system proposed with this site is an underground one with provisions for water quality control measures that has been approved by the Department of Environmental Resources.

**4. New building construction shall be located to border US 1 and the Beltway ramp at the northwest corner of the property.**

**Comment:** This DSP complies with this condition. See above Finding 7 for a detailed discussion.

**5. Upon reconstruction, on-site parking shall be located between new buildings on site and the landscaped yards along Edgewood Road and 47<sup>th</sup> Place.**

**Comment:** The DSP shows on-site parking surrounding the proposed building on three sides. A landscape strip has also been proposed along the site's entire perimeter. The layout of the on-site parking is in general conformance with this condition. However, the parking between the building and Edgewood Road is not consistent with the DDOZ Parking Standard A. The applicant has requested an amendment to the standard. Staff recommends approval of the amendment as discussed in the above Finding 7.

**10. Access to the site from Edgewood Road shall be a minimum of 100 feet east of the street line for Baltimore Avenue.**

**Comment:** The subject DSP shows one right-in/right-out access off Edgewood Road and a full access off 47<sup>th</sup> Place. The access to the site from Edgewood Road is approximately 120 feet east of Baltimore Avenue.

**11. The applicant shall address all stormwater management regulations and not be permitted to use a fee payment in lieu of compliance.**

**Comment:** The site also has a Stormwater Management Concept Approval 20001-2006-00 issued by the Department of Environmental Resources that will be valid through June 4, 2009. As discussed the stormwater would be treated on site by the proposed underground structure. A review by the Environmental Planning Section (Metzger to Zhang, March 12, 2007) indicates that the above condition has been fulfilled.

**9. Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the Development District Overlay Zone, and the requirements of the C-O Zone of the Zoning Ordinance as follows:

- a. Section 27-579(b) of the Zoning Ordinance regarding the location of loading spaces states that no portion of an exterior loading space, and no vehicular entrances to any loading space (including driveways and doorways), shall be located within 50 feet of any Residential Zone. The DSP provides a loading space in the northern part of this site



between the surface parking and the proposed building. The subject property abuts the existing single-family residential property at its eastern and southern border and the access for the loading space from 47<sup>th</sup> Place is exactly 50 feet (measured at the applicant's property line) from the residential property on the east side of 47<sup>th</sup> Place. Access to the site from Edgewood Road is limited to right-in/right-out only and 47<sup>th</sup> Place provides the only full-movement access drive to the loading space. A departure from design standards is technically required for access to the loading space.

Section 27-548.25 (e) for site plan approval in the Development District Overlay Zone sets the specific approval standards for a use that requires a variance or departure as follows:

- (e) **If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

The subject is surrounded on all sides by public rights-of-way. Two access points provide vehicular connections to the site from the public streets. The access point off Edgewood Road is limited to right-in/right-out only. The access point off 47<sup>th</sup> Place provides a full access to the subject site. The proposed loading space is located adjacent to the ramp to I-95 and is hidden behind the proposed office building if viewed from Edgewood Road and from the sidewalk on Baltimore Avenue. This location of the proposed loading space is also some distance from the existing single-family detached houses to the east of 47<sup>th</sup> Place. Given the special conditions on the subject site, the location of the loading space is in general conformance with the DDOZ standards for Building Design B6.C and standards for Site Design S4.A. Staff agrees with the proposed location of the loading space and recommends approval of the departure for the location of a loading space to allow the proposed loading space to be sited to the north of the building adjacent to the ramp to the Capital Beltway. However, the proposed loading space should be properly screened from public roadways. See above Finding 7 and Finding 12 below for a detailed discussion.

- b. The proposed office is a permitted use in the C-O Zone in the Development District Overlay Zone. The DSP is in general compliance with DDOZ standards with amendments as discussed in above Finding 7. The DSP also complies with C-O Zone regulations regarding setback as stated in Section 27-462 (b).

- 10. **Conceptual Site Plan CSP-06006:** CSP-06006 was filed solely for the purpose of modifying or deleting Conditions 1, 2, 6, 7 and 9 attached to Zoning Map Amendment Application (ZMA) A-9889-C (in Zoning Ordinance 3-1994) for the subject site. The Planning Board recommended to the District Council approval of the modifications on January 25, 2007. At the time the staff report was written, the District Council had not made a decision regarding CSP-06006. The subject detailed site plan is contingent on the Council's affirmation of the modification of the zoning conditions recommended by the Planning Board. CSP-06006 recommends deletion of Conditions 7 and 9 and modification of Conditions 1, 2 and 6, which are applicable to the review of this DSP as follows:

**Condition 1: Total gross floor area developed on the site shall not exceed 22,000 gross square feet.**

**Comment:** The proposed total gross floor area for the three-story office building is approximately 21,979 square feet which is within the development limit of 22,000 square feet.

**Condition 2: The building shall be setback a minimum 70 feet from 47<sup>th</sup> Place. The specific siting of the proposed building in relationship to Edgewood Road and on-site landscaping and buffering should be reviewed in detail in accordance with the DDOZ standards at time of the detailed site plan.**

**Comment:** The site plan shows the proposed office building is approximately 72 feet away from the right-of-way of 47<sup>th</sup> Place and approximately 65 feet away from the right-of-way of Edgewood Road and is consistent with this condition. However, the setbacks are not consistent with the applicable DDOZ standards. The applicant has requested an amendment to the standards and the Urban Design staff agrees with the applicant as discussed in Finding 7 above.

**Condition 6: Building design, scale, and orientation shall be compatible with single-family residential development and shall be reviewed for conformance with the DDOZ building design standards at time of detailed site plan.**

**Comment:** An office building is proposed on the site with various numbers of stories shown on different elevations depending on the topography of the site. The highest portion of the building is three stories in height, which is compatible with the existing two-story single family detached houses across 47<sup>th</sup> Place to the east. The distance from the proposed building to the existing single-family detached houses is approximately 150 feet. In addition, the design of the elevation that is facing 47<sup>th</sup> Place features a deck-style terrace on the second level and vertically divided composition that will help break up the mass of the office building as viewed from the existing single-family houses. The design of the building is also in general conformance with the applicable DDOZ building design standards as discussed in the above Finding 7.

CSP-06006 also has a condition specifically worded for the review of detailed site plan as follow:

- 3. At time of the detailed site plan, the applicant shall**
  - a. Provide architecture that reflects the usage of red brick, a cornice treatment, lintels above the windows using a soldier course of bricks, and separation of the bands of windows.**
  - b. Provide landscape plan that reflects separation between curbs and sidewalks.**
  - c. Provide a 22-foot-wide access drive on Edgewood Road that is located 108 feet from the intersection with US 1.**
  - d. Provide curb and sidewalk along the US 1 and 47<sup>th</sup> Place frontage.**

**Comment:** The proposed architecture is in general conformance with Condition 3.a.

The landscape plan shows a five-foot-wide sidewalk separated from the curb line and therefore is consistent with Condition 3.b.

The site plan shows a 30-foot-wide commercial entrance on Edgewood Road in accordance with

the standards of the Department of Public Works and Transportation. The entrance is approximately 108 feet from the intersection of Edgewood Road and Baltimore Avenue (US 1).

The site plan shows the required sidewalk along 47<sup>th</sup> Place frontage, but not along the site's US 1 frontage. As discussed above in Finding 7, the site plan should be revised to provide a five-foot-wide sidewalk connecting the entrance terrace of the building fronting Baltimore Avenue to the sidewalk on Edgewood Road.

As required by Section 27-285 (b) (2), the subject Detailed Site Plan is in general conformance with the approved Conceptual Site Plan CSP-06006.

11. **Preliminary Plan of Subdivision 4-06072:** The Planning Board approved 4-06072 on January 25, 2007, subject to nine conditions, of which six conditions of approval are applicable to the review of this DSP as follows:

1. **The applicant and the applicant's heirs, successors, and/or assignees shall provide a standard sidewalk along the subject site's entire frontage of Baltimore Avenue (US 1), unless modified by SHA.**

**Comment:** The subject site is located at the very end of the northern boundary of the sector plan. The site's frontage along Baltimore Avenue merges into a ramp to I-95. The applicant does not provide sidewalk along the site's entire frontage. As analyzed in above Finding 7 regarding surface parking between the proposed building and Edgewood Road, a sidewalk connection from Edgewood Road to the open terrace of the building fronting Baltimore Avenue is recommended. The site plan should be revised to provide the required sidewalk.

2. **Development must be in accordance with the approved stormwater management concept plan (200001-06-00) and any subsequent revisions.**

**Comment:** The site has an approved stormwater management plan. However, at the time this staff report was written, the Department of Environmental Resources (DER) had not responded to the referral request. A condition has been proposed in the recommendation section of this report to require the applicant provide evidence that the DSP is consistent with the current approved stormwater management concept plan for this site prior to certification.

4. **The total development within the subject property shall be limited to 22,000 square feet of office space or different uses generating no more than 44 AM (40 in, 4 out) and 41 PM (8 in, 33 out) peak-hour vehicle trips, respectively. Any development on the subject property resulting in a trip generation that exceeds this level shall be subject to the submission of a new preliminary plan of subdivision and a new test for transportation adequacy.**

**Comment:** The DSP is for development of a 21,979-square-foot office space which is within the development limit for office development for this site.

6. **At the time of detailed site plan review, the landscape plan shall demonstrate the provision of at least 5,227.20 square feet of tree cover using a calculation of 10-year tree canopy.**

**Comment:** The Environmental Planning Section in a memorandum dated March 12, 2007, indicated that the Landscape Plan as submitted provides approximately 5,260 square feet that is above the required tree cover area for this site.

- 8. If residential development is proposed on this site, prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45dBA (Ldn) or less.**

**Comment:** This condition is not applicable because there is no residential use included in this DSP.

- 9. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to approval of a detailed site plan.**

**Comment:** The applicant proposes to develop this site with an office building and its associated improvements. No residential use is included in the DSP. This condition is not applicable.

12. **Landscape Manual:** The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay Zone (DDOZ) have modified the bufferyard requirements in Section 4.7 of the *Landscape Manual* for development in Areas 1 and 3, but DDOZ standards keep the landscape strip requirements consistent with the applicable sections of the *Landscape Manual*. In this case, there is no Section 4.7 bufferyard involved in the site plan, but the DSP is subject to Section 4.2, Commercial and Industrial Landscaped Strip Requirements, Section 4.3 Parking Lot Requirements and Section 4.4 Screening Requirements of the *Landscape Manual*.

- a. Section 4.2 requires that in all commercial zones a landscaped strip shall be provided on the property adjacent to all public rights-of-way. In any area where a parking lot is immediately adjacent to a public right-of-way, the provisions of Section 4.3 apply. Pursuant to Section 4.2, a ten-foot-wide landscaped strip should be provided along the building's frontage on Baltimore Avenue and the rest of the landscaped strips should be Section 4.3(a) parking lot landscaped strips because the surface parking lot on the site is adjacent to the rest of the public rights-of-way. The revised Landscape plan correctly reflected the above-mentioned landscape strips.

- b. Section 4.3(a) requires that when a parking lot in any zone is located adjacent to public right-of-way, a landscape strip shall be provided on the property between the parking lot and the right-of-way. The landscape plan chooses Option 1 to provide a 10-foot-wide landscaped strip along the site's frontages of Edgewood Road, 47<sup>th</sup> Place and Baltimore Avenue. The Landscape plan is consistent with Section 4.3 requirements.

Section 4.3(c) requires a certain percentage of interior parking lot to be planting area to be planted with one shade tree for each 300 square feet (or fraction) of interior landscaped area provided. The DSP has a 22,177-square-foot parking lot; pursuant to Section 4.3(c), five percent of the parking lot should be interior planting area. The landscape plan provides eight percent interior planting area with six shade trees, which is consistent with the requirements of Section 4.3(c).

- c. Section 4.4 requires that all loading areas be screened from land in a residential zone and all adjacent public roads with three options as stated in the *Landscape Manual*. As discussed previously, the proposed loading space is located to the north of the proposed office building adjacent to the ramp to I-95. No specific screening measure has been provided to screen the loading space. The Urban Design Section recommends a masonry wall that matches the building elevation facing Baltimore Avenue be provided and the wall details be provided on the site plan for review prior to certification of this DSP.
13. **The Woodland Conservation and Tree Preservation Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site contains less than 10,000 square feet of existing woodland, and there is no previously approved Type I Tree Conservation Plan on the subject property. A Type I Tree Conservation Plan is not required. A Standard of Letter of Exemption from the Ordinance was issued by the Environmental Planning Section that will be valid through October 13, 2007.
  14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
    - a. The Community Planning Division in a memorandum dated January 22, 2007 indicated that the application is consistent with the 2002 General Plan Development Pattern policies for corridors in the Developed Tier, and conforms to the land use recommendations of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* for office/retail/commercial uses. The community planner concludes that there are no master plan or general plan issues related to this detailed site plan.
    - b. The Transportation Planning Section in a memorandum dated February 12, 2007, provided a detailed review of the applicable transportation related conditions attached to previously approved Preliminary Plan of Subdivision 4-06072. The Transportation Planner concludes that the site plan is acceptable and consistent with prior underlying approved plans.

In a separate memorandum from the Transportation Planning Section dated October 25, 2006, on detailed site plan review for master plan trail compliance, the Trails Planner provided a review of the DSP's conformance with the applicable DDOZ standards regarding sidewalks, crosswalks, bikeways and trails. The staff recommends approval of this DSP with four conditions that requires provision of sidewalks along the site's frontages and provision of a minimum four bicycle parking spaces.

**Comment:** The applicant has revised site plan and provided the required number of bicycle parking spaces at the main entrance to the office building that is oriented toward the site access point off 47 Place.
    - c. In a memorandum dated December 18, 2006, the Subdivision Section indicated that a preliminary plan of subdivision is pending and the proposed development is not in conformance with the conditions attached to approval of A-9889-C.

**Comment:** The applicant filed a conceptual site plan for the purpose of revising conditions of approval attached to Zoning Map Amendment A-9889-C to increase the development cap and allow a full access off 47<sup>th</sup> Place in order to achieve the

development proposed in this DSP, and a new preliminary plan of subdivision 4-06072. At the time the staff report was written, both the 4-06072 and CSP-06006 had been approved by the Planning Board, but CSP-06006 is still pending final approval by the District Council. The recommendations in this DSP are contingent on the District Council's approval of the revisions as stated in CSP-06006.

- d. In a memorandum dated March 12, 2007, the Environmental Planning Section recommended approval of this Detailed Site Plan DSP-06055 with no environmental conditions.
  - e. In a memorandum dated October 12, 2006, the Permit Section provided 29 comments and questions regarding compliance with the sector plan and development district standards, signage, existing building, parking, loading, recreation facilities, and building height. The applicant has addressed the comments and questions by the revised plans during the review process.
  - f. The subject application was also referred to the Department of Environmental Resources (DER). At the time the staff report was written, DER had not responded to the referral request.
  - g. The Department of Parks and Recreation provides no comments on this DSP because there is not a public park in the vicinity of this site.
  - h. The Department of Public Works and Transportation (DPW &T) in a memorandum dated January 30, 2007, in response to review of Detailed Site Plan DSP-06055, indicated that 47<sup>th</sup> Place is a county-maintained residential roadway and Baltimore Avenue is a state-maintained roadway. The memorandum also includes other standard requirements on issues such as right-of-way dedication, frontage improvement, sidewalks, street trees and lighting, storm drainage systems and facilities in order to be in accordance with both the requirements of DPW&T and the Department of Environmental Resources (DER). Those requirements will be enforced at time of issuance of access permit.
  - i. The City Council of the City of College Park in a letter to the Chairman of the Planning Board dated February 16, 2006 recommended approval of Detailed Site Plan DSP-06055 with six conditions.  
  
**Comment:** Conditions 1 and 2 are identical to recommendations A and B of this report. Condition 6 which requires the applicant to submit a lighting plan for review has been fulfilled by the applicant. Conditions 3, 4 and 5 have been incorporated into the recommendation section of this report.
  - j. The State Highway Administration (SHA) in a memorandum dated February 21, 2007, stated that the SHA has no objection to the approval of DSP-06055 as submitted.
15. As required by Section 27-285 (b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE detailed site plan DSP-06055 for Hollywood Station as follows (**this approval is contingent on the District Council's affirmation of the modification of the zoning conditions as included in Conceptual Site Plan CSP-06006**) :

- A. Staff recommends APPROVAL of the departure from design standards for the proposed location of the loading space to allow the access to the loading space to be within 50 feet of the existing Residential Zone.
- B. Staff recommends APPROVAL of the alternative development district standards for:
  - 1. P6. Utilities, A. (to allow the applicant to retain one existing utility pole at the current location without relocating the utility lines underground)
  - 2. S2. Parking Areas A. (to allow surface parking lots located between the proposed building and Edgewood Road by providing a landscape strip containing a low masonry wall to screen views from Baltimore Avenue and Edgewood Road)
  - 3. S3. Building Siting and Setbacks C. (to allow the proposed building siting approximately 72 feet from the ultimate right-of-way of 47<sup>th</sup> Place and approximately 65 feet from the ultimate right-of-way of Edgewood Road)
- C. Staff recommends APPROVAL of DSP-06055, for Hollywood Station, subject to the following conditions:
  - 1. Prior to certificate approval of this detailed site plan, the applicant shall provide evidence that the District Council has affirmed the modification of the zoning conditions as requested in Conceptual Site Plan CSP-06006. Any additional revisions that will affect this site shall be reflected in the subject detailed site plan.
  - 2. Prior to certificate approval of this detailed site plan, the applicant shall
    - a. Revise the total sign face area calculation pursuant to the requirements of Section 27-613 (c) Area, for the C-O Zone.
    - b. Provide a pedestrian connection from the sidewalk on Edgewood Road to the entrance to the building that is fronting Baltimore Avenue.
    - c. Provide a landscape strip containing a low masonry wall to screen the surface parking located between the proposed building and Edgewood Road from public views of both Baltimore Avenue and Edgewood Road. The same type of masonry wall also shall be provided to screen the loading space. A detail for the masonry wall shall be provided for review and approval by the Urban Design Section as designee of the Planning Board.
    - d. Provide a similar or identical masonry screen as required in Condition C above pursuant to the *Landscape Manual* and DDOZ Standard B6 F for the proposed dumpster.

- e. Provide evidence that the subject DSP is consistent with the approved stormwater management concept plan for this site
- f. Revise the Landscape Plan as follows:
  - 1) Provide variety in the shrubs planted at the perimeter of the property – alternatives include Yews, Abelia, Holly Osmanthus, Viburnum or Burford Holly.
  - 2) Substitute Abelia, Holly, or Yews for the junipers along Edgewood Road and 47<sup>th</sup> Place to ensure adequate screening of the parking area.
- g. Provide two Paulsen light fixtures specified by the City of College Park to be positioned at a 50-foot interval from center to center, along the Baltimore Avenue (US 1) sidewalk in accordance with SHA's approval or along the on-site sidewalk from the building's entrance fronting Baltimore Avenue to Edgewood Road.
- h. Provide ADA (Americans with Disabilities Act) compliant ramps at all driveway entrances.
- i. Provide a painted pedestrian crossing at the intersections of Baltimore Avenue and Edgewood Road, Edgewood and 47<sup>th</sup> Place leading to the site, and at entrance driveways to the site from Edgewood Road and 47<sup>th</sup> Place.
- j. Revise the signage plan to specify that the tenant signage facing 47<sup>th</sup> Place shall not be lit and the tenant signage facing Edgewood Road shall not be illuminated after 10:00 pm.