



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Detailed Site Plan

DSP-04004/05

Application	General Data
Project Name: Belcrest Center, Marriott Location: Southwest corner of East West Highway and Belcrest Road Applicant/Address: Taylor Development and Land Company 7201 Wisconsin Avenue, Suite 500 Bethesda, MD 20814	Date Accepted: 07/23/2008
	Planning Board Action Limit: Waived
	Plan Acreage: 22.22
	Zone: M-X-T/TDOZ
	Dwelling Units: N/A
	Gross Floor Area: 93,000 sq. ft.
	Planning Area: 68
	Tier: Developed
	Council District: 02
	Municipality: Hyattsville
200-Scale Base Map: 207NE03	

Purpose of Application	Notice Dates
To add an eight-story, 162-room hotel near the intersection of Belcrest Road and MD 410	Informational Mailing: 04/28/2008
	Acceptance Mailing: 07/23/2008
	Sign Posting Deadline: 09/30/2008

Staff Recommendation		Staff Reviewer: Lareuse, Susan	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-04004/05
Belcrest Center, Marriott

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

EVALUATION

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

- a. Conformance to the 1998 *Approved Transit District Development Plan for Prince George's Plaza Transit District Overlay Zone* requirements.
- b. Conformance with the conditions of the approved Conceptual Site Plan, CSP-02001.
- c. Conformance to the applicable Zoning Ordinance requirements in the Mixed Use-Transportation Oriented (M-X-T) Zone.
- d. Conformance to the requirements of the *Prince George's County Landscape Manual*.
- e. Referrals.

FINDINGS

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

1. **Request:** The subject application is for Belcrest Center, Phase IV, a mixed-use development in Subarea 5 of the Prince George's Plaza Transit District Overlay Zone (TDOZ), which is the site of the Prince George's Plaza Metro Station. The proposed development for Phase IV is for an eight-story, 93,000-square-foot hotel building with 162 rooms, an internal restaurant with 86 seats, and a 175-seat meeting room. Parking will be distributed throughout the site in existing parking garages. In addition, the applicant has filed an application for alternative compliance for the site in regard to a bufferyard along the boundary of the property adjacent to an existing gas station.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Prince George's Plaza Metro Station, retail and residential	Hotel
Acreage	22.22	22.22
Lots	1	1
Parcels	0	0
Square Footage/GFA:		
Phase IV hotel (proposed)		93,000
Phase III Retail (approved)		8,913 (un-built)
Phase III Office (approved)		319,661 (un-built)
Phase I Retail (approved)	2,302 (under construction)	2,302 (under construction)
Phase I Residential (approved)	468,557 (under construction)	468,557 (under construction)
Phase II Retail (approved)	164,457	164,457 (built)
Total Square Footage (proposed):		1,056,890
FAR Proposed: (Based on 22.22 acres or 967,903 sq. ft.)		1.09

Other Development Data:

Parking Required:	See Finding 12 for discussion
Loading spaces required	1
Loading spaces proposed	1
Loading space size	33 feet x 12 feet

3. **Location:** The site is located within the Prince George's Plaza Transit District Overlay Zone (TDOZ). The property is referenced as part of Subarea 5 in the transit district development plan (TDDP). The site is located in the southwest quadrant of the intersection of Belcrest Road and East West Highway (MD 410), within the limits of the City of Hyattsville.

4. **Surroundings and Uses:** The subject site area will be leased by the Washington Metropolitan Area Transit Authority (WMATA) to Taylor Development and Land Company (TDL). The Marriott Hotel will be the sub-lessee of the site. Construction is currently underway for the previously-approved residential development on the eastern portion of the site (Phase I), and construction has been completed for the previously-approved retail development on the northern portion of the site (Phase II). Development of Phase III, the previously approved office building and associated parking structure, has not begun. The subject application is for the northeastern portion of the site, to the west of Belcrest Road and south of the existing gas station located on the corner of Belcrest Road and MD 410. To the southwest of the proposed hotel is the Prince George's Plaza Metro Station, and to the west is the retail component of the site, with frontage on MD 410

5. **Previous Approvals:** The Prince George's County Planning Board approved Conceptual Site Plan CSP-02001 (PGCPB Resolution No. 03-214), which was affirmed by the District Council on February 9, 2004 for the subject site. According to the Subdivision Section, the property is exempt from the requirements of the Subdivision Regulations because more than 10 percent of the property is already developed (Section 24-107(c)(7)(D)).

The site has an approved detailed site plan that has been revised four times. The original Detailed Site Plan, DSP-04004 was approved by the Planning Board (PGCPB Resolution No. 04-101) on May 6, 2004, for Phase I, the residential portion of the development. The first revision, DSP-04004/01 was approved by the Planning Board (PGCPB Resolution No. 04-299) on December 16, 2004, for Phase II, the retail portion of the development. The second revision, DSP-04004/02, was approved by the Planning Director as the designee of the Planning Board on March 23, 2006, for additional retail space on the second floor along MD 410. The third revision to the plans was for the development of Phase III, a 16-story office building and associated parking structure, approved by the Planning Board on March 22, 2007. The fourth revision of the DSP was for the addition of an automated teller machine (ATM) on the site and other minor items, and was conducted at the Planning Director level.

6. **Design Features:** The development will consist of an eight-story hotel building with 162 rooms, an internal restaurant with 86 seats, and a 175-seat meeting room. The building will be located on the north side of the entrance drive into the Prince George's Plaza Metro Station from Belcrest Road. No new parking spaces are proposed with the development of this use, as parking is proposed to be distributed throughout the site in existing parking structures. Loading as well as a service area is provided at the side of the building in a low visibility area. To the rear of the building is a proposed outdoor courtyard for exclusive use of the hotel guests. The area includes a seating wall designed around a fire pit and an arbor trellis. Landscaping is also proposed in this area.

The architectural elevations for the proposed hotel include split-face concrete masonry units at the base of the building to a height of four feet in most areas, and brick veneer above that in a slightly darker hue. Soldier course brick bands provide some visual interest to the building at the pedestrian level as well as store front windows and doors. Awnings are lined above the windows and doors and a porte-cochere provides protection from the elements at the main entrance. The remaining seven floors are proposed as exterior insulation finish systems (EIFS) in four colors described as almond, carmel and putty, the last color is not labeled, but is a grey-green color.

COMPLIANCE WITH EVALUATION CRITERIA

7. **1998 Approved Transit District Development Plan for Prince George's Plaza Transit District Overlay Zone requirements:** The site plan is in general conformance with the requirements of the TDDP. Requirements of the TDDP that warrant discussion are discussed below:

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

Relevant Mandatory Development Requirements

S3 (TDDP, page 29): "All primary and secondary pedestrian walkways shall be well-lighted to a minimum standard of 1.25 footcandles."

Comment: The photometric plan and the lighting information indicate that some areas, including the walkway leading north from the parking structure, do not meet the requirement above. Therefore, a condition of approval is necessary to amend the lighting plans to provide a minimum standard of 1.25 footcandles in all areas intended for pedestrian use.

S4 (TDDP, page 29): “All proposed development shall have direct, safe pedestrian links provided between the transit district uses, the primary walkway system, and ultimately to the Metro station.”

Comment: The plan is in compliance with this requirement.

S7 (TDDP, page 30): “Landscape screens and buffers shall be used only where they do not impose a problem for pedestrian safety.”

Comment: Landscape screening located at the rear of the property to create a buffer between the subject use and the existing gas station does not pose any problems for pedestrian safety. See Finding 14 for discussion of the alternative compliance application regarding buffering of this area.

S9 (TDDP, page 31): “At the time of the first Detailed Site Plan submission, the M-NCPPC Urban Design Staff shall select and specify the streetscape elements which shall constitute the streetscape vocabulary for all future development in the transit district, such as lighting fixtures, benches, trash receptacles, bicycle racks, sign posts, planters, building awnings, paving pattern(s) and materials.

Comment: The subject site has frontage on Belcrest Road and will impact the previously implemented streetscape improvements. In order to allow for the progress of this development, it is important that the plans indicate the replacement in kind of the streetscape along Belcrest Road. In addition, street tree replacement, if needed should also be addressed at this location.

S12 (TDDP, page 31): “All tree pits for street tree planting shall be designed in accordance with Figure 10, or the most current technology.”

Comment: If street trees are required to be replaced along Belcrest Road, because the project impacts that area of the streetscape, then detailing of the planting requirements above should be added prior to signature approval of the plans.

S14 (TDDP, page 35): “Building materials shall be high quality, enduring and distinctive. Exterior building materials, such as pre-cast concrete, brick, tile and stone, are encouraged.”

Comment: The exterior finish material of the proposed hotel is principally constructed with brick around the entire first floor of the building with EIFS for the remaining seven stories, except for the two endwalls, where brick extends from grade to roofline on a portion of the end cap. The City of Hyattsville has expressed a concern about the exterior finish material and recommends the entire upper stories be brick. See Finding 13 below for discussion of this issue.

P2 (TDDP, page 40): “All development/redevelopment shall have a sign plan approved by the Planning Board at the time of Detailed Site Plan. This plan shall provide the sign location(s), size, color, lettering style, construction details and material specifications including the method of illumination.”

Comment: The plans indicate signage for the hotel as building mounted signage and Sheet 14 of the detailed site plan provides for the directional signage on the site. The architectural elevations provide for signage on the front, one side, and rear of the building. The building-mounted signage is proposed to be located to the left of the main entrance and at the top and center of the front

façade, at the top and center of the rear façade, and at the top of the east façade. Each of the signs proposes individual channel letters, except the sign on the east elevation which proposes a box sign. See Finding 11 for more discussion from the Community Planning North Division regarding the proposed box signage.

P3 (TDDP, page 40): “No signs shall be located on a penthouse, chimney or other architectural accessory and/or decorative building features.”

P4 (TDDP, page 40): “No part of any sign shall extend above or beyond the perimeter of the building wall or roof.”

Comment: No signs are proposed for such locations.

S29 (TDDP, page 41): “The location and number of bicycle lockers, racks and other features shall be determined at Detailed Site Plan review.”

S30 (TDDP, page 41): “All new retail development shall provide four bicycle racks per 10,000 gross square feet of floor space with each rack holding a minimum of two bicycles.”

Comment: Previous approvals also required the provision of bicycle racks throughout the site. Condition 5 of DSP-04004 required 15 racks throughout the subject site or in the parking garage. Revisions to the approved DSP also required bicycle racks for specific components of the development. Due to the nature of the subject application (hotel), no additional racks are recommended for the subject application.

S32 (TDDP, page 69): “Prior to the final inspection and sign-off of permits by the Sediment/Stormwater or Building Inspector, any storm drain inlets associated with the development and all inlets on the subject subarea shall be stenciled with ‘Do Not Dump, Chesapeake Bay Drainage.’ The Detailed Site Plan and the Sediment Control Plan (in the sequence of construction) shall contain this information.”

Comment: Numerous new storm drain inlets are proposed as part of this development, so it is appropriate that the plans provide for labeling of storm drain inlets.

Site Specific Requirements for Subarea 5

P66 (TDDP, page 107): “The minimum building height for uses other than residential shall be 4 stories.”

P67 (TDDP, page 107): “The maximum building height shall not exceed 16 stories for all uses.”

Comment: The proposed height of the hotel structure is eight stories.

2. The Transit District Site Plan is consistent with, and reflects the Site Design Guidelines and criteria contained in, the TDDP.

G1 (TDDP, page 30): “All pedestrian walkways should be designed to minimize vehicular/pedestrian conflicts.”

Comment: Several facilities for bicycles and pedestrians have been approved for construction as part of DSP-04004 and its subsequent amendments. These improvements include an enhanced streetscape and wide sidewalks along MD 410, internal sidewalks, decorative crosswalks, pedestrian refuges, and an eight-foot-wide sidewalk along the south side of Belcrest Center Way, opposite the subject site. Staff recommends that a wide sidewalk be provided along the subject site's frontage of Belcrest Center Way. The submitted plans indicate a minimum 12-foot-wide sidewalk along the site's frontage, as well as a wide sidewalk along the building entrance. This should be adequate to safely accommodate pedestrians and meets the intent of prior approvals.

G2 (TDDP, page 30): "Pedestrian link(s) should be barrier-free."

Comment: There are no barriers in the pedestrian walkway system.

G5 (TDDP, page 36): "Building facades should be varied and articulated to provide visual interest. Arcades, bays, windows and balconies should be provided where appropriate to define and enhance the pedestrian experience."

Comment: The hotel building has a rather flat façade at the pedestrian level; however, there are intermittent emergency exit doors along the frontage and some landscaping has been provided to soften the building. At the main entrance of the building there is a proposed porte-cochere. The upper stories of the building propose a main section of the building slightly curved and the remaining sections flat with regularly spaced windows. Horizontal brick soldier course banding on the most prominent front façade provides some visual interest.

G9 (TDDP, page 35): "All sides of a building should receive equal design consideration if viewed from a public area."

Comment: All sides of the proposed building have similar façades; however, the side elevations contain the stairwells and have fewer windows than the front and rear elevations. This is not unusual for the design of hotels, due to room patterning and fire regulations.

G11 (TDDP, page 35): "Primary entrances should be designed as one of the major architectural features so they are clearly identifiable and offer a sense of arrival."

Comment: The main entrance to the building lobby is serviced by a vehicular driveway to drop off guests. This creates an open space in front of the doors within the building mass and shaded by a canopy. The primary entrance is clearly identifiable and offers a sense of arrival.

G40 (TDDP, page 39): "Convenient and safe pedestrian linkages should be provided between the garages and the main buildings."

Comment: The plans should demonstrate that the existing and proposed amenities will provide for convenient linkages along the closest possible route between the existing parking structures and the hotel building.

G43 (TDDP, page 39): "Service and loading areas should be effectively screened from public view and be located so as to perform their functions conveniently."

Comment: The service and loading area is located on the northwest side of the building and is screened by the building. Although it will be effectively screened from public view and will be less of an obstruction than an exterior loading area, there is still a potential for inconvenience and

conflicts as service trucks may impede the movements of traffic in the lane. Staff recommends a condition of approval that trucks may not enter and exit the loading area except at night or in the early morning hours so as not to conflict with traffic in the bus/kiss and ride lane. In addition, the plans should be revised to include a gate to visually screen the loading area from views into the loading and trash area.

Site Specific Design Guidelines for Subarea 5

G58 (TDDP, page 108): “The subarea layout should allow for shared parking between all uses.”

Comment: The hotel use proposes to use parking that is already provided on the site. See Finding 12 for more discussion on this issue.

Additional Required Findings for Detailed Site Plans in the TDOZ

3. The Transit District Site Plan meets all of the requirements of the TDOZ and applicable regulations of the underlying zones.

Comment: The base floor area ratio (FAR) for the 22.22 acres of net tract area is 0.40, consistent with Section 27-548(a)(1). As an incentive in the M-X-T Zone, a bonus density is permitted where 20 or more dwelling units are provided, which allows for additional gross floor area equal to a FAR of 1.0, per Section 27-545(b)(4)(A), for a total of 1.40 FAR permitted for the overall site. Phase I was for a residential component of over 200 dwelling units. The addition of the hotel square footage to the site increases the FAR to approximately 1.09.

4. 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 TDOZ.

Comment: The proposed design will meet this requirement. The building has been carefully designed to fit into the site and the pedestrian and vehicular circulation has been carefully examined by WMATA. The proposed site plan will meet the purposes of the TDOZ, promoting transit usage and enhancing development opportunities in the vicinity of a transit station. The proposed plan will also increase the return on transit investment and improve local tax revenues, provide for convenient and efficient pedestrian and vehicular access to the Prince George’s Plaza Metro Station, promote an appropriate mix of land uses, and complement and enhance the character of the area.

5. 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.

Comment: The proposed hotel use will be compatible with other structures and uses in the district, and with existing and proposed adjacent development. There are no use conflicts foreseen with the surrounding development, which is generally commercial in nature and urban in character.

6. In addition to the findings above, the following is required for Detailed Site Plans:

- a. The Planning Board shall find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one is required).**

Conceptual Site Plan, CSP-02001: The detailed site plan is in general conformance with the conditions of Conceptual Site Plan CSP-02001. The conceptual site plan was approved by the Prince George's County Planning Board (PGCPB Resolution No.03-214) on October 9, 2003, and the District Council affirmed the Planning Board's decision on February 9, 2004. Conditions of the conceptual site plan that are applicable to this detailed site plan are as follows:

- 1. In addition to the information required for each detailed site plan, the applicant, his heirs, successors, and/or assignees shall submit a parking demand analysis which reflects appropriate reduction for shared parking between the existing and proposed uses. A parking demand analysis shall not be required for any Detailed Site Plan relating to the standalone residential units.**

Comment: Condition 1 of the approved Conceptual Site Plan, CSP-02001, requires that "the applicant, his heirs, successors, and/or assignees shall submit a parking demand analysis which reflects appropriate reduction for shared parking between the existing and proposed uses." The applicant has submitted a revised shared parking analysis, dated September 26, 2008, which has determined that the existing parking of 573 parking spaces, already constructed on the subject site and for the already approved commercial uses, will be more than adequate to handle the maximum demand required on a weekday and weekend basis. The submitted parking study findings are based on the principal of share parking utilization as well as appropriate reductions in provision of parking for Metro. This shared parking study has been reviewed by staff and was deemed acceptable.

- 2. Prior to certification of the conceptual site plan, the applicant, his heirs, successors, and/or assignees shall submit a detailed on-site transportation study for the entire site of this conceptual site plan, which shall include traffic projections for all access points. This information will be used to determine the adequacy of the site access points. A copy of an access approval letter from SHA and DPW&T shall be provided prior to the approval of a Detailed Site Plan.**

Comment: Condition 2 of the approved Conceptual Site Plan, CSP-02001, requires that the applicant, his heirs, successors, and/or assignees submit a detailed on-site transportation study for the entire site including traffic projections for all access points. Furthermore, the applicant was required to submit an access approval letter from SHA and DPW&T for any new access. The proposed detail site plan does not propose any new additional access to MD 410 or Belcrest Road. As part of the review of the detailed site plan application for the retail component (DSP-04004/01), staff was provided a copy of a detailed access study, which was reviewed by WMATA, SHA, and DPW&T, and was found to be acceptable when the original access was designed for this location. While the study fulfilled the conceptual plan condition requirement, it will be used by SHA and DPW&T in ensuring the timely construction of the needed access-related improvements.

- 16. At time of Detailed Site Plan review, the DSP shall show the location of trash cans throughout the site and shall contain the following note: “All storm drain inlets shall be stenciled with the words ‘Do Not Dump, Chesapeake Bay Drainage.’”**

Comment: The DSP does not show the location of trash cans. Therefore a proposed condition of approval requires the location of trash cans to be shown on the plans prior to signature approval.

Required Findings in the M-X-T Zone

- 7. The proposed development is in conformance with the purposes and other provisions of this Division.**

Comment: The detailed site plan meets this requirement. The hotel building provides another major component to the development of the Prince George’s Plaza Metro Station site. The proposed development will promote an expanding source of employment, maximize the development potential in the location, and promote effective use of transit. The hotel use contributes to the creation of a 24-hour environment.

- 8. The proposed development has an outward orientation, which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation.**

Comment: The detailed site plan meets this requirement. As the fourth phase of development on the site, the project will help to complete the previous stages and promote an integrated environment. The hotel building is eight stories high and will provide a landmark building near the intersection of Belcrest Road and MD 410. This building will have a significant visual impact on the community and may contribute toward further revitalization of the area.

- 9. The proposed development is compatible with existing and proposed development in the vicinity.**

Comment: The detailed site plan meets this requirement in that the proposed hotel is compatible with the retail surrounding it.

- 10. The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.**

Comment: The detailed site plan meets this requirement in that the design and layout of the entire Belcrest Center reflects a cohesive development and will create a quality and stable environment. The hotel being located directly at the Prince George’s Plaza Metro site will provide alternative options for visitors to the area wishing to be in an area that is both near the University of Maryland as well as having easy access to Washington, DC.

- 11. If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.**

Comment: The development meets this requirement. The proposed development constitutes the fourth phase of the project on the Prince George’s Plaza Metro site. Phase I consisted of the

development of housing on the southeast corner of the site. Phase II consisted of the retail buildings along East West Highway. Phase III proposed an office building and garage on the west side of the development. The hotel is the fourth phase of the development.

12. The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.

Comment: The detailed site plan meets the above requirement in that pedestrian movement around the hotel and from the hotel to other points in the development has been accommodated to provide for safety and efficiency.

13. In areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design and other amenities, such as the types and textures of materials, landscaping and screening, street furniture and lighting (natural and artificial).

Comment: The detailed site plan meets the above requirement by providing an intimate outdoor courtyard associated with the hotel. The plans could be improved by providing an increased level of urban design elements, such as providing street trees along the streetscape in front of the hotel building, using special paving treatments at the crosswalks, and providing sidewalks with the same scoring pattern throughout the development.

8. The Planning Director reviewed and recommended approval of the request for Alternative Compliance AC-08016 as stated in the following report:

The subject property, Belcrest Center, Courtyard by Marriott is located at the southwest corner of the East West Highway and Belcrest Road in Hyattsville. The site is zoned M-X-T. The subject property is currently unimproved and is adjacent to a gas station and the Prince George's Plaza Metro Station. The north property line abuts the gas station, the east property line abuts Belcrest Road, and the south and west property line abuts the redevelopment area of the Metro station and retail center.

This request for alternative compliance, in conjunction with Detailed Site Plan DSP-04004/05, is to construct an eight-story hotel. Due to the unusually shaped lot, portions of the building must be placed within the required "B" bufferyard. The applicant is proposing an eight-foot-high masonry wall and plant material on the interior of the property.

REQUIRED: 4.7 Buffering Incompatible Uses: north property line, gas station use

Building setback	30 feet
Landscape yard	20 feet
Fence or wall	Yes
Plant units (50% reduction)	73 plant units

PROVIDED: 4.7 Buffering Incompatible Uses

Length of bufferyard	182 feet
Building setback	7.6–30 feet (varies)
Landscape yard	0–15 feet (varies)
Fence or wall	7-foot-high wall
Plant units	284 plant units

JUSTIFICATION OF RECOMMENDATION:

In order to justify constructing portions of the building within the required bufferyard, the Alternative Compliance Committee finds that the 284 plant units to be planted along the decorative concrete block wall to be acceptable. The proposed seven-foot-high wall will be planted on both sides of the wall and will provide the enclosure for the outdoor courtyard associated with the hotel. Staff does recommend that piers be incorporated at the juncture of each intersection of the wall and where the wall will connect to the existing retaining wall which was built as part of the retail development adjacent to the gas station. The Alternative Compliance Committee finds that this recommendation is equal to or better than the strict requirements of the *Prince George’s County Landscape Manual*.

RECOMMENDATION:

The Alternative Compliance Committee recommends Approval of the Alternative Compliance pursuant to Section 4.7 of the *Prince George’s County Landscape Manual* for the building setback and the landscape yards along the north property line subject to the following:

1. Prior to signature approval of the plans, the following revisions shall be made:
 - a. The type of the decorative block on the seven-foot-high wall shall be identified and shall complement the base of the main structure on the site.
 - b. Piers or columns shall be constructed at each juncture of the wall, at gates, and where the proposed wall will meet the existing concrete wall on the adjacent retail development.

The conditions above have been incorporated as conditions of approval for the subject application.

REFERRALS

9. In a memorandum dated August 11, 2008, and another memo written (Shoular to Lareuse), the Environmental Planning Section offered the following comments:

The Environmental Planning Section has reviewed the above referenced revised Detailed Site Plan, DSP-04004/05 and Type II Tree Conservation Plan, TCPII/036/04-04, for Belcrest Center, stamped as received on July 24, 2008.

This 22.2-acre site is located on the south side of East West Highway at the Prince George's Plaza Metro. A review of the information available indicates that no streams, wetlands, wetland buffers or 100-year floodplain are found to occur on the property. The soils found to occur according to the *Prince George's County Soil Survey* are Christiana Clay, Hatboro Silt Loam and Sunnyside-Urban Land Complex. The Christiana Clay soils are considered highly erodible and have limitations with respect to stability and high shrink-swell potential. The Hatboro soils are in Hydrologic Group D and have limitations with respect to high water table, flood hazard and poor drainage. The Sunnyside soils, which are the predominant soils on site, pose no difficulties for development. East West Highway is a significant noise generator.

According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened or endangered species found to occur in the vicinity. There are no scenic or historic roads in the vicinity of this site. The property is located in Subarea 6 of the Prince George's Plaza Transportation District Overlay Zone and in the Developing Tier according to the adopted 2002 General Plan.

Environmental Review

- a. The site has forest stand delineation (FSD) that was found to address the criteria for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Ordinance. No additional information is needed at this time with regard to the FSD.
- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has a previously approved tree conservation plan. The Environmental Planning staff has found the plans in conformance to the previously approved TCPII/36/04-03.

The woodland conservation requirement for this site is 3.33 acres (15 percent of the net tract). The total requirement for the site is 4.96 acres. The TCPII proposes to meet the requirements of the Woodland Conservation Ordinance by providing a total of 0.67 acre of on-site preservation, 0.22 acre of on-site reforestation and 4.18 acres of off-site mitigation.

The detailed site plan is in conformance with the Stormwater Management Concept Approval Letter CSD-3239-2002-01.

10. WMATA has provided the following comments on the plans as stated in a letter from Joel R. Washington to Chairman Parker, dated October 28, 2008:

- a. Final grading of the handicapped ramps and curb by the entrance and exit of the Marriott drive to be approved by WMATA prior to building permit. The proposed sidewalk, which is located along Marriott frontage and connects Belcrest Road and station entrance, shall have unobstructed width of 7 foot minimum. The sidewalk and ramps shall be fully Americans with Disabilities Act (ADA) complaint.
- b. The exact locations, design and sizes of WMATA directional, lot-full, regulatory and roundabout signage and any necessary landscaping changes including landscaped island widths to be approved by WMATA prior to building permit. Signage shall not obstruct or reduce the effective width of sidewalks. Extend the 3 foot buffer between the sidewalk

and curb east of roundabout crosswalk to place required pedestrian crossing and no parking signs.

- c. Final design of the stormdrain at the entrance and exit of Marriott driveway and for the building roof leaders to be approved by WMATA prior to building permit.
- d. Vertical and horizontal sight and stopping distance triangles for the Marriott exit drive shall be shown on the DSP and approved by WMATA prior to signature approval.

The comments above have been included in the conditions of approval for the subject application.

- 11. In a memorandum dated September 26, 2008 (O'Connor to Lareuse), the Community Planning North Division made the following comments:

This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier.

This detailed site plan conforms to the goal of the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*.

P71 (page 108) provides that a landmark-type building, distinguished by architecture and/or height, shall be located at the corner of East-West Highway and Belcrest Road and shall replace the existing gas station.

The subject building is just south of the existing gas station and is generally an appropriate architectural design. However, the east elevation is stark having only one set of windows that will be very visible due to the height of the building and much more could be done to distinguish the building architecturally on this elevation.

Urban Design Comment: The applicant has explained that the endwall design is impacted by the interior stairwell and that building code requirements do not allow for window fenestration in that area.

S9 (page 31) provides that at the time of the first Detailed Site Plan submission, The M-NCPPC Urban Design Staff shall select and specify the streetscape elements which shall constitute the streetscape vocabulary for all future development in the transit district such as lighting fixtures, benches, trash receptacles, bicycle racks, sign posts, planters, building awnings, paving patterns(s) and materials.

The applicant proposes a brushed concrete secondary and primary sidewalk. Brushed concrete seems to be a minimal design for the paving of the walkway and plaza. The streetscape elements need to be reviewed for conformance with the streetscape vocabulary that has been selected for Belcrest Road.

Urban Design Comment: The Urban Design Section agrees with the Community Planning North Division in that the sidewalk along the building edge should be similar in design to the primary sidewalk to the Metro.

S15 (page 36): All plazas shall have paving materials that are high quality visually attractive and compatible with adjacent building elements. A combination of the following may be required: brick, concrete pavers, flagstone, tile, exposed aggregate concrete, granite setts, and cobbles. Large expanses of poured concrete are not acceptable. A detailed paving/banding plan will be required at the time of Detailed Site Plan.

The applicant proposes a scored concrete material for the outdoor courtyard, which does not conform to this standard. Albeit, the courtyard may not be a public plaza per se although it connects to the public sidewalk. Nevertheless, the scored concrete is a minimal design element that needs more attention.

Urban Design Comment: As the courtyard is for use of the guests of the hotel, staff does not believe that the enhancement of the paving in this area is essential to the development in regard to the appearance or function of the private area. Therefore, staff does not recommend any enhancement of the paving material proposed within the courtyard.

P2 (page 40) provides that all development/redevelopment shall have a sign plan approved by the Planning Board at the time of Detailed Site Plan. This plan shall provide the sign location/s, size, color, lettering style, construction details and material specifications including the method of illumination.

The applicant proposes two signs at the entrance and at the top floor on the east elevation that appear to be light boxes in red, green, and yellow. These light box signs are not the kind of quality that is appropriate for a hotel at this prominent location.

Urban Design Comment: The Urban Design Section does not find the single box sign offensive in design, nor is the sign excessively large. Further, other signage along MD 410 has been approved with box signage for a number of the tenants; therefore, staff recommends that the sign be allowed to remain as proposed.

12. The Transportation Planning Section has reviewed the detailed site plan for the proposed construction of an eight-story hotel, consisting of approximately 93,000 square feet on the northeast corner of the subject property, and directly south of the existing service station located at the southwest corner of MD 410 (East West Highway) and Belcrest Road.

The proposed Marriott Courtyard hotel development will be in addition to the approved development consisting of 263 multifamily residential units, over 156,079 square feet of commercial retail space, and approximately 319,660 square feet of commercial office space.

In addition to the existing parking for Metro (1,068 long-term park and ride spaces, and 167 short-term kiss and ride spaces), Phase I and II development plans thus far have included the provision of 951 (881 structured and 70 surface) parking spaces. The submitted plan proposes to only utilize the parking facility already constructed for the commercial component (544 structured spaces and 29 surface spaces) without constructing any additional parking.

Prince George's Plaza Transit District Development Plan:

The approved Prince George's Plaza Transit District Development Plan (TDDP) guides the use and development of all properties within its boundaries. The findings and recommendations outlined below are based upon staff evaluation of the submitted site plan and the ways in which

the proposed development conforms to the mandatory development requirements and guidelines outlined in the TDDP.

During the preparation of the TDDP, staff performed an analysis of all road facilities in the vicinity of the TDOZ. This analysis was based on establishment of a transit district-wide cap on the number of additional parking spaces (preferred and premium) that can be constructed or provided in the transit district to accommodate any new development. Pursuant to this concept, the Plan recommends implementing a system of developer contributions to insure adequacy of the transportation facilities, based on the number of **additional** parking spaces, as long as the authorized total parking limits and their attendant, respective, parking ratios (Tables 5 and 6 of the TDDP) are not exceeded. The collected fee will be applied toward the required number of transportation improvements totaling \$1,562,000, as summarized in Table 4 of the TDDP. These improvements are needed to ensure that the critical roadways and intersections in the transit district will remain adequate and will be operating at or above Level of Service (LOS) E, as required by the Plan. Among the most consequential of these are:

- a. Establishment of a transit district-wide cap on the number of **additional** surface parking spaces (3,000 preferred, plus 1,000 premium) that can be constructed or provided in the transit district to accommodate any new development.
- b. Implementation of a system of developer contributions based on the number of preferred and premium surface parking spaces attributed to each development project. The contributions are intended to recover sufficient funding to defray some of the cost of the transportation improvements as summarized in Table 4 of the TDDP, and needed to ensure that the critical roadways and intersections in the transit district remain at or above the stated LOS.
- c. Retaining a mandatory transportation demand management district (TDMD). The TDMD was established by the approval of the 1992 TDDP to ensure optimum utilization of trip reduction measures (TRM) to combine, or divert to transit, as many peak-hour single occupant vehicle (SOV) trips as possible, and to capitalize on the existing transit system in the district. The TDMD will continue to have boundaries that are coterminous with the transit district. As of this writing, the Prince George's Plaza Transportation Demand Management District (TDMD) has not been legally established under the TDMD Ordinance (now Subtitle 20A, Division 2 of the County Code) enacted in 1993.
- d. Developing an annual TDMD operations fee based on the total number of parking spaces (surface and structured) each property owner maintains.
- e. Requiring that the TDMD prepare an annual transit district transportation and parking operations analysis that would determine whether or not the LOS E has been maintained, to determine additional trip reduction, and transportation and parking management measures that are required to restore LOS E. Reauthorization of the Prince George's Plaza Transportation Management Association recommended in the predecessor 1992 PG-TDDP.

Status of Surface Parking in the Transit District

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

	RESIDENTIAL		OFFICE/RESCH		RETAIL		TOTAL	
	PREF.	PREM	PREF.	PREM	PREF.	PREM	PREF.	PREM
TDDP Caps	920	310	1,170	390	910	300	3,000	1,000
Subarea 1	(178)							
Subarea 4					(121)			
Subarea 5- Retail + Office					(74)			
Subarea 6					(72)			
Subarea 9					(321)			
Subarea 10A			(82)		(191)	(15)		
Unallocated	742	310	1,088	390	135	285	2,031	985

As structure parking is not included in the parking caps pursuant to MDR P6, the parking figures reported above do not include the number of parking spaces that will be constructed as structured parking in each subarea.

Detailed Site Plan Findings

- a. The PG-TDDP identifies the subject property as part Subarea 5 of the transit district. There are 15 subareas in the transit district, two of which are designated as open-space and will remain undeveloped. The proposed site consists of approximately 22.2 acres of land in the M-X-T Zone. The property is located on the southwest quadrant of the East West Highway (MD 410) and Belcrest Road.
- b. The proposed application is for construction of construction of an eight story hotel with 162 rooms, with a restaurant and conference facilities on the northeast corner of the subject property, in addition to the existing commercial and residential uses that are already constructed on the property.
- c. The applicant is proposing not to construct any additional parking spaces above the existing 573 parking spaces, of which 29 spaces are on-street surface parking.
- d. Internal vehicular and pedestrian circulation patterns are acceptable.

Transportation Staff Analysis and Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that the development, as proposed, does conform to the circulation requirements of the Prince George’s Plaza Transit District Development Plan, and approved conceptual site plan.

- 13. In a letter dated October 21, 2008 (Gardiner to Parker), the City of Hyattsville offered the following comments:

“I am writing regarding the Detailed Site Plan application (DSP 04004/5) for an eight-story Courtyard Marriott Hotel to be located at the Prince George’s Plaza Metro Station. The City Council and the Planning Committee received presentations by the

development team and overall we are excited by the project. It will be the first hotel in the City, and perhaps the highest quality hotel in the area.

“On Monday, September 15, 2008, the City Council voted to support the DSP with the condition that the building not include EIFS material. The City has discouraged the use of this type of material on previous projects. The Council also requests M-NCPPC and the developer to review the location and access to the handicapped parking.

“I appreciate your consideration of the City’s position and I look forward to working with the Commission, the County, and the development team to see this project to fruition.”

The Urban Design Section has considered the City of Hyattsville’s recommendation and agrees that additional brick on the building would improve the quality of the architecture. Staff realizes that there are many design solutions that would successfully incorporate more brick into the exterior finish of the building. In an attempt to treat the front façade and the rear façade similarly, since they are both highly visible, staff recommends that the areas of the façades that are shown on the architectural elevations as “EIFS Color 2” should be revised to “Brick Veneer Color A.” This recommendation is consistent with the design of architectural elevations approved for the Marriott Courtyard recently approved for the Melford Development (previously known as Maryland Science and Technology Center).

14. 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 contained herein and APPROVE Detailed Site Plan DSP-04004/05 and APPROVE Alternative Compliance AC-08016 for the above-described land, subject to the following conditions:

1. Prior to certification, the detailed site plan shall be revised in accordance with the following:
 - a. A photometric plan shall be provided to ensure conformance to S3, S25 and S26 of the TDDP.
 - b. Additional street trees shall be added along the sidewalk at the front entrance to the hotel.
 - c. An appropriate planting detail or landscaping note shall be added specifying that street trees will be limbed up to a minimum of six feet above grade.
 - d. The DSP shall show the location of trash cans throughout the site and shall contain the following note: All storm drain inlets shall be stenciled with the words “Do Not Dump, Chesapeake Bay Drainage.”
 - e. A sight-tight gate shall be added to the plans to screen the loading and trash area from the street.

- f. The use of special paving treatment, similar to designs already provided at the Metro station, shall be provided at the crosswalks.
 - g. The type of decorative block on the seven-foot-high freestanding wall located along the rear property line shall be identified and shall complement both the base of the main structure on the site and the existing freestanding wall. Piers or columns shall be constructed at each juncture of the wall, at gates, and where the proposed wall will meet the existing concrete wall constructed with the adjacent retail development.
 - h. The sidewalks shall use the same scoring pattern throughout the development.
 - i. An additional crosswalk shall be shown to provide for an improved pedestrian connection for hotel patrons to the retail development.
 - j. The architectural elevations shall be revised so that the areas of the façades that are shown as “EIFS Color 2” be revised to “Brick Veneer Color A” on both the front and the rear façades.
- 2. The developer shall ensure that use of the loading bays for the hotel shall not conflict with the movement of traffic in the bus/kiss and ride lane, and that trucks shall enter and exit the loading bays only at night or early morning hours.
 - 3. Any impact to the streetscape improvements within Belcrest Road shall be replaced in kind, including lighting fixtures, paving, and street tree plantings. Appropriate details and specifications shall be added to the plans.