

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on October 14, 2021, regarding Detailed Site Plan DSP-99044-20 for The Mall at Prince George’s (Self Storage), the Planning Board finds:

- Request:** The subject application is for approval of an amendment to the list of allowed uses for the subject property, per Section 27-548.09.01(b) of the Prince George’s County Zoning Ordinance, to construct 796 consolidated storage units in the basement of the existing shopping center, known as The Mall at Prince George’s Plaza.

2. Development Data Summary*:

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

Parking

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

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

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

***The existing parking lot on the site was approved under many previous DSPs that were subject to the 1998 *Prince George’s Plaza Approved Transit District Development Plan for the Transit District Overlay Zone*, which included the specified maximum parking ratio. The subject amendment to the DSP proposes to utilize the subterranean

space of the existing shopping mall, does not increase the GFA, and is therefore exempt from the 2016 *Approved Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zone* standards, per Exemption E8 on page 199.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

An additional 17 parking spaces for passenger cars and 4 loading spaces for moving trucks will be provided within the basement area serving the storage unit users. In accordance with the

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

Architecture

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

Lighting

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

Signage

Two building-mounted signs will denote the consolidated storage units. Signage will be placed at two locations: (1) above the access ramp along the northern façade of the building, to denote vehicular access to the units; and (2) above the storefront entrance denoting pedestrian access to the consolidated storage units. The applicant will also add a tenant identifier to the existing monument sign that is fronting on MD 410. No additional monument signage is proposed with this DSP. The proposed signs are consistent with the applicable T-D-O Zone signage standards.

COMPLIANCE WITH EVALUATION CRITERIA

- 7. The Transit District Overlay Zone Standards of the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The subject site is located within the Downtown Core Character Area of the TDDP. The Downtown Core is the transit district's central activity hub, with a mix of residential, retail, and office development that complement each other and frame lively walkable streets. These pedestrian-friendly streets are envisioned to be lined with cafés and stores, which draw commuters between the Prince George's Plaza Metro Station and the Mall at Prince George's Plaza, activating the streetscape. Specifically, the land use goal for the Downtown Core is also to accommodate the anticipated amount and mix of development through a significant redevelopment of the Transit District. In order to implement the land use goals for the Downtown Core area, the property owner of the Mall at the Prince George's Plaza has been redeveloping the existing surface parking lot with new buildings that have been proposed with prior amendments to the DSP and help reposition MD 410 from a local commuter route to a true main street. This DSP introduces additional activities through creative use of the underutilized basement of the existing mall that further implements the TDDP's vision for the Downtown Core area.

- a. **Amendment to the List of Permitted Uses:** In accordance with Section 27-548.09.01(b)(1), a property owner may ask the District Council to amend the list of allowed uses in the TDDP for the subject property. Section 27-548.09.01(b)(5) specifies the required findings for the District Council to approve such an application, as follows:

- (5) **The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.**

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

The Land Use Goal for the Transit District is to achieve "a mix of land uses that complement each other, help create and support an attractive and vibrant public realm and are within convenient walking distance of each other and public transit." In addition, the TDDP also calls for intensification and redevelopment of the core to create a more dynamic place.

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

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

walking distance from many of the multifamily buildings in the Transit District, and given the types of items stored, at least some of the trips to these storage units will be on foot.

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

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

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

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

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

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

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

- a. The proposed consolidated storage use is not listed on the Table of Permitted Uses in the M-U-I Zone within the Prince George's Plaza TDDP. However, the proposed use on the subject property will make full use of the existing underutilized basement of the mall and intensify the development on the existing site, which is consistent with the land use vision of the approved TDDP.
- b. Section 27-546.19(c), Site Plans for Mixed Uses in the M-U-I Zone, of the Zoning Ordinance requires that:

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

- 1. The site plan meets all approval requirements in Part 3, Division 9;**
- 2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. Given the limited scope of this DSP, it meets the applicable development standards pertinent to signage, parking and loading of the Prince George's Plaza TDDP, as discussed in Finding 7 above.

- 3. Proposed uses on the property will be compatible with one another;**
- 4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and**

The application proposes 796 self-storage units within the basement of the existing shopping center building. Since the storage units are completed within the basement of the mall building, the proposed use will be compatible with the other commercial uses on the north side of MD 410.

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

- (A) **Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;**
- (B) **Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;**
- (C) **Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;**
- (D) **Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**
- (E) **Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

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

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

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

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

- (i) **Hours of operation or deliveries;**
- (ii) **Location of activities with potential adverse impacts;**
- (iii) **Location and use of trash receptacles;**

- (iv) **Location of loading and delivery spaces;**
- (v) **Light intensity and hours of illumination; and**
- (vi) **Location and use of outdoor vending machines.**

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

Since all proposed self-storage units are underground, the proposed use and the associated parking and loading spaces will have no adverse impacts on adjacent properties.

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

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

The DSP is limited to making full use of the existing underutilized basement of the mall building and is in strict conformance with the applicable requirements of the TDDP.

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

The DSP is generally consistent with the TDDP and proposes development that is consistent with the mall property. It is noted that the subject site plan is to convert the underused subterranean spaces of the existing mall building to self-storage units, thereby generating additional activity on the property, which conforms with the redevelopment goal of the TDDP.

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

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which are the M-U-I Zone and T-D-O Zone standards. This DSP meets the applicable requirements of the T-D-O and M-U-I Zones.

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

The only improvements proposed externally on this site are two building-mounted signage that are adequate to meet the need of the proposed use and the purposes of the T-D-O Zone.

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

The DSP proposes no additional building, so this requirement is not applicable to this DSP.

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

The T-D-O Zone has a maximum allowed parking requirement for this site. With the addition of 17 parking spaces within the basement of the existing mall building, the proposed parking is still within the maximum permitted number for this site, as previously discussed.

9. **Preliminary Plan of Subdivision 4-97084:** The property is the subject of Preliminary Plan of Subdivision (PPS) 4-97084, which was approved by the Planning Board on January 8, 1998 (PGCPB Resolution No. 97-355), subject to four conditions. None of the conditions are applicable to the review of this DSP, which is limited to the conversion of the underused basement into self-storage units.
10. **Detailed Site Plan DSP-99044 and its amendments:** DSP-99044 was approved for construction of the Prince George's Plaza Shopping Center on April 12, 2001 (PGCPB Resolution No. 1-77).

The site plan has been subsequently revised 18 times as of the writing of this resolution. None of the approvals have any conditions that are applicable to the review of this DSP, which is limited to the utilization of the existing basement space of the mall building.

11. **2010 Prince George's County Landscape Manual:** Per page 190 of the Prince George's Plaza TDDP, the TDDP standards replace the comparable standards in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). For standards not covered in the TDDP, the Landscape Manual shall serve as the requirement, unless explicitly stated otherwise. The subject DSP proposes no site improvements and is exempt from the T-D-O Zone landscaping standards.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The DSP application is to use the basement area only and therefore it is not subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance because it will not affect the previously approved Type II Tree Conservation Plan, TCP11-100-00.
13. **Prince George's County Tree Canopy Coverage Ordinance:** In accordance with TDDP, the tree canopy coverage (TCC) requirements for the Prince George's Plaza T-D-O Zone shall be met through the provision of street, on-site, and other trees preserved by the property owner or provided to comply with other Transit District Standards and Guidelines. The subject DSP proposes no site disturbance and therefore has no impact on the prior findings of the site's conformance with the applicable TCC requirements.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference, as follows:
 - a. **Community Planning**—The Planning Board adopts a memorandum dated September 16, 2021 (Hartsfield to Zhang), which stated that this DSP proposes to amend the list of permitted uses for the subject property to allow construction of consolidated storage in the basement of the existing mall building and will benefit the proposed development and the Transit District. The proposed subterranean consolidated storage will not substantially impair the TDDP because the Prince George's Plaza TDDP recommended mixed-use for the property, which will not be diminished by the proposed use.
 - b. **Transportation Planning**—The Planning Board adopts a memorandum dated September 15, 2021 (Masog to Zhang), which provided the following discussion:

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

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

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

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

determined that the trip impact of converting this space to consolidated storage is de minimis.

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

- c. **Subdivision Review**—The Planning Board adopts a memorandum dated September 13, 2021 (Gupta to Zhang), which stated that the proposed development is in general conformance with the PPS applicable to this property. The Overall Site Plan (sheet DSP-4) shows all 10-foot-wide public utility easements and rights-of-way for water, in accordance with the record plat. However, these easements and utility rights-of-way should also be reflected on the Existing Conditions/Demolition Plan (sheet DSP-5) and the Site Plan (sheet DSP-6). The Planning Board approves this DSP with one subdivision related condition that has been included in this resolution.
- d. **Bicycle and Pedestrian**—The Planning Board adopts a memorandum dated September 14, 2021 (Ryan to Bishop), which stated that the DSP is in conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the Prince George's Plaza TDDP to provide the appropriate pedestrian and bicycle transportation recommendations.

There are two proposed entrances to the use. A bicycle rack has already been installed on the northern side of the building near the proposed entrance, however there is no bicycle parking on the southern side. It is recommended that the applicant provide an additional bicycle rack on the southern side of the building near the entrance of the proposed use. An inverted U-style bicycle rack, or a rack of a similar style that provides two points of contact to support and secure a parked bicycle is appropriate.

The Planning Board concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274 of the Zoning Ordinance, the relevant design guidelines for transportation and conclude that the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation, subject to two bicycle and pedestrian related conditions that have been included in this resolution.

- e. **Prince George's County Fire/EMS Department**—At the time of the preparation of this resolution, the Fire/EMS Department did not offer comments on the subject application.
- f. **Prince George's County Police Department**—The Planning Board adopts a memorandum dated August 4, 2021 (Tolson to Planning Coordinator), in which the Police Department states that the controlled access to the parking and storage facility should limit the access of unauthorized persons and vehicles. Territorial Reinforcement is

a principle of Crime Prevention Through Environmental Design that addresses distinction between public and private property.

- g. **Prince George's County Health Department**—At the time of the preparation of this resolution, the Health Department did not offer comments on the subject application.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this resolution, DPIE did not offer comments on the subject application.
- i. **Town of University Park**—The Planning Board adopts a letter dated September 1, 2021 (Mayor Carey to Chair Hewlett), in which the Mayor of the Town of University Park stated that he and the Council met on August 16, 2021, and voted unanimously that the Town of University Park has no objections to this DSP.
- J. **City of Hyattsville**—The Planning Board adopts a letter dated September 22, 2021 (Mayor Ward to Chair Hewlett), in which the Mayor of the City of Hyattsville stated that the Hyattsville City Council reviewed this DSP on September 20, 2021, and voted in support of DSP-99044-20, which amends the permitted uses to allow the adaptive reuse of unleaseable retail space in the basement of the Mall at Prince George's Plaza.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and recommend to the District Council:

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


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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 14, 2021, in Upper Marlboro, Maryland.

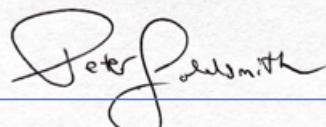
Adopted by the Prince George's County Planning Board this 14th day of October 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: October 7, 2021