

STANDARD DRAWING LEGEND FOR ENTIRE PLAN SET (NOT TO SCALE)		
EXISTING NOTE	TYPICAL PROPERTY TEXT	PROPOSED NOTE
---	ONSITE PROPERTY LINE / R.O.W. LINE	---
---	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	---
---	EASEMENT LINE	---
---	SETBACK LINE	---
CURB AND GUTTER		
====	CONCRETE CURB & GUTTER	====
====	SPILL CURB / TRANSITION CURB	====
====	DEPRESSED CURB AND GUTTER	====
---	UTILITY POLE WITH LIGHT	---
---	POLE LIGHT	---
---	TRAFFIC LIGHT	---
○	UTILITY POLE	○
○	TYPICAL LIGHT	○
☆	ACORN LIGHT	☆
---	TYPICAL SIGN	---
△	PARKING COUNTS	△
---	CONTOUR LINE	---
---	SPOT ELEVATIONS	---
---	SANITARY LABEL	---
---	STORM LABEL	---
---	SANITARY SEWER LATERAL	---
---	UNDERGROUND WATER LINE	---
---	UNDERGROUND ELECTRIC LINE	---
---	UNDERGROUND GAS LINE	---
---	OVERHEAD WIRE	---
---	UNDERGROUND TELEPHONE LINE	---
---	UNDERGROUND CABLE LINE	---
---	STORM SEWER	---
---	SANITARY SEWER MAIN	---
---	HYDRANT	---
---	SANITARY MANHOLE	---
---	STORM MANHOLE	---
---	WATER METER	---
---	WATER VALVE	---
---	GAS VALVE	---
---	GAS METER	---
---	TYPICAL END SECTION	---
---	HEADWALL OR ENDWALL	---
---	YARD INLET	---
---	CURB INLET	---
---	CLEAN OUT	---
---	ELECTRIC MANHOLE	---
---	TELEPHONE MANHOLE	---
---	ELECTRIC BOX	---
---	ELECTRIC PEDESTAL	---
---	MONITORING WELL	---
---	TEST PIT	---
---	BENCHMARK	---
---	BORING	---

STANDARD ABBREVIATIONS FOR ENTIRE PLAN SET			
AC	ACRES	POG	POINT OF GRADE
ADA	AMERICANS WITH DISABILITY ACT	PROP	PROPOSED
ARCH	ARCHITECTURAL	PT	POINT OF TANGENCY
BC	BOTTOM OF CURB	PTCR	POINT OF TANGENCY, CURB RETURN
BF	BASEMENT FLOOR	PVC	POLYVINYL CHLORIDE PIPE
BK	BLOCK	PVI	POINT OF VERTICAL INTERSECTION
BL	BASELINE	PVT	POINT OF VERTICAL TANGENCY
BLDG	BUILDING	R	RADIUS
BM	BUILDING BENCHMARK	RCP	REINFORCED CONCRETE PIPE
BRL	BUILDING RESTRICTION LINE	RET WALL	RETAINING WALL
CF	CUBIC FEET	RW	RIGHT OF WAY
CL	CENTERLINE	S	SLOPE
CMP	CORRUGATED METAL PIPE	SAN	SANITARY SEWER
CONN	CONNECTION	SF	SQUARE FEET
CONC	CONCRETE	STA	STATION
CPP	CORRUGATED PLASTIC PIPE	STM	STORM
CY	CUBIC YARDS	S/W	SIDEWALK
DEC	DECORATIVE	TBR	TO BE REMOVED
DEP	DEPRESSED	TBRL	TO BE RELOCATED
DIP	DUCTILE IRON PIPE	TBA	TO BE ABANDONED
DOM	DOMESTIC	TC	TOP OF CURB
ELEC	ELECTRIC	TELE	TELEPHONE
ELEV	ELEVATION	TPF	TREE PROTECTION FENCE
EP	EDGE OF PAVEMENT	TW	TOP OF WALL
ES	EDGE OF SHOULDER	TYP	TYPICAL
EW	END WALL	UG	UNDERGROUND
EX	EXISTING	UP	UTILITY POLE
FES	FLARED END SECTION	W	WIDE
FF	FINISHED FLOOR	WL	WATER LINE
FH	FIRE HYDRANT	WM	WATER METER
FG	FINISHED GRADE	±	PLUS OR MINUS
G	GRADE	°	DEGREE
GF	GARAGE FLOOR (AT DOOR)	Ø	DIAMETER
GH	GRADE HIGHER SIDE OF WALL	#	NUMBER
GL	GRADE LOWER SIDE OF WALL		
GRT	GRATE		
GV	GATE VALVE		
HDPE	HIGH DENSITY POLYETHYLENE PIPE		
HP	HIGH POINT		
HOR	HORIZONTAL		
HW	HEADWALL		
INT	INTERSECTION		
INV	INVERT		
LF	LINEAR FOOT		
LOC	LIMITS OF CLEARING		
LOD	LIMITS OF DISTURBANCE		
LOS	LINE OF SIGHT		
LP	LOW POINT		
L/S	LANDSCAPE		
MAX	MAXIMUM		
MIN	MINIMUM		
MH	MANHOLE		
MJ	MECHANICAL JOINT		
OC	ON CENTER		
PA	POINT OF ANALYSIS		
PC	POINT CURVATURE		
PCCR	POINT OF COMPOUND CURVATURE, CURB RETURN		
PI	POINT OF INTERSECTION		

DETAILED SITE PLAN

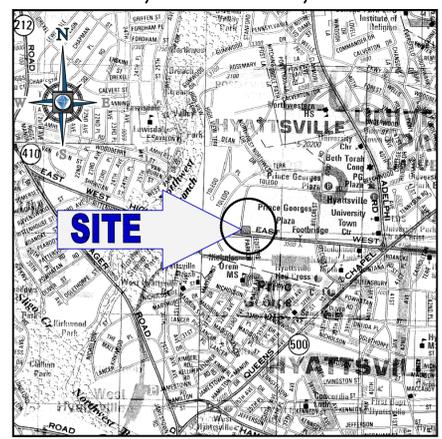
DSP# 99044-17-20

FOR

MALL AT PRINCE GEORGE'S MILLER'S ALE HOUSE FREESTANDING RESTAURANT

LOCATION OF SITE

3500 ~~3430~~ EAST WEST HIGHWAY RTE 410, PRINCE GEORGE'S COUNTY, HYATTSVILLE, MD 20782 17TH ELECTION DISTRICT, TAX MAP 41, GRID F2, PARCEL A-1



LOCATION MAP
COPYRIGHT ADC THE MAP PEOPLE
PERMIT USE NO. 20602153-5
SCALE: 1"=2000'

OWNER
PR PRINCE GEORGE'S PLAZA, LLC
CONTACT: MARK GAMBILL
200 SOUTH BROAD STREET
PHILADELPHIA, PA 19102
PHONE: (215) 875-3587

APPLICANT
~~MILLER'S ALE HOUSE, INC.~~ ~~6750 MAJOR BLVD, SUITE 400~~ ~~ORLANDO, FLORIDA 32819~~ ~~CONTACT: SHANE FEEMSTER~~
POVERNI SHEIKH GROUP, LLC
400 W. FRANKLIN ST., SUITE 300
BALTIMORE, MD 21201
CONTACT: EUGENE POVERNI

PREPARED BY



CONTACT: NICHOLAS B. SPEACH, PE.

SHEET INDEX	
SHEET TITLE	SHEET NUMBER
COVER SHEET	DSP-1
APPROVALS SHEET	DSP-2
APPROVALS SHEET	DSP-3
OVERALL SITE PLAN	DSP-4
EXISTING CONDITIONS/DEMOLITION PLAN	DSP-5
SITE PLAN	DSP-6
GRADING AND UTILITY PLAN	00P-7
LANDSCAPE PLAN	00P-8
LANDSCAPE NOTES AND DETAILS	00P-9
LANDSCAPE PLAN	00P-10
SITE DETAILS	00P-11-00P-12
DRAINAGE AREA MAP PLAN	00P-13
LIGHTING PLAN AND PHOTO METRIC STUDY	00P-14
LIGHTING NOTES AND DETAILS	00P-15-00P-16
SIGN NOTES AND DETAILS	00P-17 DSP-7
ELEVATIONS	00P-18
COLOR ELEVATIONS	00P-19
TRUCK TURN	DSP-8
LIGHTING PLAN AND DETAILS	DSP-9

REFERENCES	
BOUNDARY & TOPOGRAPHICAL SURVEY: BOHLER ENGINEERING EAST-WEST HIGHWAY, MD RTE. 410 PART OF PARCEL A-1, PRINCE GEORGE'S PLAZA PLAT BOOK 186 PAGE 9 CHILLUM (177H) ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND PROJECT NO.: SB116502 DATED: 10/11/11	UTILITIES: THE FOLLOWING COMPANIES WERE NOTIFIED BY DELMARVA MISS UTILITY SYSTEM (1-800-257-7777) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES' RESPONSE TO THIS REQUEST. SERIAL NUMBER(S): 16676973
SOILS REPORT: NRCS "CUSTOM SOIL RESOURCE REPORT FOR PRINCE GEORGE'S COUNTY MARYLAND" DATED: 02/21/17	CONTACT INFORMATION: FIBERLIGHT/SUNBELT TELECO (727) 596-1500 COMCAST-UTILIQUEST (410) 536-0070 LEVEL3 COMMUNICATION (877) 366-8344 MCI (800) 289-3427 PEPCO/DICI UTILITY LOCATING (800) 634-4385 QWEST GOVERNMENT SERVICES (703) 387-9152 VERIZON (410) 536-0070 WASHINGTON GAS-UTILIQUEST (301) 210-0355 WSSC-PINPOINT UG (301) 868-8803
SITE DEVELOPMENT CONCEPT PLAN: BOHLER ENGINEERING "SITE DEVELOPMENT CONCEPT PLAN FOR MALL AT PRINCE GEORGE'S FREESTANDING RESTAURANT" CASE NO.: 10794-2017-00 PROJECT NO.: MB1220677 DATED: 08/03/17	PHONE NUMBER
DETAILED SITE PLAN: BOHLER ENGINEERING "DETAILED SITE PLAN FOR MALL AT PRINCE GEORGE'S PAD SITE AND INFRASTRUCTURE FOR FUTURE FREESTANDING RESTAURANT" CASE NO.: DSP-99044-14 PROJECT NO.: MB1220677 APPROVED: 06/11/18	

STANDARD NOTES:			
1. THIS PLAN IS BASED ON AN ALTA/ACSM TITLE SURVEY BY:			
BOHLER ENGINEERING "EAST-WEST HIGHWAY, MD RTE. 410 PART OF PARCEL A-1, PRINCE GEORGE'S PLAZA PLAT BOOK 186 PAGE 9 CHILLUM (177H) ELECTION DISTRICT PRINCE GEORGE'S COUNTY, MARYLAND" PROJECT NO.: SB116502 DATED: 10/11/11			
2. OWNER: PR PRINCE GEORGE'S PLAZA LLC SUBDIVISION: PRINCE GEORGE'S PLAZA - RSB PAR A 200 SOUTH BROAD STREET, PHILADELPHIA, PA 19102 CONTACT: MARK GAMBILL PHONE: (215) 875-3587			
3. APPLICANT: MILLER'S ALE HOUSE, INC. 6750 MAJOR BLVD, SUITE 400 ORLANDO, FLORIDA 32819 CONTACT: SHANE FEEMSTER	POVERNI SHEIKH GROUP, LLC 400 W. FRANKLIN ST., SUITE 300 BALTIMORE, MD 21201 CONTACT: EUGENE POVERNI		
4. PROJECT NAME: MALL AT PRINCE GEORGE'S - FREESTANDING RESTAURANT PAD SELF STORAGE CONVERSION			
5. ZONING: M-U-J (MIXED USED INFILL) - 51.03 AC TOTAL = 51.03 AC			
6. EXISTING USE: RETAIL PARKING LOT BASEMENT			
PROPOSED USE: RESTAURANT SELF-STORAGE			
7. PARTIAL PROPERTY BOUNDARY BY BOHLER ENGINEERING.			
8. STORMWATER REQUIREMENTS FOR THE PROPOSED DEVELOPMENT WILL BE MET WITH TWO (2) MICRO-BIORETENTION FACILITIES. NO STORMWATER MANAGEMENT WILL BE REQUIRED AS THERE WILL BE ZERO EXTERNAL DISTURBANCE.			
9. PROPOSED PARKING: 17 UNDERGROUND SPACES EXISTING PARKING: 3,347 SPACES TOTAL PARKING: 3,364 SPACES			
PRINCE GEORGE'S COUNTY GENERAL NOTES:			
1. SUBDIVISION NAME: PRINCE GEORGE'S PLAZA - RSB PAR A (ZONED: M-U-J)			
2. TOTAL ACREAGE: 51.03 AC (ZONED: M-U-J)			
3. EXISTING ZONE: M-U-J			
4. PROPOSED USE OF PROPERTY: RESTAURANT SELF-STORAGE			
5. NUMBER OF LOT, PARCELS, OUTLOTS & OUTPARCELS: PARCEL A-1, M-U-J (MIXED USED INFILL)			
6. NO DWELLING UNITS PROPOSED			
7. PROPOSED GROSS FLOOR AREA = 0,000 SF 88,878 SF			
8. 200 FOOT MAP REFERENCE (WSSC): 208 NE 03			
9. TAX MAP NUMBER AND GRID: MAP 041, GRID F2			
10. WATER / SEWER DESIGNATION (EXISTING): CATEGORY 3			
11. WATER / SEWER DESIGNATION (PROPOSED): CATEGORY 3			
12. STORMWATER MANAGEMENT CONCEPT NUMBER: 10794-2017-00 N/A			
13. 10' PUBLIC UTILITY EASEMENTS EXIST ALONG ALL RIGHTS-OF-WAY.			
14. MANDATORY PARK DEDICATION NOT REQUIRED FOR THIS PROJECT.			
15. THERE ARE NO KNOWN CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY.			
16. THERE ARE NO KNOWN HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.			
17. THERE ARE NO KNOWN WETLANDS OR STREAMS ON THE PROPERTY.			
18. THE PROPERTY IS NOT WITHIN A 100 YR FLOODPLAIN. FEMA FIRM# 245208 0025C 6/18/1987			
19. THE PROPERTY IS NOT WITHIN THE CHESAPEAKE BAY CRITICAL AREA.			
20. THE PROPERTY IS NOT WITHIN AN AVIATION POLICY AREA (APA).			
21. AN AUTOMATIC FIRE SUPPRESSING SYSTEM SHALL BE PROVIDED IN ALL NEW BUILDINGS PROPOSED ON PARCEL A-1 (M-U-J ZONE) UNLESS THE PRINCE GEORGE'S COUNTY FIRE/EMS DEPARTMENT DETERMINES THAT AN ALTERNATIVE METHOD OF FIRE SUPPRESSION IS APPROPRIATE.			
22. TOPOGRAPHY PREPARED BY BOHLER ENGINEERING.			
23. APPLICANT: MILLER'S ALE HOUSE, INC. POVERNI SHEIKH GROUP, LLC			
24. OWNER: PR PRINCE GEORGE'S PLAZA, LLC			

SIGN REQUIREMENTS			
BUILDING MOUNTED SIGNAGE			
QUANTITY	TYPE	BASE DIMENSIONS	SIGN DIMENSIONS
4	MILLER'S ALE HOUSE "SELF STORAGE"	N/A	REFER TO ENCLOSED DETAILS
TOTAL			4(80 SF) = 320 SF (85.5 SF + 38 SF) 123.5 SF

BUILDING MOUNTED SIGNAGE NOTE: PER PRINCE GEORGE'S PLAZA TDDP1002A CHAPTER 6, PAGE 250 - A HORIZONTAL WALL SIGN CAN HAVE A MAXIMUM SIGN HEIGHT OF 36" AND A MINIMUM WALL ELEVATION ON 0'.

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

REVISIONS				
REV	DATE	COMMENT	PER	CHECKED BY
1	04/03/19	PER MNCPPC COMMENTS	AJH	NBS

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PROJECT NO.:	MB212044
DRAWN BY:	AJH
CHECKED BY:	NBS
DATE:	02/18/19
CAD LID:	SDO

DETAILED SITE PLAN
FOR
POVERNI SHEIKH GROUP, LLC
PROPOSED DEVELOPMENT
3500 EAST WEST HIGHWAY RTE 410, PRINCE GEORGE'S COUNTY, HYATTSVILLE, MD 20782 17TH ELECTION DISTRICT, TAX MAP 41, GRID F2, PARCEL A-1

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

NICHOLAS B. SPEACH
PROFESSIONAL ENGINEER
LICENSE NO. 40588, EXPIRATION DATE: 6/14/2023

SHEET TITLE:
COVER SHEET
SHEET NUMBER:
DSP-1
REVISION 1 - 04/03/19

CERTIFICATE OF APPROVAL
PRINCE GEORGE'S PLAZA, PHASE II & III
DSP-99044/01

The resolution for this revision to a Detailed Site Plan was approved on May 29, 2003, by the Prince George's County Planning Board in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 03-06, which contains the conditions listed below:

- Phase II and Phase III street improvements shall be completed prior to the issuance of the certificate of occupancy for Target by the Department of Environmental Resources.
- Prior to certificate of approval the plan shall be revised to indicate the following:
 - A low (2.5 feet in height) brick wall with cap retaining wall shall be provided to screen the front of the vehicles as well as provide a planting bed for the replacement of the street trees, in Phase II in front of the parking lot located north of the bus pull-off along Belcrest Road. An additional wall shall be located between the sidewalk and the parking lot along the bus pull-off area, which shall be the same wall design as above East Highway. The existing London Planters along Belcrest Road shall be removed, the grate openings shall be modified to enlarge the tree planting area to provide for a new double row of trees (1 space per row) of Silver Birch "Green Year" (2 1/2 to 4 inch) to be planted as replacements. Evergreen shrubs, groundcover and perennials shall be provided to soften and enhance the appearance between the wall and the sidewalk, where there are sufficient rooms. Details and specifications of the retaining wall, grate modification, soil amendments and plantings shall be provided.

- Eliminate both access points along MD 410 (next to existing Metro Pedestrian Bridge) and reorient the proposed parking aisles in this area to safely and efficiently accommodate traffic movements to and from the existing ATM machines, the bank and also to provide for queuing for the ATM machines. In the event the applicant is able to obtain approval from the State Highway Administration to allow the retention of one or both of these access points, the Planning Board's design may review and approve a revision to the Detailed Site Plan accommodating these access points prior to the issuance of a certificate of occupancy for the Target Store.
- The revised plan, addressing each of the conditions above, shall be referred to the Town of University Park and the City of Rymoville for review and comment.
- Prior to the issuance of a building permit for Phase II, a performance bond, letter of credit or other suitable financial guarantee shall be submitted to the Development Review Division of MNCPPC for the plan area.
- Prior to signature approval of the architecture for the Target store, the following modifications shall be made:
 - An additional planter shall be added to the left side of the side elevation facing Belcrest Road.
 - The color of the lower base of the building, above as Townsend Harbor Brown, shall be uniform along the side elevation, lower level elevation, and the mail-facing elevation.
 - Signage shall be provided on the side elevation to identify the anchor store as viewed from Belcrest Road.
 - All utility doors shall be of a color to blend with the color of the painted soil face block.
 - All rooftop mechanical equipment shall be screened or relocated from view from pedestrian and vehicular traffic along both Belcrest Road and East West Highway.

- Eliminate both access points along MD 410 (next to existing Metro Pedestrian Bridge) and reorient the proposed parking aisles in this area to safely and efficiently accommodate traffic movements to and from the existing ATM machines, the bank and also to provide for queuing for the ATM machines. In the event the applicant is able to obtain approval from the State Highway Administration to allow the retention of one or both of these access points, the Planning Board's design may review and approve a revision to the Detailed Site Plan accommodating these access points prior to the issuance of a certificate of occupancy for the Target Store.
- The revised plan, addressing each of the conditions above, shall be referred to the Town of University Park and the City of Rymoville for review and comment.
- Prior to the issuance of a building permit for Phase II, a performance bond, letter of credit or other suitable financial guarantee shall be submitted to the Development Review Division of MNCPPC for the plan area.
- Prior to signature approval of the architecture for the Target store, the following modifications shall be made:
 - An additional planter shall be added to the left side of the side elevation facing Belcrest Road.
 - The color of the lower base of the building, above as Townsend Harbor Brown, shall be uniform along the side elevation, lower level elevation, and the mail-facing elevation.
 - Signage shall be provided on the side elevation to identify the anchor store as viewed from Belcrest Road.
 - All utility doors shall be of a color to blend with the color of the painted soil face block.
 - All rooftop mechanical equipment shall be screened or relocated from view from pedestrian and vehicular traffic along both Belcrest Road and East West Highway.

- Prior to the issuance of any sign permits, the signage shall be reviewed for conformance to the previously approved conceptual signage plan for the overall development and the previously approved Departure From Sign Design Standards.
This approval includes:
 - Cover Sheet
 - Approval Sheet
 - Site Development Plans
 - Landscaping Plans
 - Architectural Elevation
Any departure from this plan shall be resubmitted to the Planning Board for approval.
This Detailed Site Plan is valid for 3 years, until May 29, 2006, or as provided for in Section 27-281.

CERTIFIED BY AUTHORITY OF:
The Prince George's County Planning Board
Signed: *Steven D. Adams*
Steven D. Adams, Urban Design Supervisor

CERTIFICATE OF APPROVAL
PRINCE GEORGE'S PLAZA, PHASE 4
DSP-99044/02

This revision to a Detailed Site Plan was approved on October 30, 2003, by the Development Review Division as designed by the Planning Director in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code.

This revision is for the purpose of adding a new entrance to the rear of the shopping center, repaving and incorporating additional internal green areas.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-283(b) of the Prince George's County Zoning Ordinance. Conditions of the original approval shall remain in full force and effect.

- This approval includes:
 - Cover Sheet, Sheet 1 of 7
 - Approval Sheet, Sheet 2 of 7
 - Site Development Plan, Sheet 3 of 7
 - Landscaping Plans, Sheets 1, 2 & 3 of 5
 - Architectural Elevation Sheet & 2 Floor Plans

APPROVED BY AUTHORITY OF: Fern V. First, Planning Director
By: *Steven D. Adams*
Steven D. Adams
Urban Design Supervisor, Development Review Division

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PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY
1	04/03/19	PER MNCPPC COMMENTS	AJH NBS

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THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: MB212044
DRAWN BY: AJH
CHECKED BY: NBS
DATE: 02/18/19
CAD I.D.: SDO

DETAILED SITE PLAN
FOR
POVERNI SHEIKH GROUP, LLC

PROPOSED DEVELOPMENT
3500 EAST WEST HIGHWAY RTE 410,
PRINCE GEORGE'S COUNTY,
HYATTSVILLE, MD 20782
17TH ELECTION DISTRICT,
TAX MAP 41, GRID F2, PARCEL A-1

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16701 MELFORD BLVD, SUITE 310
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NICHOLAS B. SPACH
PROFESSIONAL ENGINEER
LICENSE NO. 40568, EXPIRATION DATE: 6/14/2023

SHEET TITLE:
APPROVALS SHEET
SHEET NUMBER:
DSP-2
REVISION 1 - 04/03/19

THE MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Ochs Road Drive
Upper Marlboro, Maryland 20772

PLANNING DIRECTOR DECISION
Revisions to Approved Plans

Application No: DSP-99044/03
Project Name: Prince George's Plaza
Reviewer's Name: Laxmi Srivastava

- A. Nature of the Applicant's Request:**
The applicant is requesting a Revision to the Detailed Site Plan DSP-99044 for the purpose of validating the existing building configuration located beneath the new Target store and two additional tenants in the Prince George's Plaza Shopping Center in Subarea 11 of the Prince George's Plaza Transit District Overlay Zone. The project is located in the C-6-C-2 Zone and the C-2-D-2-Z overlay zone. Sections 27-548.08 Site Plan (b)(3) states (in part) that the Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or lots. It is under this provision that the applicant has filed the subject Detailed Site Plan.
The site was posted on February 11, 2005 to give the adjacent property owners a chance to request a public hearing by March 9, 2005. No public hearing was requested.
- B. Required Findings:**
The revision to the Detailed Site Plan DSP-99044/03 is found to represent 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.
- C. Determinations:**
The revision is consistent with the original Detailed Site Plan.
- D. Recommendation:**
Approval of the Revision to the Detailed Site Plan DSP-99044/03

APPROVED BY AUTHORITY OF:
Fern V. First, Planning Director
By: *Steven D. Adams*
Steven D. Adams, Urban Design Supervisor

CERTIFICATE OF APPROVAL
PRINCE GEORGE'S PLAZA, PHASE 2 (TARGET)
DSP-99044/05

This revision to a Detailed Site Plan was approved on July 19, 2006, by the Development Review Division as designed by the Planning Director in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code.

This revision is for the purpose of modifying the rear elevation of the two-story retail building on the east end of the structure, and to add a six-foot wide sidewalk, remove neon signs compact spaces and minor changes to the landscaping.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-283(b) of the Prince George's County Zoning Ordinance. Conditions of the original approval shall remain in full force and effect.

- This approval includes:
 - Cover Sheet
 - Approval Sheet
 - Site Development Plan (Sheet 8 of 8)
 - Landscaping Plans (Sheets 1, 2 & 3 of 12)
 - Detail Sheets (11 & 12 of 12)
 - Architectural Elevations

APPROVED BY AUTHORITY OF: Fern V. First, Planning Director
By: *Steven D. Adams*
Steven D. Adams
Urban Design Supervisor, Development Review Division

CERTIFICATE OF APPROVAL
PRINCE GEORGE'S PLAZA, T.J. MAXX
DSP-99044-08

This revision to a Detailed Site Plan was approved on May 20, 2013, by the Development Review Division as designed by the Planning Director in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code.

This revision is for the purpose of adding a T.J. Maxx to an existing tenant space.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-283(b) of the Prince George's County Zoning Ordinance. Conditions of the original approval shall remain in full force and effect.

- This approval includes:
 - Cover Sheet
 - Approval Sheet
 - Detailed Site Plans
 - Architectural Elevation

Any departure from this plan shall be resubmitted to the Planning Board for approval.
APPROVED BY AUTHORITY OF: Fern V. First, Planning Director
By: *Steven D. Adams*
Steven D. Adams
Urban Design Supervisor, Development Review Division

CERTIFICATE OF APPROVAL
PRINCE GEORGE'S PLAZA (OUTBACK STEAKHOUSE)
DSP-99044-10

This revision to a Detailed Site Plan was approved on January 28, 2015 by the Development Review Division as designed by the Planning Director in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code.

This revision is for exterior renovations and changes to the entrance.
The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the Prince George's County Zoning Ordinance. Conditions of the original approval shall remain in full force and effect.

- This approval includes:
 - Cover Sheet
 - Detailed Site Plan
 - Architectural Elevations

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 03/28/2015 BY AUTHORITY OF:
Fern V. First, Planning Director
By: *Steven D. Adams*
Steven D. Adams
Urban Design Supervisor, Development Review Division

CERTIFICATE OF APPROVAL
MALL AT PRINCE GEORGE'S PLAZA (RESTAURANT PAID)
DSP-99044-14

The resolution for this amendment to a Detailed Site Plan was approved on December 14, 2017 by the Prince George's County Planning Board in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 17-154 which contains the conditions listed below:

- Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - A table needs to be added to the latest DSP and any future DSP to include a table for the endcap addition, as well as this pad site, and any future additional sites that may be proposed at this location, to demonstrate that the allowed 15 percent increase of additions only is being met per the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zone, Exemption E-4, and that no revision to the DSP is required. The table should include the address/unit, use, square footage, location, date, and permit number.
 - Include the number of parking spaces provided to make sure the parking requirement for 7,178 square foot for a freestanding restaurant is met.
 - Clearly label all current proposals to this site, including the endcap addition, to clarify the required table per Condition 1(b) above.
 - Include the height, dimensions, and square footage of the endcap addition, as well as this pad site.
 - Include bicycle parking to accommodate a minimum of four bicycles that are convenient to the building entrances.
- Prior to the approval of the use and occupancy permits for the future freestanding restaurant, the applicant shall submit a certificate of landscape maintenance in accordance with Section 1.7. of the 2010 Prince George's County Landscape Manual, to indicate that the required landscaping on-site has been provided or replaced.

- This approval includes:
 - Cover Sheet
 - Approval Sheet
 - Detailed Site Plans
 - Detail Sheets
 - Landscaping Plans

Page 1 of 2

CERTIFICATE OF APPROVAL
MALL AT PRINCE GEORGE'S PLAZA (EV CHARGING STATIONS)
DSP-99044-18

The resolution for this amendment to a Detailed Site Plan was approved on July 23, 2020 by the Prince George's County Planning Board in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 20-06, which contains the conditions listed below:

- Prior to certificate of approval the plan shall be revised, or additional information shall be provided, as follows:
 - Include the Mall Addition only on Sheet 1 and the conditions in the general notes on Sheet 6. A site plan update is required to reflect the approved changes to the proposed development.
 - Revise the proposed site plan to include a north arrow and a scale of 1"=40'.
 - Revise the site plan to show the location of the building and driveway and to show the location of the building and driveway and to show the location of the building and driveway.
 - Revise the architectural elevation drawings.
 - Revise the site plan to show the location of the building and driveway and to show the location of the building and driveway.
 - Revise the site plan to show the location of the building and driveway and to show the location of the building and driveway.
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CERTIFICATE OF APPROVAL
THE MALL AT PRINCE GEORGE'S PLAZA (EV CHARGING STATIONS)
DSP-99044-18

This amendment to a Detailed Site Plan was approved on October 21, 2020 by the Development Review Division, as designed by the Planning Director, in accordance with Subtitle 27, Part 3, Division 9 of the Prince George's County Code.

The purpose of this amendment is for the addition of four electric vehicle charging stations and related landscape and parking revisions.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the Prince George's County Zoning Ordinance. The conditions of the original approval shall remain in full force and effect.

This approval includes:

- Cover Sheet
- Approval Sheet
- Detailed Site Plans
- Detail Sheets

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 10/22/2020 BY AUTHORITY OF:
The Prince George's County Planning Board
Checked by: *Andre*
Signed: *Andre*
Planning Director
Prince George's County Planning Department

CERTIFICATE OF APPROVAL
THE MALL AT PRINCE GEORGE'S PLAZA (EV CHARGING STATIONS)
DSP-99044-18

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- Approval Sheet
- Detailed Site Plans
- Detail Sheets

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CERTIFIED ON: 10/22/2020 BY AUTHORITY OF:
The Prince George's County Planning Board
Checked by: *Andre*
Signed: *Andre*
Planning Director
Prince George's County Planning Department

CERTIFICATE OF APPROVAL
THE MALL AT PRINCE GEORGE'S PLAZA (EV CHARGING STATIONS)
DSP-99044-18

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- Approval Sheet
- Detailed Site Plans
- Detail Sheets

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CERTIFIED ON: 10/22/2020 BY AUTHORITY OF:
The Prince George's County Planning Board
Checked by: *Andre*
Signed: *Andre*
Planning Director
Prince George's County Planning Department

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 6 years, until December 14, 2023 or as provided for in Section 27-548.08.

CERTIFIED ON: 04/18/19 BY AUTHORITY OF:
The Prince George's County Planning Board
Signed: *Jill Kosack*
Jill Kosack, Acting Supervisor Urban Design Section
Development Review Division

Page 2 of 2

GENERAL NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DIMENSIONS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND ALL FULL COMPLIANCE WITH ALL REGULATIONS AND CODES.

DATE: 04/18/19
C:\PROGRAMS\BOLLENGR\2020\TEMP\APPROVALS\2020\AMBI\20448000-1\LAYOUT_02 APPROVAL SHEET

GENERAL NOTES

1. PARCEL AREA: 51.03 AC
2. AREA OF 100 YEAR FLOODPLAIN: 0
3. NET TRACT AREA: 51.03 AC
4. ZONE: T-0-D (C-S-C)
5. PROPOSED USE: RETAIL
6. PROPOSED DEVELOPMENT

EXISTING GROSS FLOOR AREA
P/PLUS GC MURPHYS
PLUS TARGET
PLUS TENANT 'A' (Marshalls)
PLUS TENANT 'B' (Ross)
PLUS OUTBACK (P&D SITE EX. 10N)
OUTBACK 6,722 ±
EX. PAD 1,400 SF
PLUS OLIVE GARDEN
PLUS TJ MAXX BUILDING INCREASE
PLUS ENDCAP BUILDING ADDITION
PLUS FREESTANDING RESTAURANT
TOTAL PROPOSED GFA
1,129,017

7. FAR = 0.508 (25.92 / 51.03 ACRES)

8. MAXIMUM SURFACE PARKING PER TABLE 5 OF TDOP
REQUIRED NUMBER OF PARKING SPACES USING A (PREFERRED) RATIO:
4.35 SF PER 1,000 GFA = 1,129,017 GFA / 4,900 = 229

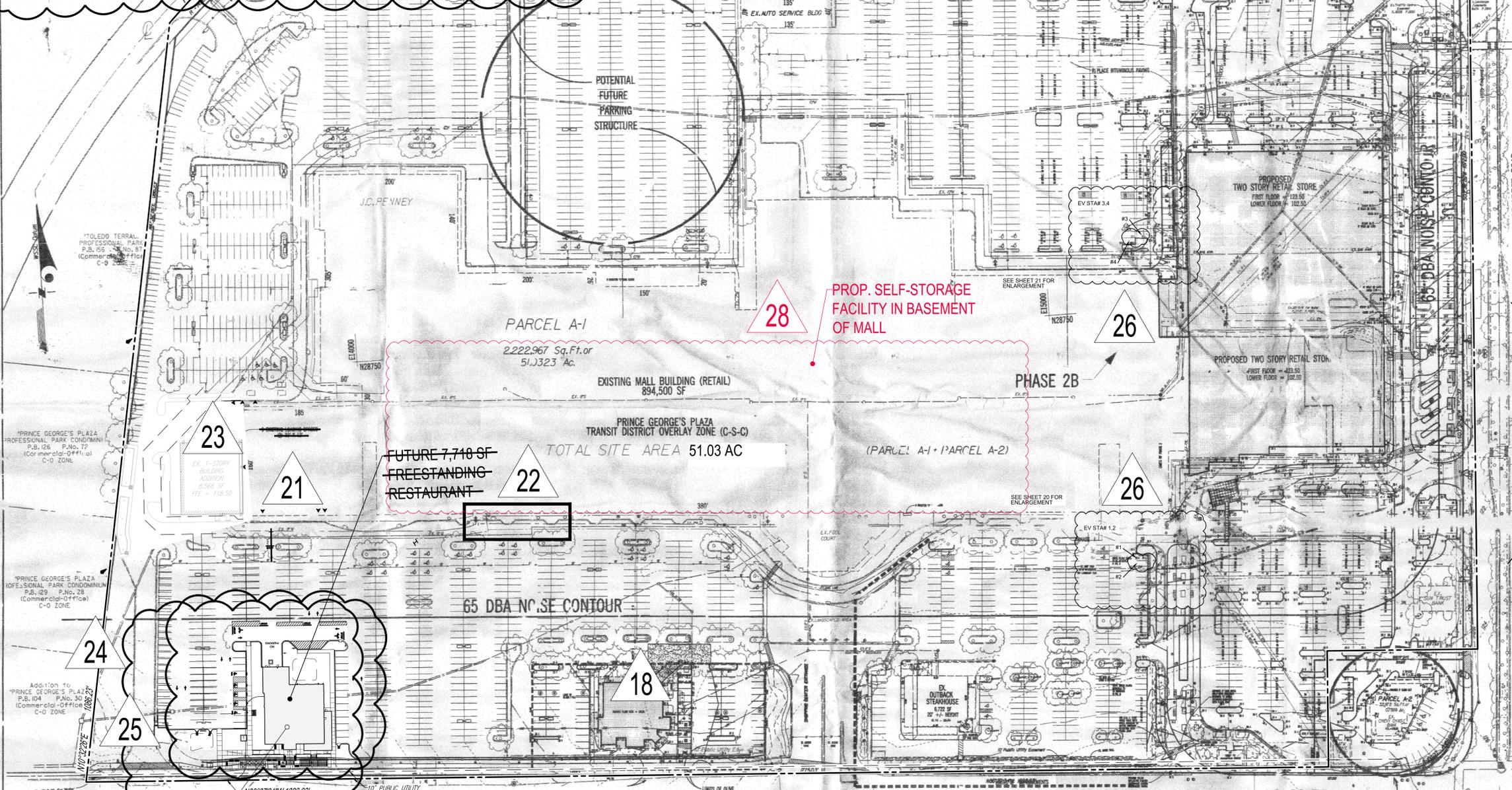
STANDARD	COMPACT	HANDICAPPED	TOTAL
2,298	1,260	53	3,611

EXISTING PROPOSED RE-STRIPING (LINE 10) 1,233,445
FUTURE PARKING STRUCTURE SPACE 471
REDUCTION OF PARKING SPACES FOR OLIVE GARDEN REST. 3,512
REDUCTION OF PARKING SPACES FOR FREESTANDING RESTAURANT (-115 ± 29) 3,464
TOTAL 3,364

9. LOADS & SPACES
TOTAL - I.A. + 773,139 EX. 124,626 PROP. (TARGET) + 41,950 PROP. (TENANT A) + 25,505 PR. P. (TENANT B) + 7,685 (OLIVE GARDEN) + 8,588 (ENDCAP) + 7,718 (FREESTANDING) + 995,191 SF GFA TOTAL
PRO IDED 27 (EX. LOCATED IN UNDERGROUND TUNNEL - 1 AT ENDCAP)
12. PARKING SPACES TO BE MARKED AS SHOWN ON PLAN WITH PERMANENT, DURABLE CONTRASTING, MATERIAL.

13. ENTIRE PARKING LOT IS PAVED WITH BITUMINUM ASPHALT.
14. PROPERTY BOUNDARY BY GREENHORNE & O'MARA, INC.
15. ALL WASTE COLLECTION IS CONDUCTED WITHIN UNDERGROUND TUNNEL FOR RETAIL FOR RESTAURANTS WASTE COLLECTION IS CONDUCTED VIA DUMPSTERS.
16. OVERALL STORMWATER MANAGEMENT REQUIREMENTS ARE BEING MET THROUGH THE PROVISION OF ON-SITE STORMWATER MANAGEMENT FACILITIES (SWM CONCEPT APPROVAL 09070710). STORMWATER MANAGEMENT FOR THIS DEVELOPMENT WILL BE HANDLED BY ONE (1) MICRO-BIORETENTION FACILITY AND ONE (1) BIOSWALE (SDCP # 10794-2017).
17. TOPOG. PREPARED BY: GREENHORNE & O'MARA, INC.
18. TOPOGRAPHY BASED ON HSSC DATUM
19. THERE ARE NO WETLANDS, FLOODPLAINS, OR STREAMS.

20. ALL INLET TOP SLAB FROG FACES SHALL BE PAINTED WITH THE SPECIFIED STORM DRAIN SIGN: "CHEAPEAKE BAY DRAINAGE" AND "DO NOT PUMP". THE FOLLOWING INFORMATION SHALL BE PLACED ON THE SEDIMENT CONTROL PLAN (S-23.1) PRIOR TO FINAL TESTS: "TYPE AND SLOPE-OFF OF PERMITS BY THE SEDIMENT CONTROL OR BUILDING INSPECTOR. ALL STORM DRAIN INLETS ASSOCIATED WITH THE DEVELOPMENT AND ALL INLETS ON THE SUBJECT SUBAREA SHALL BE STENCILED WITH "DO NOT DUMP", "CHEAPEAKE BAY DRAINAGE".
21. INFORMATION CONCERNING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS, BUT THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATIONS OF THE MAINS BY DIGGING TESTS. PITS BY HAND AT ALL UTILITY CROSSINGS, WELL IN ADVANCE OF TRENCHING. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE APPROPRIATE UTILITY OWNERS BEFORE PROCEEDING WITH CONSTRUCTION.
22. SITE IS RECORDED IN PRINCE GEORGE'S COUNTY LAND RECORDS UNDER PLAT VJ 186-9.



Parcel D-1
Addition to "PRINCE GEORGE'S PLAZA" Parcel "D-1" & "E-1" P.B. 143 P.No. 86 (Retail) M-X-T-ZONE (C-S-C)

8,285 SF FREESTANDING RESTAURANT

EAST - WEST

DSP-99044-20 SELF-STORAGE FACILITY 5/3/2021
DSP-99044-19 EV CHARGING STATIONS ???
DSP-99044-18 EV CHARGING STATIONS 3/5/2020
DSP-99044-17 MILLER'S ALE HOUSE
DSP-99044-14 FREESTANDING RESTAURANT
DSP-99044-13 ENDCAP (WITHDRAWN) 09/12/17 LAT
DSP-99044-12 DSW & ULTA SIGNAGE 06/23/17 APL
DSP-99044-08 TJ MAXX 03/19/13 REK

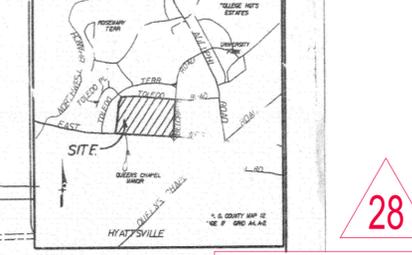
No.	REVISION	DATE	BY	No.	REVISION	DATE	BY
15	REVISED TO ADD PHASE 5	02/23/05	DND/ML	1	REVISED PER COUNTY COMMENTS	12/15/99	J
16	REVISED PER MA REVIEW	03/15/76	DND/ML	2	REVISED FOR REFERRAL DISTRIBUTION	12/18/00	J
17	REVISED FOR FINAL BLDG. LOCATION	5/2/03	DND	3	BUILDING SUBMITTAL ONLY	2/20/03	LLR
18	REVISED FOR CONSTRUCTION CO-ORD.	3/05/03	DND	4	BUILDING ONLY SUBMITTAL	2/20/03	LLR
19	REVISED FOR DSP SUBMITTAL	2/21/09	LLR	5	REVISED PER ACCEPTANCE COMMENTS	4/15/02	J
20	BUILDING SUBMITTAL ONLY	2/20/03	LLR	6	AS SUBMITTED FOR DSP REVISION FOR TARGET	3/30/02	J
21	REVISED PER ACCEPTANCE COMMENTS	4/15/02	J	7	REVISED FOR PHASE II C.O.A.	12/28/01	J
22	AS SUBMITTED FOR DSP REVISION FOR TARGET	3/30/02	J				
23	REVISED FOR PHASE II C.O.A.	12/28/01	J				

GREENHORNE & O'MARA, INC.
 ENGINEERING-PLANNING-EARTH SCIENCES-SURVEYING
 301 PIMMONTON PARKWAY, SUITE 200, ANNAPOLIS, MD 21403
 (301) 942-2800

CALL "MISS UTILITY"
 TELEPHONE 1-800-257-7777
 FOR UTILITY LOCATIONS AT LEAST 48 HOURS BEFORE BEGINNING CONSTRUCTION

COVER SHEET

OVERALL SITE PLAN
 DSP - 4



N. B. SPEACH
 PROFESSIONAL ENGINEER
 MARYLAND LICENSE NO. 4083
 PROFESSIONAL CERTIFICATION
 I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 4083, EXPIRATION DATE: 6/14/23

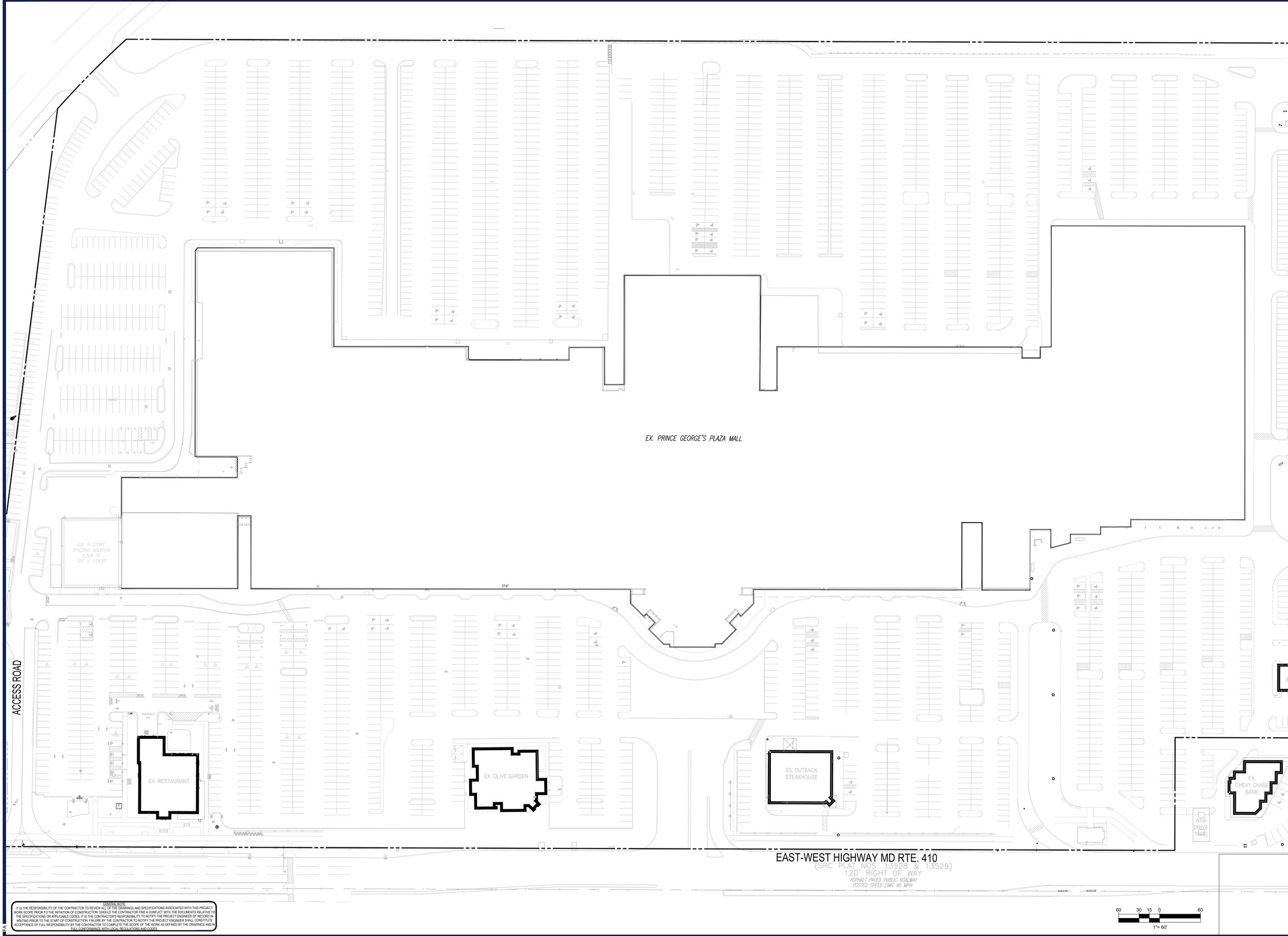
BOHLER ENGINEERING
 16701 MELFORD BLVD., SUITE 310
 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
 MD@BohlerEng.com

M. K. JONES
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 MARYLAND LICENSE NO. 3999
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 I, MATTHEW K. JONES, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 3999, EXPIRATION DATE: 3/15/2019

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 www.BohlerEngineering.com

NICHOLAS B. SPEACH
 PROFESSIONAL ENGINEER
 MARYLAND LICENSE NO. 4083
 PROFESSIONAL CERTIFICATION
 I, NICHOLAS B. SPEACH, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 4083, EXPIRATION DATE: 6/14/2023

DSP-99044/5



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

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY
1	04/03/19	PER MNCPPC COMMENTS	AJH	NBS

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PROJECT No.: MB212044
 DRAWN BY: AJH
 CHECKED BY: NBS
 DATE: 02/18/19
 CAD ID: SSO

PROJECT:
DETAILED SITE PLAN
 FOR
POVERNI SHEIKH GROUP, LLC
 PROPOSED DEVELOPMENT
 3500 EAST WEST HIGHWAY RTE 410,
 PRINCE GEORGE'S COUNTY,
 HYATTSVILLE, MD 20782
 17TH ELECTION DISTRICT,
 TAX MAP 41, GRID F2, PARCEL A-1

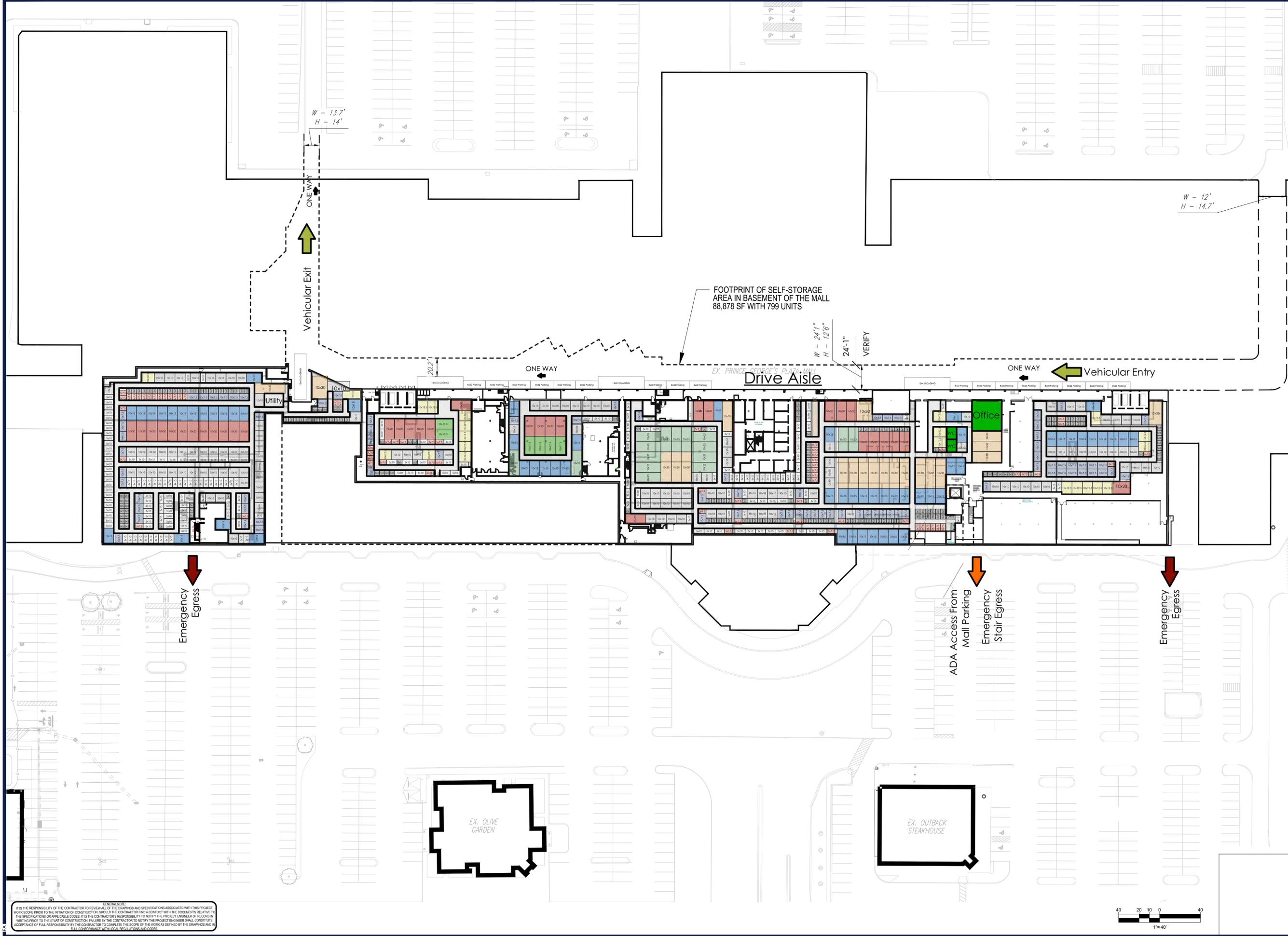
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 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
 MD@BohlerEng.com

NICHOLAS B. SPEACH
 PROFESSIONAL ENGINEER
 LICENSE NO. 40568, EXPIRATION DATE: 6/23/21

SHEET TITLE:
EXISTING CONDITIONS / DEMOLITION PLAN
 SHEET NUMBER:
DSP-5
 REVISION 1 - 04/03/19

JUN 23, 2021
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GENERAL NOTE:
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DATE:	02/18/19
CAD ID:	SSO

DETAILED SITE PLAN
 FOR
POVERNI SHEIKH GROUP, LLC
 PROPOSED DEVELOPMENT
 3500 EAST WEST HIGHWAY RTE 410,
 PRINCE GEORGE'S COUNTY,
 HYATTSVILLE, MD 20782
 17TH ELECTION DISTRICT,
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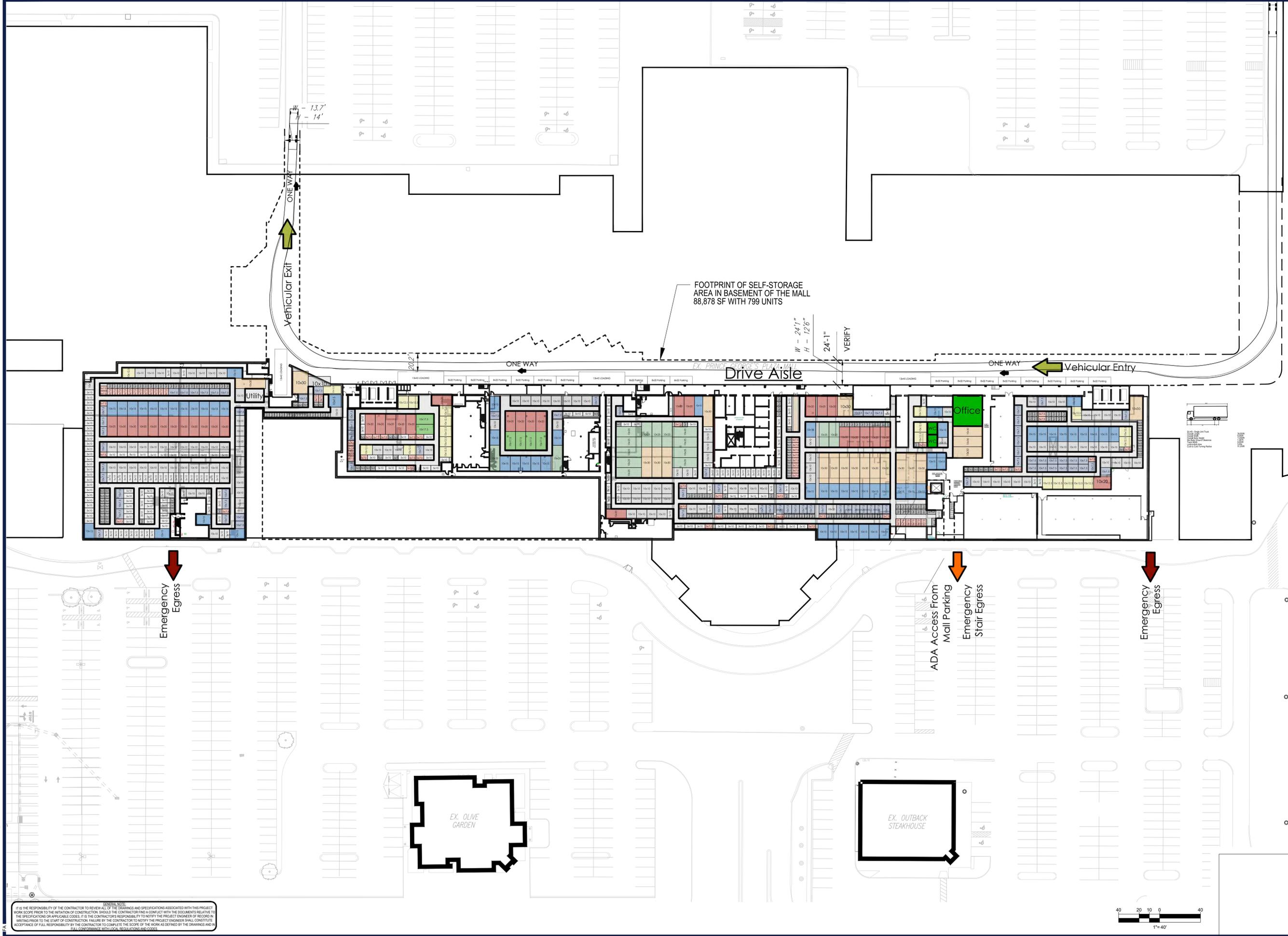
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 BOWIE, MARYLAND 20715
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 Fax: (301) 809-4501
 MD@BohlerEng.com

NICHOLAS B. SPACH
 PROFESSIONAL ENGINEER
 LICENSE NO. 40568, EXPIRATION DATE: 6/14/2023

SHEET TITLE:
SITE PLAN
 SHEET NUMBER:
DSP-6
 REVISION 1 - 04/03/19

JUN 23, 2021
 H:\1918\2019\CADD\DRAWINGS\PLAN SETS\DSP\M212044\SSO-LAYOUT-SITE PLAN

GENERAL NOTE:
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DETAILED SITE PLAN
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POVERNI SHEIKH GROUP, LLC
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 3500 EAST WEST HIGHWAY RTE 410,
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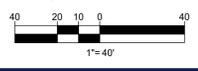
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 BOWIE, MARYLAND 20715
 Phone: (301) 809-4500
 Fax: (301) 809-4501
 MD@BohlerEng.com

NICHOLAS B. SPBACH
 PROFESSIONAL ENGINEER
 LICENSE NO. 40568, EXPIRATION DATE: 6/14/2023

SHEET TITLE:
TRUCK TURN
 SHEET NUMBER:
DSP-8
 REVISION 1 - 04/03/19

Jun 24, 2021
 C:\PROGRAMS\DATA\BOHLER\PROJECTS\TEMP\AC\PUBLISH\2044\SSO-LAYOUT_DSP-8

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

APPLICANT: PSG East West Storage, LLC

OWNER: PR Prince George’s Plaza, LLC

AGENT/CORRESPONDENT: Lawrence N. Taub, Esquire
 Nathaniel Forman, Esquire
 O’Malley, Miles, Nylen & Gilmore, P.A.
 7850 Walker Drive, Suite 310
 Greenbelt, MD 20770

STATEMENT OF JUSTIFICATION

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D. Conformance to Section 27-548.08(c):..... 9

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VII. CONCLUSION 18

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. It is anticipated that only users of the consolidated storage facility will use these parking and loading spaces since members of the public cannot enter the interior of the mall from this area.

Existing loading ramps along the north side of the mall will provide vehicular access to the subterranean area. Circulation entering through, and exiting the site, will be one-way only. Vehicles enter via an existing ramp located on the eastern side of the mall (near Target) and exit via an existing ramp along the western side of the mall (near JCPenney). Existing gates over the entrance and exit tunnels (See Attachments A and B) control access to the proposed consolidated storage facility, and commercial delivery areas. 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 mall security, which is available twenty-four (24) hours a day. To speak with an employee or lease a unit, users must visit when the office is open, which will be Monday through Saturday from 10:00 am to 6:00 pm.

Although private storage users will share the subterranean space with commercial delivery trucks, it is unlikely that any conflicts will occur between them due to a number of key factors. First, it is anticipated that relatively few commercial delivery trucks and private storage users will be using the drive aisle at the same time. Most commercial deliveries are made early in the morning, and

while the storage units can be accessed as early as 6:00 am, the Applicant does not believe many users will be arriving that early. Second, based on the Applicant’s experience with a consolidated storage facility of this size, the facility will generate, on average, only twenty (20) to thirty (30) vehicles a day—diminishing the likelihood of any overlap between private vehicles and delivery trucks. Finally, commercial delivery trucks will continue to have designated loading spaces (Attachments C, D and E), while private passenger vehicles will have their own loading spaces as shown on the attached plan. It is unlikely that commercial delivery trucks will use private user loading spaces as the private loading spaces are inconvenient for commercial deliveries, and the commercial loading spaces are inconvenient for private storage users.

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, and situated among other retail commercial spaces. Unlike the other stores along this façade, access 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) —**Included**.
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—**Truck Turning Exhibit is Included**
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.

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 to the reasons for 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 a one-way drive aisle 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 future users. 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 consisted 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 approximately 88,878 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 ramps 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.

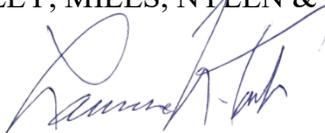
VII. CONCLUSION

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,

O'MALLEY, MILES, NYLEN & GILMORE, P.A.

By:



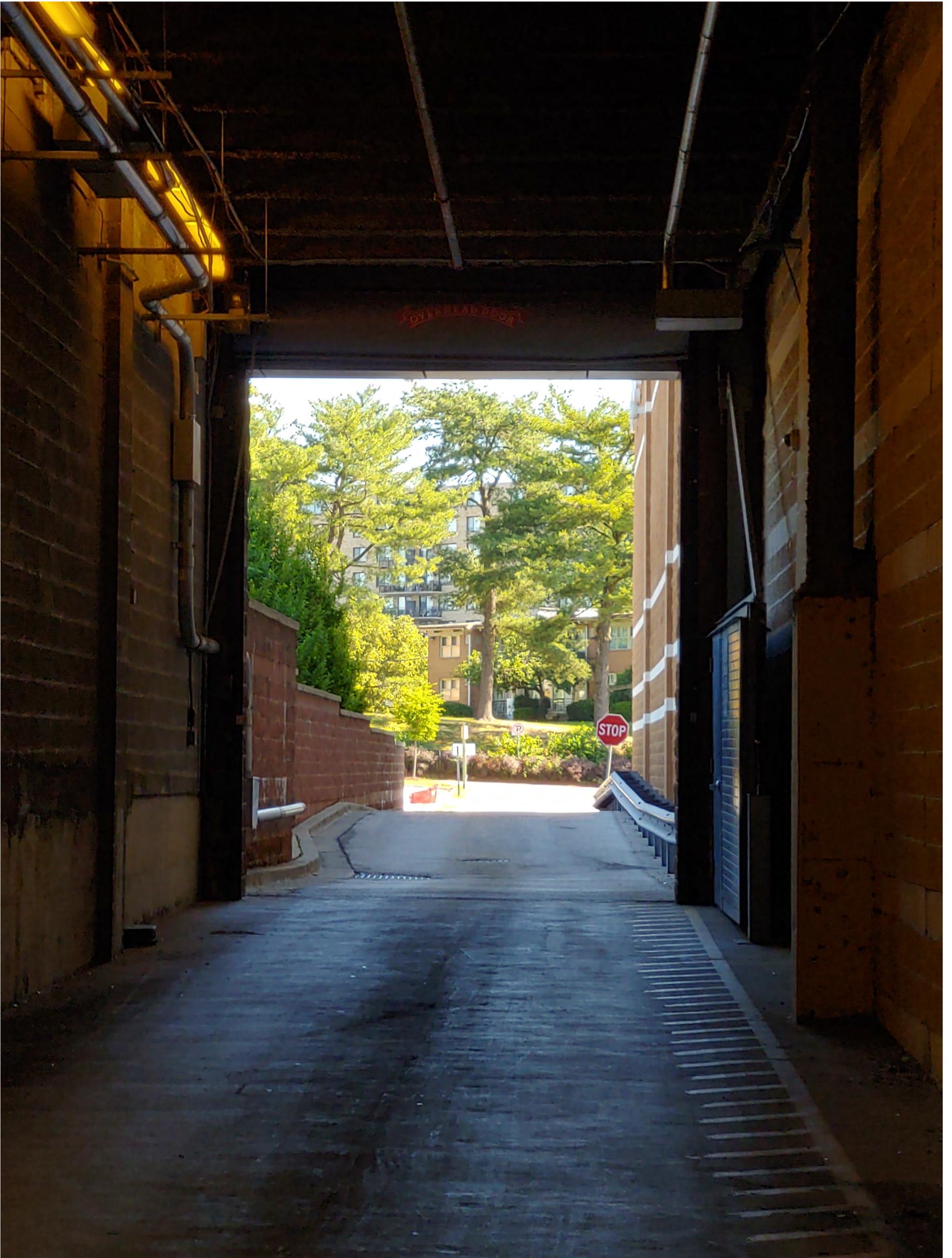
Lawrence N. Taub, Esquire



Nathaniel Forman, Esquire
7850 Walker Drive, Suite 310
Greenbelt, MD 20770

Attorneys for Applicant

Attachment A



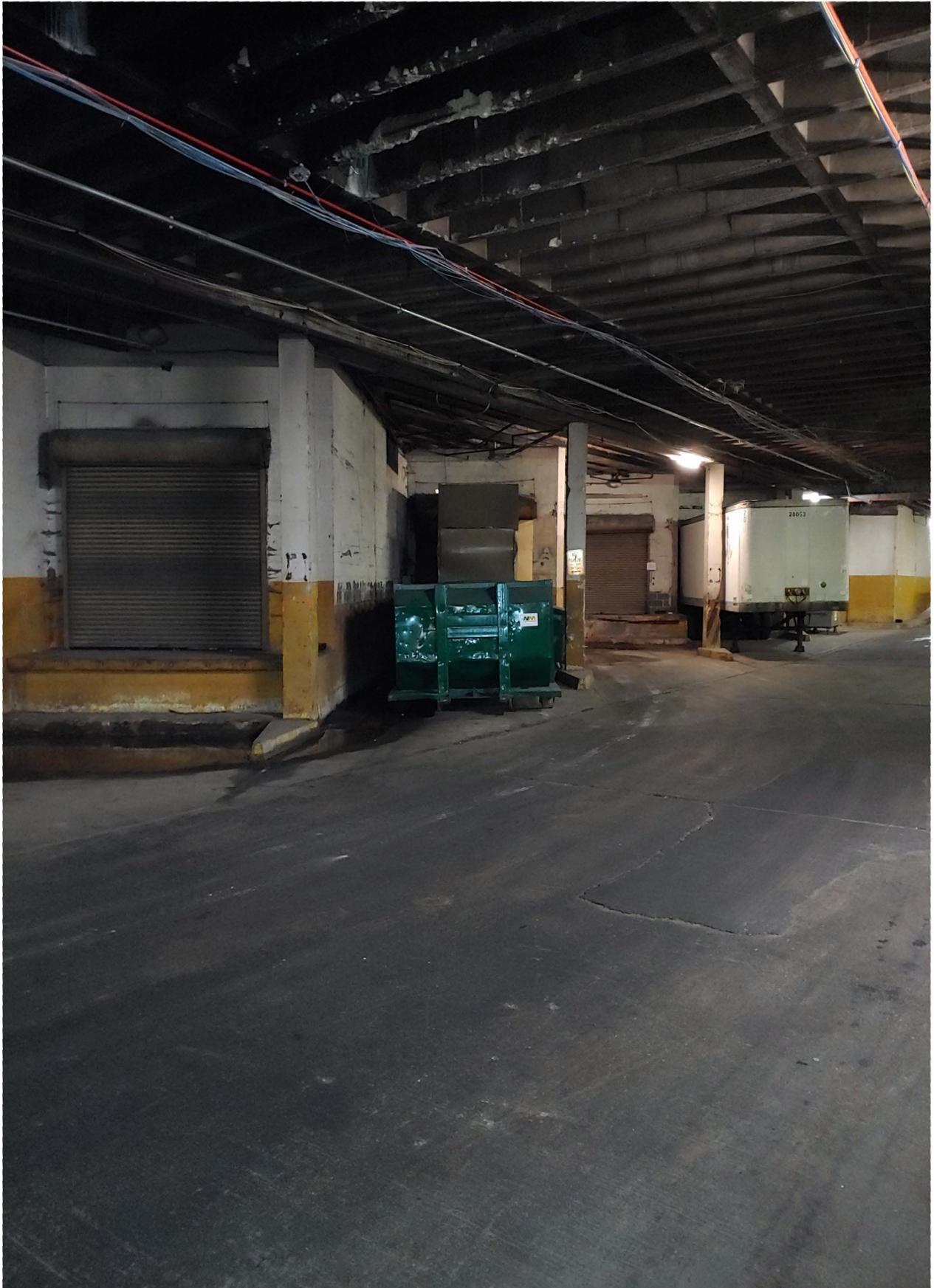
Attachment B



Attachment C



Attachment D



Attachment E



CITY OF HYATTSVILLE
PLANNING COMMITTEE MINUTES
MAY 18, 2021

Register in advance for this webinar:

https://zoom.us/webinar/register/WN_itaE7eEUSQm0tKj3AUu_Rg

1. Introduction of Committee & Guest Members (7:00 PM)

- Maureen Foster, Committee Chair
- Marshall, Committee Member
- Yohannes Bennehoff, Committee Member
- Cliff Mayo, Committee Member
- William Seath, Committee Member
- Greg Barnes, Committee Member

- Ben Simasek, Council Liaison
- Bart Lawrence, Council Liaison
- Joseph Solomon, Council Member

- Chris Hatcher, Presenter
- Mark Ferguson, Presenter
- Larry Taub, Presenter
- Nate Forman, Presenter

- Julie Chawla-Kazer, Attendee
- Peter Burkholder, Attendee
- Rose Fletcher, Attendee
- Scott Wilson, Attendee
- Dave Dukes, Attendee
- Tom Wright, Attendee
- Jim Menasian, Attendee

- Jim Chandler, Staff Liaison
- Kate Powers, City Staff

- Eugene Poverni, Presenter
- Henry Watford, Presenter
- Dan Pascale, Presenter
- James Dankovich, Presenter

- Nick Speech, Attendee
- Vince Biase, Attendee
- Monte Dawla, Attendee
- Sheila Gupta, Attendee
- Emily Palus, Attendee
- Timothy Ng, Attendee
- Sam Denes, Attendee

2. Committee Business

- Welcome New Committee Appointments
- Approve April 2021 minutes
 - Delay minute approval until June meeting

3. PSG East West Storage LLC, DSP-99044-20

- Presentation
 - Lawrence Taub, Representation for the Applicant, O'Malley, Miles, Nysten & Gilmore, P.A.
- Overview of Project
 - The developer has done multiple projects focused on consolidated storage.
 - This project will be unique, as the consolidated storage facility will be housed in a subterranean space below a mall.
 - Numerous dwelling units (multifamily units, townhouses) have been approved in the area around the mall which will increase demand for this type of use.
 - This is a unique situation – we must go through the DSP process though the change to the exterior is very minimal. The project is mostly internal to the mall, occupying existing space. Self-storage is a use that is not permitted in the TDDP and therefore requires approval of a detailed site plan.
 - There is an internal drive aisle already existing in the basement of the mall. It is currently used for truck delivery of inventory. Cars will be able to utilize this one-way drive into the storage facility.
 - As individuals continue along the one-way drive aisle west, they will exit near the former JC Penney.
 - The applicant is proposing 799 storage units, mostly small in size (5' x 5').
 - Facility hours will be 10 AM to 6 PM, Monday through Saturday, and closed on Sundays.
 - The facility will be staffed by 2 full-time staff members.
 - Guests and users will access the facility via key fob until 8 PM.
 - Pedestrian access will reside on the south side of property, using the existing frontage space. It will blend into the existing retail stores. Individuals will enter the mall and take a flight of stairs down to the storage area. Access will be limited by individual codes.
 - The applicant is proposing a monument sign and an access sign, one for pedestrians and one for vehicle ramp.
- Clarifying Questions
 - Yohannes: Will retail delivery still use these ramps? How do you anticipate avoiding conflict between deliveries and storage users?
 1. Dan Pascale: There should only be a few storage users at a time and truck use in the tunnel is limited.
 2. Henry: The storage component will only be on the south side of the mall. Some stores will maintain their underground storage. Many tenants now keep their inventory in the back of their store, with regular shipments being delivered and stored at grade, not sub-grade. Target won't use tunnel, but Macy's will.
 - Will: No clarifying questions at this time.
 - Yohannes: Will signage be added along the drive aisle for personal vehicles?
 1. Applicant: Yes, near Target.

2. Applicant: Indicators will be included, signifying full parking spaces, to avoid traffic jams and idling cars.
 3. Applicant: The plan includes 17 parking spaces. We anticipate approximately 20 to 30 total vehicle visits in a day. It is unlikely all loading spaces will be occupied at the same time.
- Marshall: Will there be physical traffic control measures for the tunnel and associated area? Will there be any human intervention?
 1. Applicant: We anticipate only 20 trips per day, with the busiest time only having 8 to 10 cars plus one staff member.
 2. Marshall: I am concerned with safety, not volume, specifically the potential conflict between delivery trucks and storage customers.
 3. Applicant: There will be 24-hour security, with patrols through the tunnel every 30 minutes.
 4. Marshall: Of all your storage facilities, how many are housed in the basement of a mall?
 5. Applicant: This is the first one of this type.
 - Cliff: Does the applicant have other storage facilities of similar size and unit count? Are the access hours chosen based on retail delivery times? From 6-8 pm with no staff on duty, will access be available for vehicle or for pedestrians only?
 1. Applicant: The hours of 10 am to 6 pm was chosen to align with the anticipated staffing needs of the facility. After 6 pm, both vehicle and pedestrian access will be available. After 8 pm, the vehicle entrance gates will be closed.
 2. Applicant: The tunnel opens at 6 am by safety patrol. Sometimes there are deliveries until 11 pm. Security officers will respond and open access to tunnel.
 3. Eugene: Our most recent storage facility built was 100,000 square feet. The facility we are proposing for the Mall at Prince George's is 98,000 square feet.
 - Greg: I noticed in the write-up the applicant had mentioned certain smaller items, like golf clubs and holiday decorations. Will the storage units in the basement of mall be strict on the type of items that can be stored there?
 1. Applicant: There are some restrictions outlined in the lease; No automobiles, guns, hazardous chemicals, gasoline, etc. Usually people are storing furniture, extra tools from contractors, and other typical households and small businesses items.
 - Maureen: What else is the space used for now? Is there another way to generate income in the space? Can it be used for anything else?
 1. Applicant: The basement has historically been used as storage for retail tenants, however many retail tenants are no longer interested in using the basement storage. Tenants want on storage on the same floor as their retail space. It allows for faster response time to consumers. For the most part, the basement is dead space. Creating a storage area provides the mall with an opportunity to gain revenue

and tax dollars in a space that does not normally generate revenue. The majority of the basement was unleased storage space, just empty square footage.

- Will: Will pedestrians be able to access the storage area via stairs or publicly accessible elevator?
 1. Applicant: There will be two service elevators and 4 stairwells to access the basement area.
 2. Applicant: The intention is that the storage of goods will occur along the drive aisle and the pedestrian egress is for exiting the area without storage items or for emergency egress.

- Committee Comments
 - Maureen: I think the question is, do we support this as a use? There's nothing wild about this plan. This is an appropriate use for subgrade space. Malls reorganized and changed over time. The basement area is currently obsolete and sitting empty. It's not the highest best use but is likely appropriate given the age of the mall.
 - Greg: I understand the notion that this is unused space that is currently being wasted. I would like to see the productive use of the space. There may be an issue of security, specifically the storage of inappropriate items and unwanted traffic flow. The responsibilities of the two full time staff members is unclear. This could be a good use for the space but there are some concerns.
 - Cliff: I am generally not a fan of storage spaces in dense area. However, in this case, the space is just sitting there. The use seems to appropriately fit in with the existing mall. I don't have a problem with it, I think the use is acceptable.
 - Marshall: This is a dungeon space with no windows, I doubt an arts use can be utilized there. I have no issue with placing a storage facility in the basement of the mall, but I do have concerns about traffic.
 - Yohannes: I am in agreement with Cliff and Maureen – adaptive reuse is better than no use, as long as it is not completely incongruous to the area. This is not uncommon to other areas of the county.
 - Will: I concur. With the state of retail effecting malls, this is a unique opportunity to make vacant space useful.

Recommendation:

The Planning Committee recommends the City Council approve the amendment to the Table of Use to allow the adaptive reuse of unleaseable retail space in the basement of the Mall at Prince George's. Passed unanimously.

4. Clay Property, CSP-20007

- Presentation
 - Chris Hatcher, Representation for the Applicant, Lerch, Early & Brewer, Chtd.
- Overview of Project
 - Introduction by Chris Hatcher and Mark Ferguson.
 - Second time this zoning request has come before the Planning Committee. The last time was in November 2020.
 - The comments received from this committee in November revolved around affordability levels and administration. The developer will come to general terms with the selected affordable housing provider (Habitat for Humanity) in terms of affordability administration. Currently, we are discussing 10% units with a range of 60% to 80% average median income (AMI).
 - Another issue discussed was the enforceability of the developer's proffers. This has been taken care of, as the applicant has changed the format of their request from a zoning rewrite to rezoning through a Conceptual Site Plan (CSP) application.
 - The layout of the site will be determined during the Preliminary Plan of Subdivision (PPS).
 - We heard the Committee's issues and addressed those issues specifically.
 - For new Committee members, the Clay Property is within the Prince George's Plaza Transit Development Overlay Zone, a regional transit district. This area has an intensity of uses and is one of three regional downtowns, where the County is directing development regrowth.
 - Clay is at the northern end of the transit development overlay zone.
 - The Landy Development Phase 2 was on the agenda at the last City Council meeting. Phase 1 will soon be breaking ground once permits are secured.
 - The Prince George's Plaza Metro station is the heart of the transit district.
 - The Clay Property is a bit further away in the Neighborhood Edge character area. The intention of this area is to transition the high intensity downtown core to the outside residential area.
 - We have been tracking staff comments closely and integrating them into our revisions. The applicant has included an enhanced buffer along the existing single family dwelling units to the east. The connection to Calverton Drive will solely accommodate pedestrian, bike, and emergency vehicle traffic.
 - 100-year stormwater management will occur on-site through local environmental design.
 - As seen on the Tree Conservation Plan (TCP), the western side of the site has steep slopes and a concentration of specimen trees. Soltez has revised the site plan in response to these environmental features, moving the park connection on the west side of the site further north.
 - There will be an opportunity to save some trees with more sensitive grading.
 - The revisions also include the alignment of the interior roadway with Calverton Drive.
 - Revised plans will be made available to the city shortly.

- We initially presented the plan to the public while seeking rezoning through the Countywide Map Amendment (CMA). We brought the proposal back as a Conceptual Site Plan (CSP).
- Another component of the project is the potential land swap with Park and Planning, a suggested action in the TDDP. We have been discussing this option with the Parks Department.
- The site layout will likely change with the land swap.
- The Parks Department will reach out to the City when starting the swap process.
- Clarifying Questions
 - Cliff: Can the presenters clarify how this proposed development meets the mix of housing types described in the Neighborhood Edge Character Area definition?
 1. Applicant: The Neighborhood Edge Character Area does not state that single family detached (SF-D) housing must be present.
 2. Cliff: Why proposed a development made up of only townhouses when it is the only property in the Neighborhood Edge zoned for single family detached housing?
 3. Mark: Looking at this from a big picture planning standpoint, ideally this area would be high density (40 units/acre), as it is adjacent to a downtown transit district.
 4. Cliff: Is it the explicit goal of the applicant to increase density as much as possible on the property?
 5. Chris: I don't believe that is an accurate summary. The R-20 zone does allow a broader array of residential uses. The current layout is a placeholder. It was our impression from previous public meetings that the community preferred a 50-foot landscaped buffer on site over the inclusion of single family detached homes directly adjacent to the existing neighborhood.
 - Yohannes: I do not have any clarifying questions at this time.
 - Greg: With the current layout at a placeholder and a 16.33 units per acre cap on R-20 properties, can you provide use with a rough idea of the square footage of individual units?
 1. Chris: This may be a little premature. The applicant envisions the Clay Property would look similar to the Landy project. Townhomes at Landy will range from 1800 sf to 2200 sf at the largest.
 2. Mark: Yes, it is a bit too early to talk about the specific units. Stanley Martin is the likely builder, who worked on the Whole Foods project and will construct the Landy townhouses. Currently, we are requesting rezoning, not specific housing types. The townhouse units will have a range of different widths. We do not intend to pursue multifamily products as there is major resistance.
 - Marshall: Is the applicant requesting the entire parcel be rezoned to R-20, or just a portion of the property be rezoned?

1. Applicant: Yes, we are requesting the L-shape property be rezoned to R-20, but the land swap may alter the footprint of the development area.
- Will: Can you clarify the approximate change in grade from east to west on the property?
 1. Applicant: The west end of the property down to the adjacent parkland is about a 20 ft drop. There is an approximate change in grade of 20 to 30 feet west to east across the property.
- Public Comment: Are the elements agreed upon by the applicant binding?
 1. Applicant: The CSP associated with the rezoning is a bubble plan. Some elements are binding; for example, the buffers reflected on the bubble plan would be binding unless the CSP is revised. It is not uncommon that the zoning of the property permits greater density that the developer wants. We cannot fit the max number of units associated with R-20 zoning on this property.
- Peter Burkholder: Can you explain why the Landy Property was clear cut in 2016-2017 and left to grow wild for four plus years? Will the Clay Property receive this same thoughtless treatment?
 1. Applicant: The forest harvest at the Landy Property was specifically a response to the Police Department and Northwestern High School. Unwanted activity was occurring in the woods and there was a strong desire for better visibility and less cover. I can't speak to the possibility of this happening again, but the Clay Property has different circumstances than the Landy Property.
- Peter: On page 28 of the packet materials, there is a 50 ft buffer on east side of the property, but it appears that specimen trees are being removed in that area.
 1. Applicant: We look at the health status of the specimen tree to determine if it will be preserved or removed.
- Cliff: Has the applicant explored the possibility of including stacked townhouses or 2-over-2 units on the property?
 1. Applicant: There are no obvious impediments to this, however in my experience laying out projects, they are unfriendly to small sites. These units need a larger footprint and flatter surface area. They do not tend to work well from an urban design standpoint. I'm personally not a fan. Also, condos are harder to finance and are not a fee simple product. It may be possible, but it is likely we would need a bigger, flatter site.
- Maureen: What is the difference between the 10-ft south side buffer and the 50-ft buffer along Bridal Path?
 1. Applicant: The required buffers for the perimeter of the property is zero. TDDP Section 4.7 does not apply in the TDOZ. WE have a 10 ft buffer currently on the plan, as this is a common buffer width between townhomes and multifamily products. There is a hierarchy of buffers based on what is perceived to be appropriate. The buffer

for Hitching Post was initially 50 feet, but we found that to be inadequate, so it was revised to 150 feet. We believe a 50-foot buffer between the single family attached homes on the Clay Property and the existing single family detached homes is an appropriate transition.

- Committee Comments
 - *The Planning Committee supports City Staff recommendation to preserve specimen trees on the west side of the Clay Property. The Planning Committee supports the preservation of as many specimen trees as possible on site.*
 - 1. In Favor: Cliff, Yohannes, Will, Greg, Marshall, Maureen **(Passes 6-0)**
 - *The Planning Committee supports the 150-foot buffer to the north of the site as well as the potential land swap with M-NCPPC.*
 - 1. In Favor: Marshall, Greg, Will, Yohannes, Cliff, Maureen **(Passes 6-0)**
 - *If the 50-foot buffer is established on the east side of the property, this land should be incorporated into private lots to ensure its maintenance.*
 - 1. In Favor: Marshall, Cliff, Yohannes, Will, Greg, Maureen **(Passes 6-0)**

*The Planning Committee recommends the City Council support the Clay Property rezoning to R-20. 3 in favor (Marshall, Yohannes, Will), 3 opposed (Cliff, Greg, Maureen). **Motion does not pass.***

*The Planning Committee recommends the Clay Property zoning remain R-80. 3 in favor (Cliff, Greg, Maureen), 3 opposed (Marshall, Yohannes, Will). **Motion does not pass.***

No consensus reached.

5. Development Update

- Hamilton Manor Acquisition – *County Right of First Refusal*
 - Closing early next month
 - Capital improvements details currently unknown.
- Affordable Housing Strategy – *Plan Adoption May 3, 2021.*

6. Additional Questions & Discussion

7. Adjourn (9:45 PM)

TDDP Excerpts

Table 47. Table of Permitted Uses: Transit District Overlay/Mixed-Use Infill (T-D-O/M-U-I) Zone

USE	ZONE	
	M-U-I	T-D-O/M-U-I
(8) Transportation/Parking/Communications/Utilities:		
Airport, airpark, airfield, airstrip, heliport, helistop	SE	P ^g
Antennas and related equipment buildings and enclosures, other than satellite dish antennas, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Broadcasting studio (without tower)	P	P
Bus station or terminal	SE	P
Monopoles and related equipment buildings and enclosures, in accordance with Section 27-464.03 (CB-65-2000)	P	P
Moving and Storage Operation (CB-2-2016)	X	X
Parking garage, commercial	P	P
Parking garage or lot or loading area, used in accordance with Part 11	P	P
Parking lot, commercial:		
(A) With shuttle service to Metro and within two miles of a Metro station	P	P
(B) All others (CB-14-2003)	SE	P

REPORT:

Committee Vote: Favorable as amended, 4-0 (In favor: Council Members Harrison, Franklin, Taveras and Toles)

Council staff summarized the purpose of the legislation and informed the Committee of written referral comments that were received. Council Member Taveras, the bill's sponsor, indicated that she sponsored the legislation to provide flexibility in and expand storage opportunities for an existing U-Haul business in her district. The provisions of the legislation allow storage of "U-boxes" at this business location which has been in existence since 1980.

Michele LaRocca and Jim Lorimer, representing U-Haul, testified in support of CB-2-2016 (Draft-1). The Office of Law reviewed the bill and found it to be in proper legislative form with no legal impediments to its enactment.

Council Member Toles informed the Committee of amendments contained in a Proposed Draft-2 (DR-2) of the bill. The Zoning and Legislative Counsel summarized the amendments in Proposed DR-2 which include additional regulations for consolidated storage in the I-1 Zone. In addition to the title change to properly reflect the amendments in the bill, a new subsection (D) was inserted at Section 27-475.04. Consolidated Storage, as follows:

D) A consolidated storage building in the I-1 Zone may be divided into a maximum of fifty (50) individual units and may not be less than 1,000 feet from another consolidated storage use in the I-1 Zone.

Land Use | Character Areas

The Transit District envisions two distinct but interconnected neighborhoods that capitalize on the area's transit network, recreational amenities, and retail draw and enhance its environmental setting and historic resources. Each neighborhood contributes to the gradual transformation of what is currently an auto-oriented landscape into a regionally competitive, walkable, transit-oriented center, or, perhaps more simply put, a great urban place.

The **Downtown Core** is the Transit District's central activity hub, with a mix of residential, retail, and office development framing **lively walkable streets**. A new skyline announces the downtown to visitors while the iconic pedestrian bridge, a link to the past, serves as a canvas for area artists. Green spaces and plazas invite farmers markets, outdoor movie nights, and pickup games. New **pedestrian-friendly** streets lined with cafés and stores draw commuters between the Prince George's Plaza Metro Station and the Mall at Prince Georges. The parking lot at the Mall is

developed with new buildings that help reposition MD 410 (East West Highway) from a local commuter route to a true Main Street. New **street life**, wayfinding signage, and programming integrate rejuvenated spaces on either side of MD 410 (East West Highway) and Belcrest Road into an exciting, desirable, trend-setting regional destination.

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

POLICY EP2 Support the transition of the Mall at Prince Georges to a vibrant mixed-use development while enhancing its accessibility, appearance, and safety to broaden its customer base in the shorter term.

Strategy EP2.1: Proactively address parking needs as the Mall at Prince Georges maintains (or expands) its retail operation while pursuing infill development.

Strategy EP2.2: Develop a marketing strategy and wayfinding program to ensure visibility of the Mall is not impaired as infill occurs on site.

Strategy EP2.3: Work with property managers and owners to improve the accessibility, appearance, and safety of the Mall at Prince Georges, including the installation of Crime Prevention through Environmental Design (CPTED) features such as enhanced landscaping, pedestrian-scaled lighting, public art, seating, wayfinding, and pedestrian walkways.

POLICY EP3 Promote and strengthen existing and start-up service business and retail establishments while supporting, where desired, their adaptive conversion to alternative uses in response to changing market opportunities.

Strategy EP3.1: Ensure flexibility in land use and design recommendations to allow commercial uses to transition to residential uses should market forces justify such a change.

Strategy EP3.2: Market the Transit District to a broader array of retailers to meet the shopping needs and desires of current and future residents, workers, and visitors.

Strategy EP3.3: Incorporate flexible and/or shared work spaces with competitive amenities to attract startups, freelancers, small businesses, and young professionals.

Strategy EP3.4: Create a dynamic community and lifestyle attractive to highly-skilled and entrepreneurial professionals by diversifying retail, restaurant, and entertainment/cultural options; incorporating and programming new public spaces; and leveraging proposed public facilities.

In 2014, the project team conducted a thorough market analysis, which informed the crafting of a market-driven implementation plan to guide the Transit District's transformation into a vibrant new downtown. This transformation will be shaped, in the short-term, by residential and commercial real estate trends and proposed **low-cost, high-impact improvements** (such as the replacement of curb right-turn lanes with bicycle lanes, full signalized control for the MD 410 (East West Highway)/Editors Park Drive intersection, and the closing of gaps between sidewalk segments) and, in the mid-to longer-term, by larger-scale public infrastructure investments in the Transit District.

The Transit District's market is influenced by the greater Washington metropolitan region. Highlights of the market analysis⁷:

- The residential market is rebounding and is anticipated to drive redevelopment and investment in the Transit District in the near-term. While the short-term market for condominium development

remains weak, townhouses could prove a welcome, lower-risk compromise, diversifying housing options in the Transit District and positioning the area to capture the anticipated growth in family households as the millennial generation ages (see Area Demographic and Economic Profile section).

- Retail analyses suggest the continued health of the Transit District's main retail draw—The Mall at Prince Georges—and support for a sustained or increased retail presence in the Transit District.*
- The recovery of the office market has been slow, and recent performance does not suggest a substantial role for new office construction in the short-term. The College Park Class A office submarket remains strong, with vacancy rates hovering around 5.5 percent and asking rents exceeding \$28 per square foot.⁸ However, existing office space in the Transit District is struggling with increasing vacancies due, in part, to the non-renewal and/or downsizing of existing General Services Administration (GSA) leases (39 percent of University Town Center leases in 2014 were attributed to the GSA). Office building