

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

APPLICANT: PSG East West Storage, LLC

OWNER: PR Prince George’s Plaza, LLC

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I. REQUEST

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

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

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

II. THE PROPERTY

The Subject Property is the subject of numerous development approvals associated with an integrated shopping center known as the Mall at Prince George's, which consists of 1,129,017 square feet of various retail commercial spaces. Approval of the Subject DSP would permit the conversion of existing subterranean storage space, i.e., basement area, of the Mall at Prince George's into approximately 807 consolidated storage units of varying dimensions. With the exception of signage, the entirety of this development would be located within the existing subterranean area of the Property, including seventeen (17) parking spaces and four (4) loading spaces. Existing loading ramps into this subterranean area of the Subject Property will provide vehicular access to the site, along one-way drive aisles with ingress located on the north side of the mall (adjacent to Target) and egress will be from the mall's southern side. Pedestrian access to the units, and the accessory office space, will be provided via a stairwell behind an existing storefront designed to look and feel similar to other retail establishments at the mall. The storefront will be located along the southern façade of the Mall, and situated among other retail commercial spaces. Unlike the other stores along this façade, access into will be controlled via a key pad. Entering the store will require inputting the correct code on the key pad or, requesting entry from an employee in the office who will buzz the guest in. Two building mounted signs will denote the consolidated storage units. Signage will be placed at two locations: (1) above the access ramp along the northern façade of the building, to denote vehicular access to the units; and (2) above the storefront entrance denoting pedestrian access to the consolidated storage units.

III. AMENDMENT TO THE TABLE OF USES

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

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

IV. CONFORMANCE TO SUBMITTAL REQUIREMENTS

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

1. All information required by § 27-282, DSP Submittal Requirements.
2. The location of build-to-lines and frontage zones—**Not included**.
3. Description of the physical appearance of proposed buildings, frontage zones, plazas, and other publicly accessible open space, through the use of full-color architectural elevations of facades (seen from public areas), or through other illustrative drawings, photographs, or renderings, including details about anticipated or proposed programming or events to be hosted at public open spaces—**Not included**.
4. A photometric plan, showing exterior lighting of all buildings, parking areas, driveway, and pedestrian ways, including the heights, number, size and types of fixtures. The plan shall also show the amount of illumination (measured in foot-candles).
5. A graphic depiction of the location of all circulation elements, including bicycle, pedestrian, and vehicular rights-of-way, trails, sidewalks, alleys, and other paths of travel and connections within and between abutting properties, including the locations of master-planned rights-of-way and proposed improvements to existing County or state roadways, trails, or rights-of-way proposed to be constructed and/or maintained by applicant, including improvements required by an approved preliminary plan of subdivision or written agreement with County or state agencies—**Not included**.
6. The location, design, size, lighting, and all other features of signs (except signs within, and not generally visible from outside of, buildings).
7. A signed and dated justification statement listing each standard (but not guideline) in this TDDP, and how the proposed development complies with each standard. In addition, this statement shall include an explanation of instances when the proposed development cannot comply with particular standards or guidelines, and justification of any alternate standards or proposed amendments to the standards to meet the intent of the TDDP. This statement should include planning objectives to be achieved by the proposed development, a description of the character of the development and the rationale behind the assumptions and choices made by the applicant—**Included, but limited for the reasons discussed below**.
8. Any pertinent Memorandum of Understanding (MOU) between a car-sharing corporation or company and the applicant pursuant to Section 27-548.09.02—**Not**

included.

9. Any pertinent MOU between a state or public agency and the applicant affecting development within the Transit District. These would include, but not be limited to, agreements with public agencies pursuant, or in addition, to this TDDP for infrastructure—**Not included.**
10. A development schedule indicating the sequence and phasing of development and the approximate dates when construction can be expected to begin and to be completed—**Not included.**
11. A vehicular and bicycle parking schedule and plan.
12. A separate statement of justification, including standard cross-sections and other pertinent graphics, for any proposed waivers or departures from DPW&Ts Specifications and Standards for Roadways and Bridges (within the curbs of County roads) or the City of Hyattsville’s street design standards (within the curbs of city streets.)—**Not included.**
13. For DSPs submitted after the creation of a Transportation Management Association pursuant to Subtitle 20A, membership agreements in the TMA, if applicable—**Not included.**

V. CONFORMANCE TO THE ZONING ORDINANCE

A. Conformance to Section 27-548.09.01:

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

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

The Prince George’s Plaza Transit District Development Plan (“TDDP”) builds upon certain concepts and principles promulgated within Plan Prince George’s 2035 (“Plan 2035”), specifically the designation of

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

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

for in a safe manner.

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

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

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

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

(b) General Purposes.

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

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

The Subject Property is zoned M-U-I/T-D-O and is located within the Prince George’s Plaza Transit District Development Plan (“TDDP”). This is a request to amend the Table of Uses for the M-U-I/T-D-O Zone to permit consolidated storage units within the basement of the Mall at Prince George’s. This request supports the purposes of the M-U-I Zone, and provides for the orderly development in accordance with the Prince George’s Plaza TDDP and Plan Prince George’s 2035 General Plan (“Plan 2035”). Within the TDDP, the Subject Property is located in the “Downtown Core” Character Area, which is an area envisioned as the “central activity hub, with a mix of residential, retail, and office development framing lively walkable streets.” Plan 2035 designates the Subject Property as a Regional Transit District—strategic areas within the

County that Plan 2035 recommends as the locations for future employment and residential growth. Furthermore, Plan 2035 also denotes Prince George's Plaza as one of the three locations classified as "Downtown Prince George's," an area that is "strategically targeted" for the expansion of the County's commercial tax base. This development application conforms to the vision and goals espoused by the TDDP and Plan 2035 by repurposing underutilized space into a productive commercial use that will provide additional storage for the numerous residential units in the Transit District that have been approved (along with additional residential units in the Transit District that are likely to be approved in the future), while strengthening the existing commercial uses within the Mall at Prince George's.

C. Conformance to Section 27-546.15:

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

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

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

- (b) The specific purposes of the M-U-I Zone are:
 - (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;
 - (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;
 - (3) To encourage innovation in the planning and design of infill development;
 - (4) To allow flexibility in the process of reviewing infill development;

- (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;
- (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and;
- (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality or the Prince George's County Redevelopment Authority.

This request conforms not only to the purposes of the M-U-I Zone in general, but also the reasons for the rezoning of the Subject Property to the M-U-I zone in 2016 through the Prince George's Plaza Transit District Development Plan ("TDDP"). The M-U-I Zone was recommended for the Subject Property to foster increased intensity of development within the Downtown Core of the Transit District given that many of the properties being rezoned were described as "considerably underdeveloped". The Subject Property requests an amendment to the Table of Uses for the M-U-I/T-D-O Zone to permit consolidated storage units within existing subterranean space beneath the Mall at Prince George's. This is a unique and creative approach to infill development in harmony with the surrounding commercial uses without disrupting the potential future development or redevelopment of the Mall at Prince George's. It also advances the above-described specific purposes of the M-U-I zone: "(3) To encourage innovation in the planning and design of infill development;" "(5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;" and "(6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;"

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

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

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

This detailed site plan request is being filed to amend the M-U-I/T-D-O Table of Uses for the Prince George's Plaza Transit District Development Plan ("TDDP") to allow the conversion of underutilized, subterranean storage space to consolidated storage. This will require no physical change to the exterior of the structures upon the Subject Property; the only

noticeable addition to the Property being the installation of signage related to the use. For this reason, many of the development standards are inapplicable. Nevertheless, this development proposal is consistent with the standards promulgated in the TDDP. Wherever a standard or development is inconsistent with this request, a modification to amend the standard or guideline has been included in accordance with § 27-548.09.01 of the Zoning Ordinance.

- (2) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan in the T-D-O Zone:
- (A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;
 - (B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

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

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

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

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

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

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

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

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

This standard does not apply.

VI. CONFORMANCE TO DEVELOPMENT DISTRICT STANDARDS

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

A. Signage—General (p. 249)

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

Comment noted.

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

Only wall signs are proposed as part of this application.

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

No projecting signs are proposed.

4. The following signs are not permitted in the Transit District:

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

No prohibited signs are proposed.

B. Signage—Attached Signs

1. Wall Signs (p. 250-51)

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

The development conforms to this requirement.

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

No vertical signs are proposed.

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

The development conforms to this requirement.

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

No digital or electronic content is proposed.

C. Signage—Window Signs (p. 251)

No window signs are proposed.

D. Signage—Digital Screens (p. 251)

No digital screens are proposed.

E. Signage—Projecting Signs (p. 252)

No projecting signs are proposed.

F. Signage–Awning Signs (p. 254)

No awning signs are proposed.

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

No high-rise building identification signs are proposed.

H. Signage–Monument Signs (p. 254)

1. Standard

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

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

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

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

J. Signage–Other (p. 255)

1. Standards

- i. Sculptural and A-frame sign boards placed on the sidewalk are permitted if they are temporary, removed during non-operating hours,

and do not obstruct the Sidewalk Clear Zone.

Comment noted.

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

This comment does not apply.

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

1. Standards

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

Comment noted.

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

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

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

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

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

This comment does not apply.

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

- a. Additional parking spaces may only be provided in the form of structured parking.
- b. The amount of additional structured parking spaces permitted beyond the maximum parking ratios established above shall not exceed the minimum number of off-street parking spaces ordinarily required for the specified use or mix of uses by § 27-568(a) of the Zoning Ordinance.
- c. All parking spaces built in excess of the allowed maximum parking ratios shall be provided as shared and/or public parking and shall be offered at the same cost as to any other project occupants or tenants.
- d. Applicants desiring to exceed the maximum parking ratios shall provide a comprehensive transportation demand management strategy and program including incentives for nonautomobile travel, the proposed design of any parking structure to meet additional parking demand, implementation timing and phasing, and financial assistance.

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

This does not apply.

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

Although this standard refers to a maximum of 10,500 parking spaces within the entire Transit District, the most recent revision to DSP-99044 (Revision 17), which regulates development for the Mall at Prince George's, allowed for a total of 4,911 parking spaces. When Revision 17 was approved by the Prince George's County Planning Board (PGCPB No. 19-84) on July 25, 2019, the total number of approved parking spaces was shown as 3,347. The additional seventeen (17) underground parking

spaces will not increase the total number of surface parking spaces above 4,911 permitted at this location.

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

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

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

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

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

No commercial parking facilities are proposed.

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

No off-site parking facilities are proposed.

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

This standard does not apply.

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

Comment noted.

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

This standard does not apply.

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

This standard does not apply.

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

This standard does not apply.

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

This standard does not apply.

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

No surface parking is proposed.

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

No structured parking is proposed.

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

1. Standard

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

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

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

1. Standard

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

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

VII. CONCLUSION

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

Respectfully submitted,

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