

Memo

To: Mayor and City Council

From: Jim Chandler, Assistant City Administrator and Director, Community & Economic Development
Kate Powers, City Planner

Date: May 29, 2020

Re: Dewey Development – Detailed Site Plan (DSP-19050-01)

Attachments: CIVP-DSP-19050-01 BTL_DSP_19050-01
 A-SOJ-DSP-19050-01 SIGN_DSP-19050-01
 ARCH_DSP-19050-01 ARCH1_DSP_19050-01
 LSLP-19050-01 TRAIL_DSP-19050-01
 Relevant TDDP Pages City Correspondence (03-03-20)
 Metro III Letter Modifications & Staff Comments (Table)

The purpose of this memorandum is to provide the City Council a summary of the detailed site plan (DSP) application for the Dewey Development (Parcels 1, 2, and 3) as well as present City Staff’s recommendations.

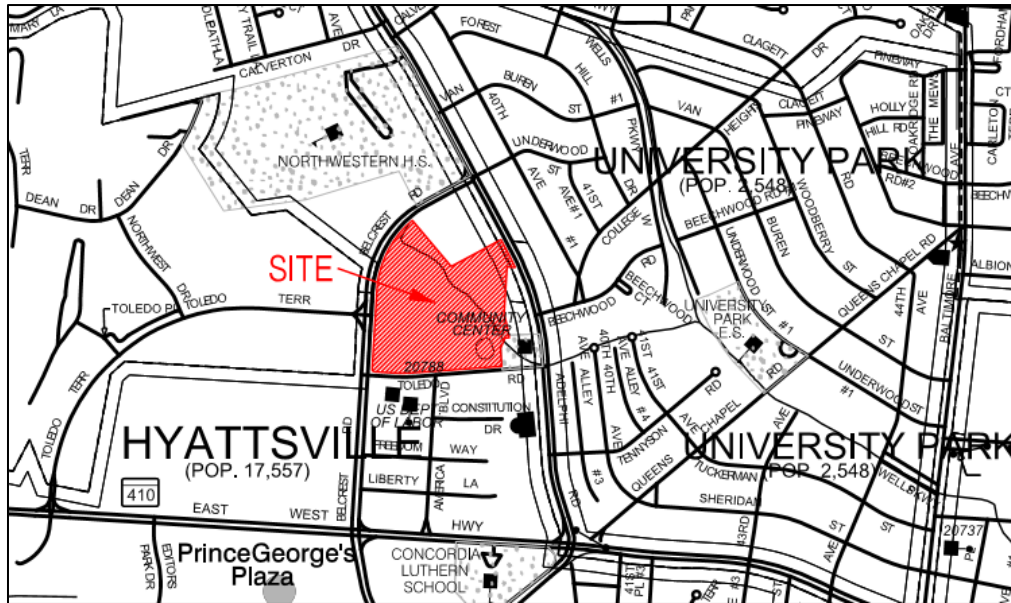
Project Summary

- This application is a revision to Detailed Site Plan DSP-19050, which included the site infrastructure for the entire property and the architectural details for proposed Parcel 5.
- Detailed Site Plan-19050-01 provides the architectural details for Parcels 1, 2, and 3.
- The Dewey Property is located in the northeastern quadrant of Belcrest Road and Toledo Road. Parcels 1 and 2 are within the “Downtown Core” character of the Prince George’s Plaza Transit District Overlay Zone, while Parcel 3 is within the “Neighborhood Edge” character area.
- The applicant is proposing the development of a 361-unit, five-story multifamily building with structured parking garage, and 168 multifamily dwelling units in the form of four-story, multifamily condominiums.
- Parcel 4 will contain a Regional Stormwater Facility to be owned and operated by Prince George’s County. The applicant is proposing a public trail be included on the site.
- The applicant has requested various modifications which have been outlined in table attached.

Project Details

The Dewey Property is a total of 21.16 acres, zoned M-U-I/T-D-O, and located north of Toledo Road, east of Belcrest Road, and west of Adelphi Road. The location of the site can be seen on the vicinity map below (Exhibit 1).

Exhibit 1. Vicinity Map



DSP-19050-01 does not encompass the entirety of the site, but rather consists of 10.67 acres over three of the proposed five parcels of land (Parcels 1, 2, and 3). The relevant parcels have been highlighted in the table below (Table 1).

Table 1. Parcel Information

<i>Parcel</i>	<i>Acreage</i>	<i>Location</i>	<i>Proposed Development</i>	<i>Builder</i>	<i>Product</i>
1	3.16	Northeast quadrant of the intersection of Toledo Road and Belcrest Road	361 dwelling units (five-story multifamily building)	PG Plaza JV, LLC or assigns	For Rent
2	5.36	Fronts on Belcrest Road, the extension of Toledo Terrace forms its southern boundary	136 multifamily dwelling units (multifamily condominiums)	Stanley Martin	For Sale
3	2.15	Fronts on Adelphi Road, directly east of the Stormwater Facility (Parcel 4)	32 multifamily dwelling units (multifamily condominiums)	Stanley Martin	For Sale
4	6.65	Directly west of M-NCPPC Community Center on the corner of Adelphi Road and Toledo Road, runs northwest to Belcrest Road	Nine Ponds Regional Stormwater Management Facility to be owned and operated by Prince George's County	N/A	N/A
5	3.32	Western boundary is the north/south road extending from Toledo Road and intersecting with the extension of Toledo Terrace	321 multifamily dwelling units (single multifamily building)	Fairfield Residential	For Rent

A visual representation of where each parcel is located can be found on the map below. Parcels have been labeled for convenience (Exhibit 2).

Exhibit 2. Location of Parcels, Dewey Development



The first phase of development was the subject of DSP-19050. This previous application included project-wide infrastructure for the site as well as the architecture for Parcel 5, which included a 321-unit multifamily building and 1,258 square feet of ground floor commercial space.

The first revision to DSP-19050 (DSP-19050-01) includes the remaining development components including the architecture for a 361-unit multifamily building on Parcel 1, and 168 multifamily dwelling units in the form of multifamily condominiums on Parcels 2 and 3.

For reference, the table below outlines the Parent Cases related to this application, including their purpose and status (Table 2).

Table 2. Parent Cases

<i>Application</i>	<i>Type</i>	<i>Date</i>	<i>Status</i>	<i>Purpose</i>
CSP-00024	Conceptual Site Plan	19-Oct-00	Approved	Approval for 800 dwellings and 1,900,000 proposed GFA office building
PPS 4-18022*	Preliminary Plan of Subdivision	27-Jun-19	Approved	Four parcels for development of 520 multifamily dwellings
PPS 4-19033*	Preliminary Plan of Subdivision	12-Dec-19	Approved	Two parcels for the development of 380 multifamily dwelling units and 2,000 square feet of commercial
DSP-19050	Detailed Site Plan	-	Pending	For mixed-use building consisting of 321 multifamily dwelling units and 1,258 square feet of retail
DDS-660	Departure from Design Standards	-	Pending	Departure from design standards for the size of the parking spaces (9' x 18')
DSP-19050-01	Detailed Site Plan	-	Pending	Mixed use development of 361 multifamily units and 136 two-family attached units

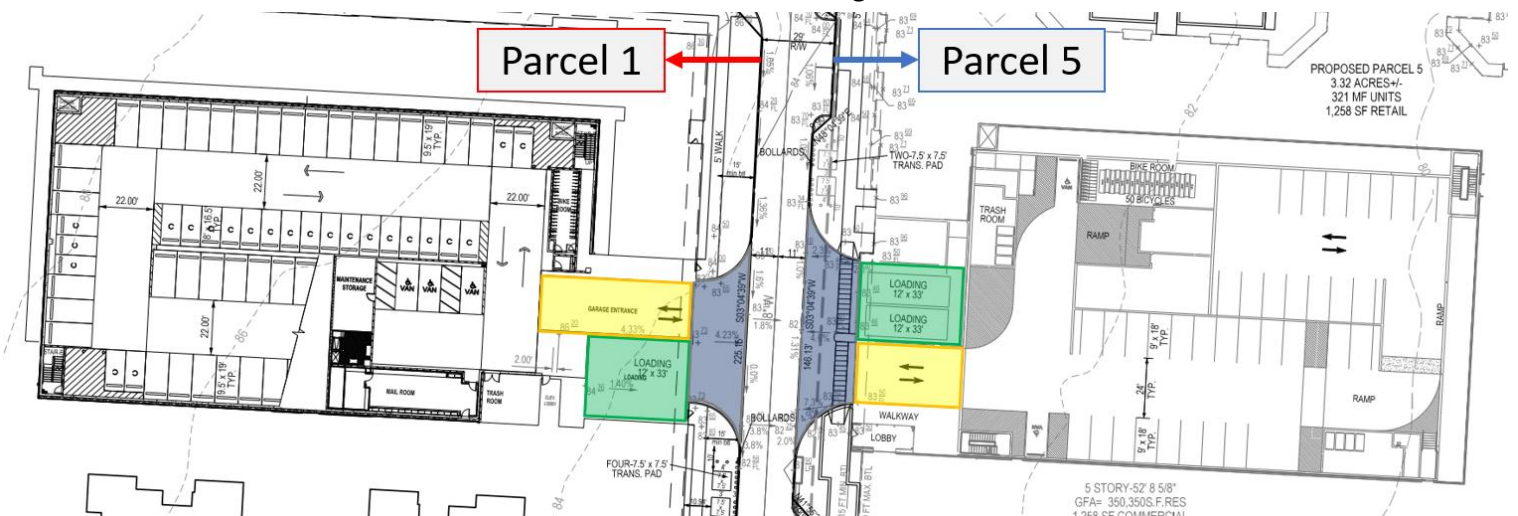
**The property has been the subject of two separate preliminary plans of subdivision due to division of ownership.*

Access & Parking

Parcel 1 – Multifamily Building, 361 dwelling units

The proposed five-story multifamily building will be served by a private parking structure accessed from the proposed public street, which forms the parcel’s eastern property border. Parking garage access is directly aligned with the access point for the structured parking garage on Parcel 5 (subject of DSP-19050). The loading and service area within the structured garage is separated from general parking and other utilities within the garage due to the larger ceiling height requirement of moving vehicles. On Exhibit 3, the garage entrances are in yellow, the loading areas are in green, and drive aisle aprons are in dark blue for both garages. The garage on Parcel 1 (the subject of this application) is on the left.

Exhibit 3. Structured Parking Entrances



Parcel 1 has the maximum number of parking spaces allowed, 451 parking spaces or approximately 1.25 parking spaces per dwelling unit. 435 of the parking spaces are proposed within the structured parking garage, which will be wrapped by the building and screened from view of the surrounding roads.

Parcel 2 – Multifamily Condominiums, 136 dwelling units

Parcel 2 is served by a private internal roadway which has access points on Belcrest Road as well as new Public Road A (extension of Toledo Terrace). This roadway will be 20 feet and 22 feet in width. The areas 22 feet in width will have parallel parking on each side. The areas 20 feet in width will provide access to dwelling units. Each unit will have a one-car garage with an 18-foot deep driveway.

Parcel 2 has a total of 158 spaces, 12 spaces less than the parking maximum of 170 spaces or 1.25 spaces per dwelling unit. Each dwelling unit has a one-car garage, totaling 136 parking spaces. The applicant is including an additional 22 surface parking spaces. For additional clarity, this calculation does not consider driveway parking.

In terms of circulation of the site, there is a dead-end on the east end of the alley servicing buildings K and M at the southeast corner of the parcel (Exhibit 4).

Exhibit 4. Alley servicing Buildings K & M, Parcel 2



City Staff recommends DPIE grant the applicant the ability to either include additional width to accommodate a turn-around for vehicles or extend the alley to connect to another section of the internal roadway.

City Staff also recommends City Council adopt language ensuring all units on Parcels 2 and 3 have adequate access for fire and other emergency vehicles.

Parcel 3 – Multifamily Condominiums, 32 dwelling units

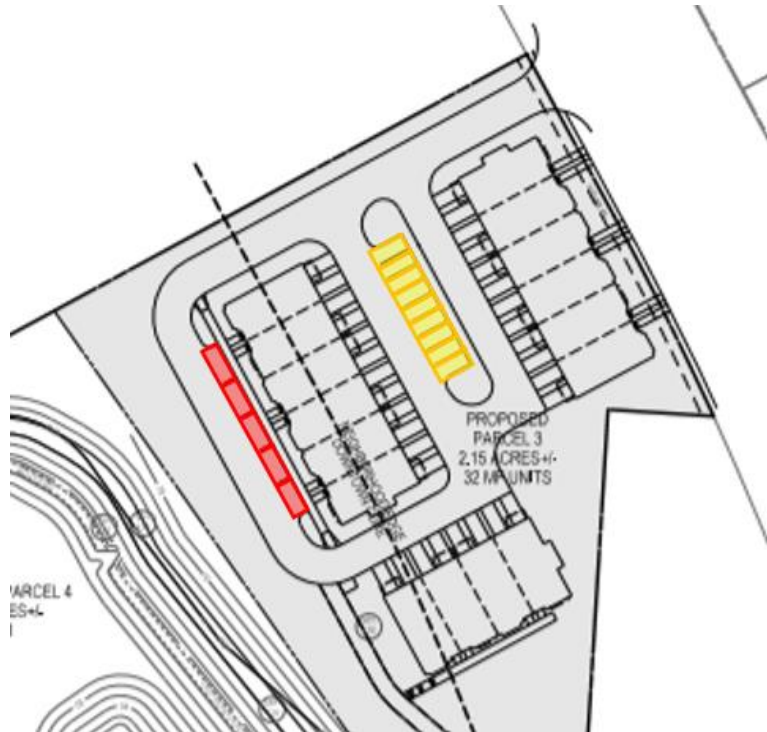
Similarly to Parcel 2, Parcel 3 will be served by a private internal roadway that is 20 feet and 22 feet in width. This roadway only has one access point on Adelphi Road. Because Parcel 3 is in the “Neighborhood Edge” character area, as opposed to Parcel 2 which is in the “Downtown Core” area, it has a different

maximum parking area. In the Neighborhood Edge character area, a maximum of 1.5 parking spaces per dwelling unit is permitted.

The applicant is proposing a total of 46 parking spaces, which includes 32 garage spaces and 14 visitor parking spaces. This is two less than the maximum parking spaces permitted. Of the visitor parking, 5 of the spaces will be on-street parking and 9 will be provided in a single row.

Visitors spaces are highlighted in Exhibit 5. On-street parking is in red, while row parking is in yellow.

Exhibit 5. Visitor Parking, Parcel 3



Existing Surface Parking and Metro III

McMillan Metro, P.C., Attorneys at Law, submitted a letter to M-NCPPC dated May 28, 2020 on behalf of their client, 6525 Belcrest Road, LLC (Metro III Building), expressing opposition to DSP-19050-01. The owners of Metro III contend that they are legally entitled to permanent parking on the existing surface parking. They argue that the current application will divest the Metro III property of their prior approvals and entitlements. The letter submitted by McMillan Metro, P.C. can be found attached.

Architecture

Parcel 1 – Multifamily Building, 361 dwelling units

Parcel 1 is located at a key intersection, at the northeast corner of Belcrest Road and Toledo Road. The applicant is proposing the construction of a five-story, 361-unit multifamily building. The main resident amenity areas are on at the ground-floor corner of the building, which will include expansive glass and 12-foot high ceilings. The building entrance will be oriented just off Belcrest Road with an uninterrupted glass frontage along the corner of the building. Materials proposed include brick, fiber cement, and aluminum.

The schematic design for the south elevation of the building, which will be seen from Toledo Road, can be found below (Exhibit 6).

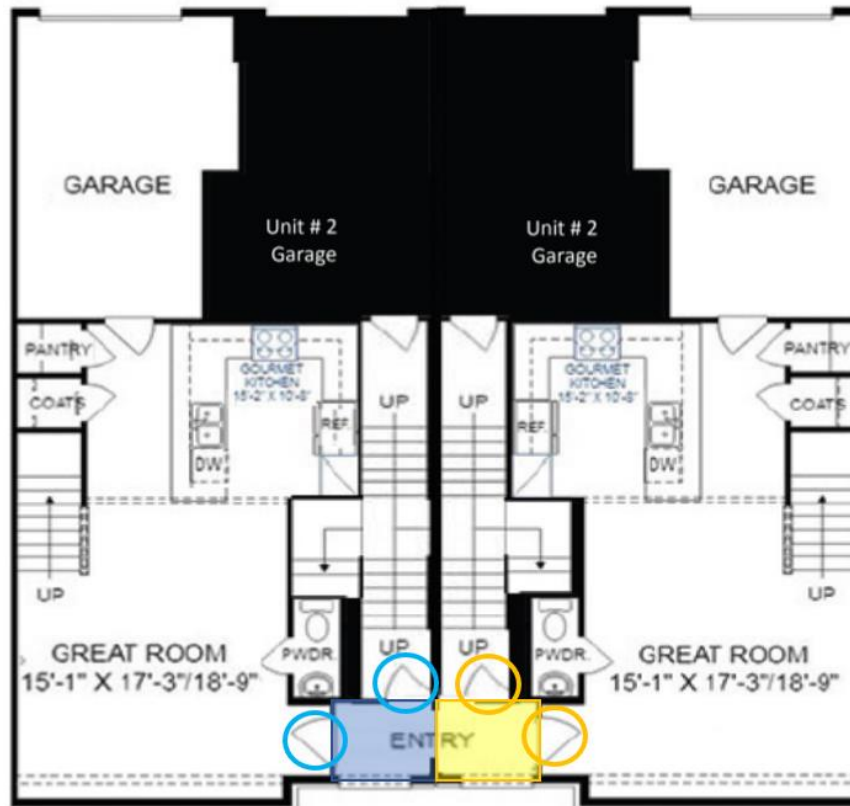
Exhibit 6. South Elevation, Multifamily Building, Parcel 1



Parcels 2 and 3 – Multifamily Condominiums, 168 dwelling units

The applicant’s proposed condominiums are four stories in height with an optional rooftop terrace. Land on these parcels are owned and maintained by the HOA, while the units themselves can be purchased. Individual units will be two stories in height with one unit stacked above another. Two units will share the same entrance vestibule, as can be seen in Exhibit 7. Each vestibule will have two interior doors – one leading to the ground floor unit, and one leading to the upstairs unit.

Exhibit 7. First Floor Entrance, Multifamily Condominiums



The front façade of the condominiums will be constructed with a variety of materials, colors, and textures. Materials include brick, vinyl siding, Hardie panel siding, standing seam metal roofing, and a variety of trim styles. All models will include a rear deck. Renderings of the front and back façade of the multifamily condominiums can be found in Exhibit 8.

Exhibit 8. Front and Back Façade, Multifamily Condominiums



City Staff recommends the following conditions related to the architecture of products on Parcels 2 & 3:

1. **All front entrances be outfitted with overhead canopies to shield residents from the elements and provide visual interest.**
2. **Rear façades and side units, especially those that are visible from public roadways, include additional colors or materials to break up the repetitiveness of the current design.**

Two condominium models are being proposed by the applicant– the Williams Model and the Paxton Model. Details on each can be found in Table 3.

Table 3. Product Models, Proposed Multifamily Condominiums

<i>Model</i>	Williams	Paxton
<i>Total Area</i>	1,927 SF	2,854 SF
<i>Garage</i>	One car, 217 SF	One car, 216 SF
<i>Rear Deck</i>	72 SF	72 SF
<i>Option</i>	-	514 SF loft area (indoor/outdoor)

On Parcel 3, units will front Adelphi Road when possible. Remaining units will front the greenway created by the stormwater facility on Parcel 4. Units will connect to a trail that will provide access to the greenway. This pedestrian pathway will act as a non-motorized connection between Parcel 3 and the remainder of the development.

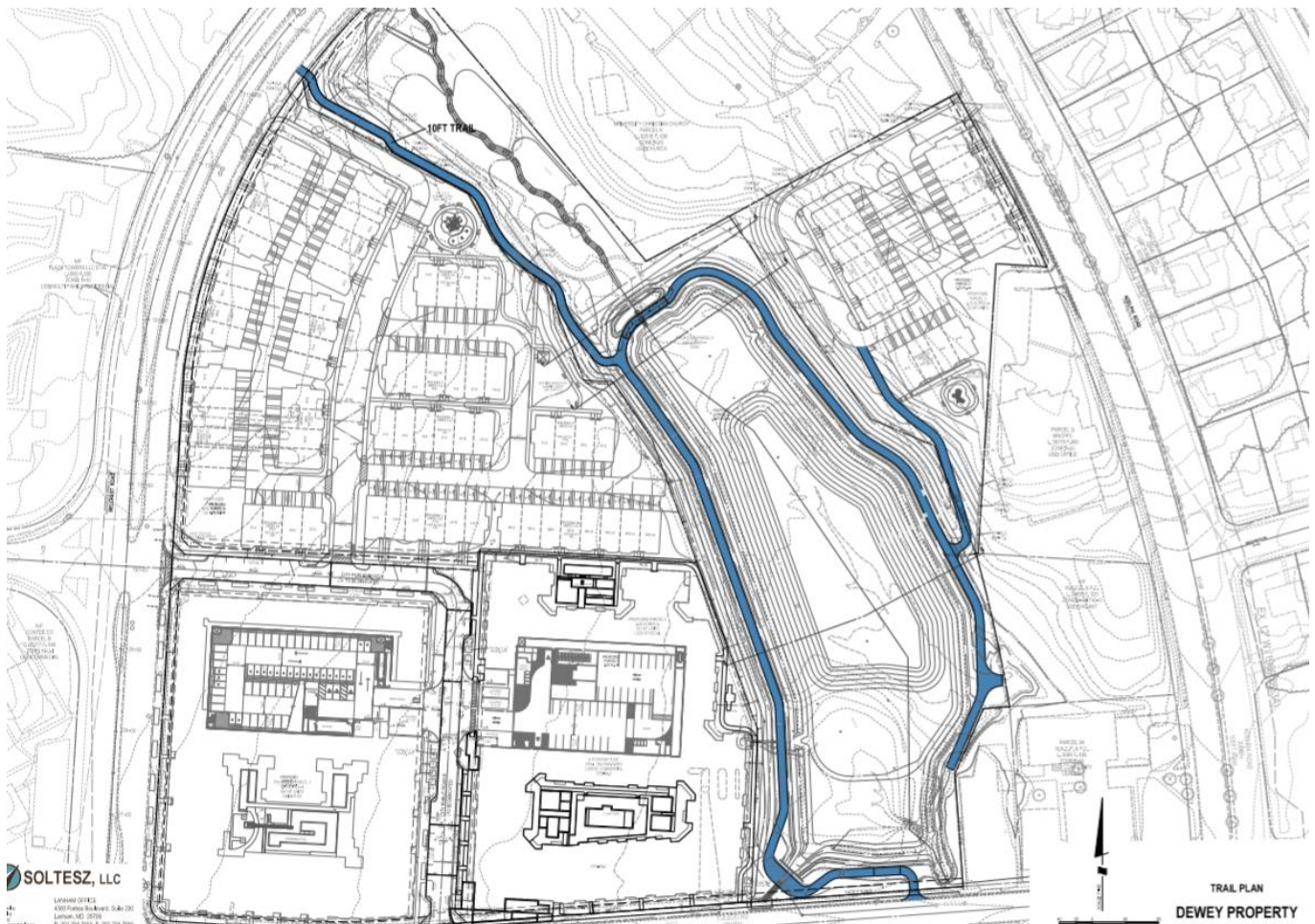
In addition, the applicant is proposing a 36-inch high decorative fence along the Belcrest Road frontage (Parcel 2) for buildings that abut and front on Belcrest Road. The proposed fence will be three feet, black aluminum with ball post caps.

Outdoor Facilities – Public Pedestrian Trail & Recreational Amenities

During the subdivision process, the City requested that a connection be made between Parcel 3, fronting Adelphi Road, and the remaining development. A motorized connection was deemed infeasible, as a connecting road could not be constructed through the stormwater management facility on Parcel 4. Instead a non-motorized, pedestrian path shall be construction through the stormwater facility, ultimately connecting Parcel 3 to the remaining parcels. Beyond its function as a connection throughout the development, this pathway will create an additional outdoor amenity for residents of the City.

An overview of the trail’s location can be seen in blue on Exhibit 9 below.

Exhibit 9. Trail through Stormwater Management Facility, Parcel 4



The Clean Water Partnership will construct the stormwater pond. Once complete, the land and facility will be dedicated to the County.

City Staff recommends, if deemed feasible by M-NCPPC and County DPW&T, the trail make a full loop, connecting the ends of the trail on the southeast corner of Parcel 4. In addition, City Staff recommends way-finding signage and vinyl treatment fencing be integrated into the design and construction of the trail to ensure pedestrian safety if required by Prince George’s County Department of Environment guidelines.

The applicant is also proposing two (2) tot lots and a seating/open play area. Both tot lots are surrounded by 4-foot asphalt paving which is striped to mimic a racetrack. The playground structure and spring riders will be placed on a wood fiber surface. A two-foot grass strip will reside between the asphalt paving and wood fiber surface. One tot lot is proposed for the northeastern side of Parcel 2, adjacent to the trail. The other tot lot is proposed for the southern end of Parcel 3.

The proposed seating/open play area will include a 14’ by 14’ seating pavilion, open lawn, and benches. It is located on the east side of Parcel 2, adjacent to the trail and stormwater management facility.

Bicycle and Pedestrian Impact Statement (BPIS) – Requirements along Adelphi Road

Required bicycle and pedestrian improvements are outlined in Table 4 below.

Table 4. BPIS Requirements

Application	Requirement
PPS 4-18022	975 linear feet of sidewalk removal
	975 linear feet of sidewalk replacement
	Installation 5 Type ‘A’ sidewalk ramps
PPS 4-19033	320 linear feet of sidewalk removal
	320 sidewalk replacement
	Upgrade pedestrian pushbutton assembly
	Installation 1 Type ‘B’ concrete sidewalk ramp
	Installation crosswalk and crossbar along Toledo Road where it meets Adelphi Road

Proposed Signage

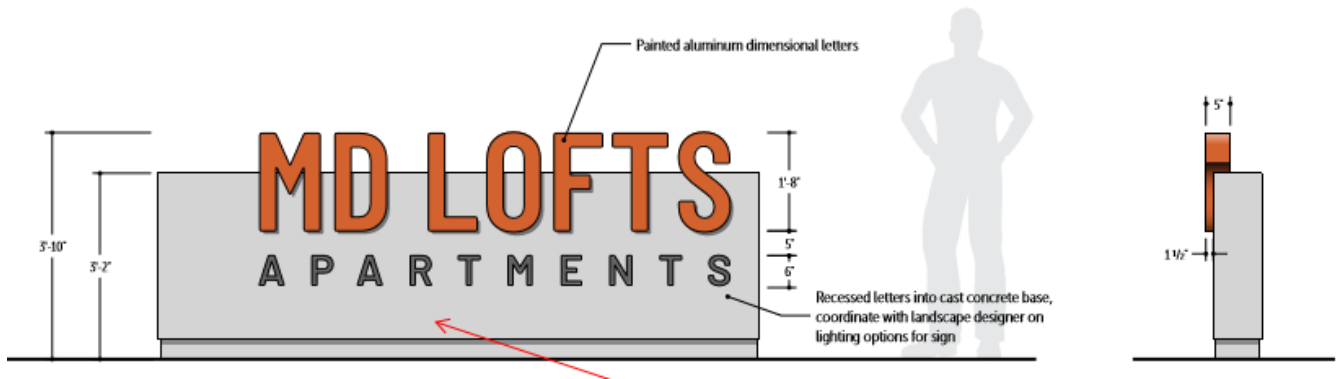
Parcel 1 – Multifamily Building, 361 dwelling units

On Parcel 1, the applicant is proposing five signs:

1. Canopy style “Leasing” sign
 - a. Located on the southern elevation, along Toledo Road
 - b. Dimensional letters will be mounted to the canopy top with mechanical fasteners
2. Ground Entry Sign (Exhibit 10)
 - a. Located on the corner of Belcrest Road and Toledo Road, fronting Toledo Road
 - b. Concrete base will be a height of 3’2”. The sign, including the dimensional letters, will be a height of 3’-10”.

- c. Will be outfitted with painted aluminum letters as well as recessed letters cast into the concrete base
- d. "MD Lofts Apartments" is a placeholder name for design purposes only. Final branding and design by owner to be determined.

Exhibit 10. Proposed Ground Entry Sign, Parcel 1



3. Building Mounted Vertical Blade Sign (Exhibit 11)

- a. Located on the southwest corner of the building, at the corner of Belcrest Road and Toledo Road.
- b. Internally illuminated aluminum dimensional letter with white faces and painted returns
- c. Aluminum cabinet will wrap around corner of building, with the top of the sign aligning with the top of the fifth-floor windows and the bottom of the sign aligning with the bottom of the third-floor balcony

Exhibit 11. Vertical Blade Sign, Depiction on Southwest Corner of Parcel 1 & Night Rendering

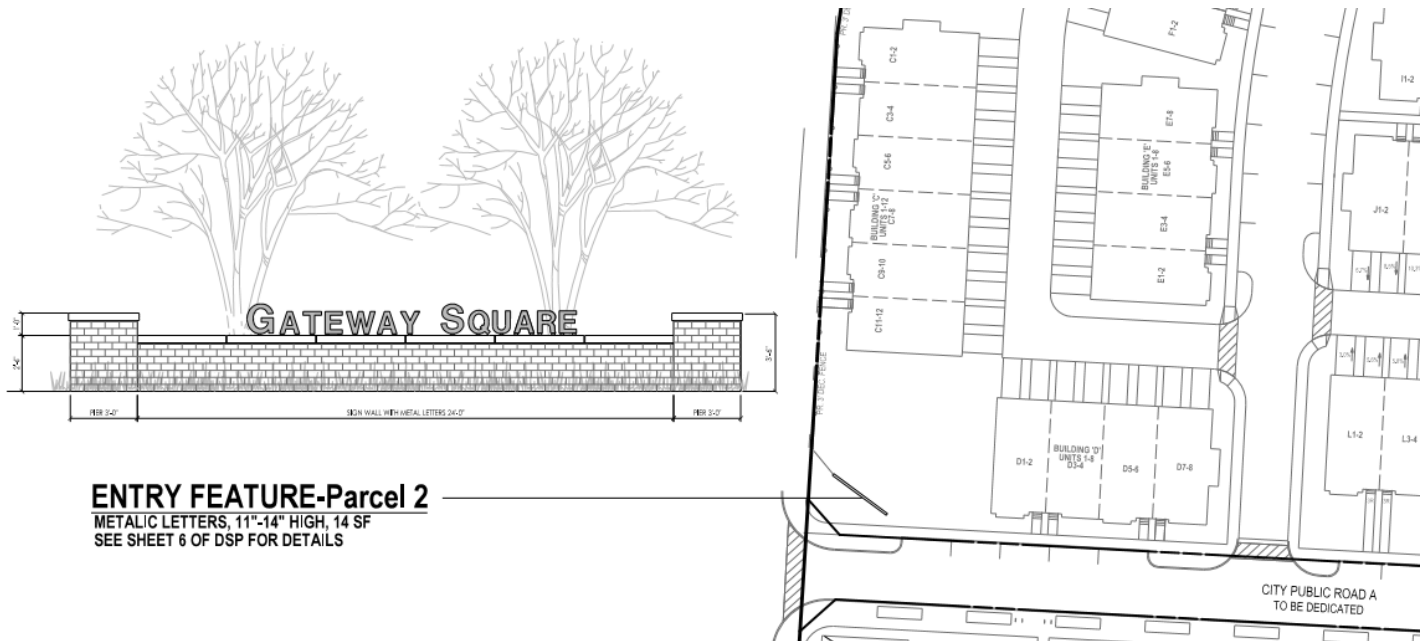


4. Building Mounted Vertical Blade Sign
 - a. Located on the northwest corner of the building, at the corner of Belcrest Road and Public Road A.
 - b. All details other than location are the same as item 3.
5. Parking Sign
 - a. Located on the eastern elevation of the building, above the parking garage entrance.
 - b. Face-lit aluminum channel letters with white faces and painted returns
 - c. Flush mounted to building surface

Parcel 2 – Multifamily Condominiums, 136 dwelling units

The applicant is proposing the construction of a 30-foot long by 3.5-foot-tall entry feature wall as a development identification sign at the southwest corner of Parcel 2. This is where proposed Public Road A enters the property. The development name will be displayed on top of the wall in backlit metal letters. A visual representation of the sign, as well as where it is to be located, can be found in Exhibit 12 below.

Exhibit 12. Entry Feature, Parcel 2



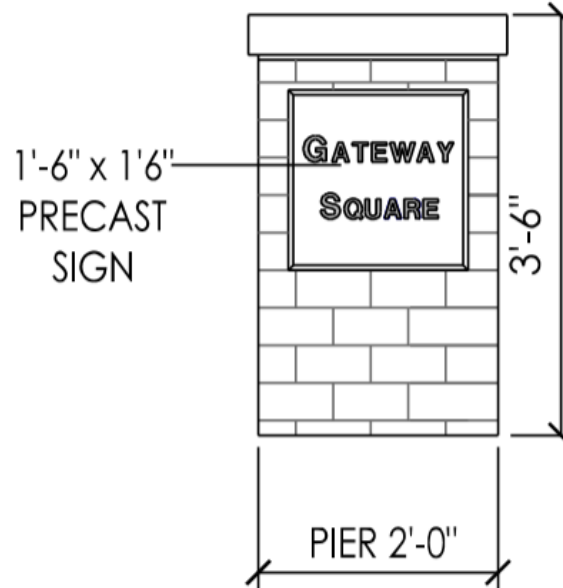
ENTRY FEATURE-Parcel 2
 METALIC LETTERS, 11"-14" HIGH, 14 SF
 SEE SHEET 6 OF DSP FOR DETAILS

**Note: "Gateway Square" is a placeholder name for design purposes only.
 Final branding and design by owner to be determined.*

Parcel 3 – Multifamily Condominiums, 32 dwelling units

The applicant is proposing a 1.5' by 1.5' precast sign on a 2' by 3'-6" pier be constructed as the entry feature of the development on Parcel 3. This feature would be located at the entrance of the development on Adelphi Road and display the same development name as the entry feature on the corner of Belcrest Road and Public Road A. A visual representation of this feature can be seen in Exhibit 13.

Exhibit 13. Entry Feature, Parcel 3



DSP-19050 Conformance to Prince George's Plaza TDDP Development Standards

To ensure consistency between DSP-19050-01 and DSP-19050, City Staff is recommending the following conditions for approval:

1. All transformers associated with this development be installed subgrade

The applicant is proposing four above ground transformers on the east side of the building on Parcel 1. As outlined in Staff's memo regarding DSP-19050, there is sufficient evidence within the TDDP to support placing transformers subgrade in order to best promote a pedestrian-friendly Downtown Core. The Transit District Development Plan is very clear in its intent for utilities to be placed underground whenever possible.

Excerpts from the TDDP that support this claim can be found below:

- Policy LU1: Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.
Strategy LU1.1: Provide consolidated public parking facilities, **underground utilities**, new sidewalks, street trees, bicycle facilities, landscaping, and public spaces to build the urban fabric and infrastructure needed to support and facilitate new development opportunities (TDDP, pg. 75).
- Policy HD4: Create an active, interesting, enlivening, and dynamic public realm.
Strategy HD4.10: Wherever feasible, utility structures, equipment, and transmission lines should be **placed underground** (TDDP, pg. 105).
- Within the Transit District, the property owner is required to construct and may be required to maintain, all the streetscape improvements on the proposed development site. These improvements

may include but are not limited to, the installation of sidewalks, curbs, and gutters; street trees; street furnishings; and **the undergrounding of utilities** in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the TDDP (TDDP, 191).

2. Inclusion of bike racks in front of the leasing office

In order to further promote bicycle use in the City, City Staff recommends a minimum of two (2) inverted-U shaped bike racks be installed in front of the leasing office, a similar recommendation made for DSP-19050. Bike parking should be available on Parcel 1 in the public realm, beyond the dedicated bicycle parking internal to the parking garage.

3. Integration of public art into the development

City Staff recommends the incorporation of an art installation in a publicly visual location on or near at least two of the three subject parcels. This art installation can be integrated into a functional piece of the development (like the entrance signage), be affixed to the building via removal panels, and/or include mural, sculptural, or mosaic elements.

Requested Modifications

The applicant’s requested modifications, associated standard, and Staff’s comments are outlined in the table attached.

The exhibits below accompany this table. Figure names include the corresponding modification number.

Exhibit 14. Extended Block Length on Parcel 2 along Belcrest Road (Modification 1)



Exhibit 15. Deviation from Build-to Line for Parcels 1 & 2 (Modifications 4, 5, 6, & 7)

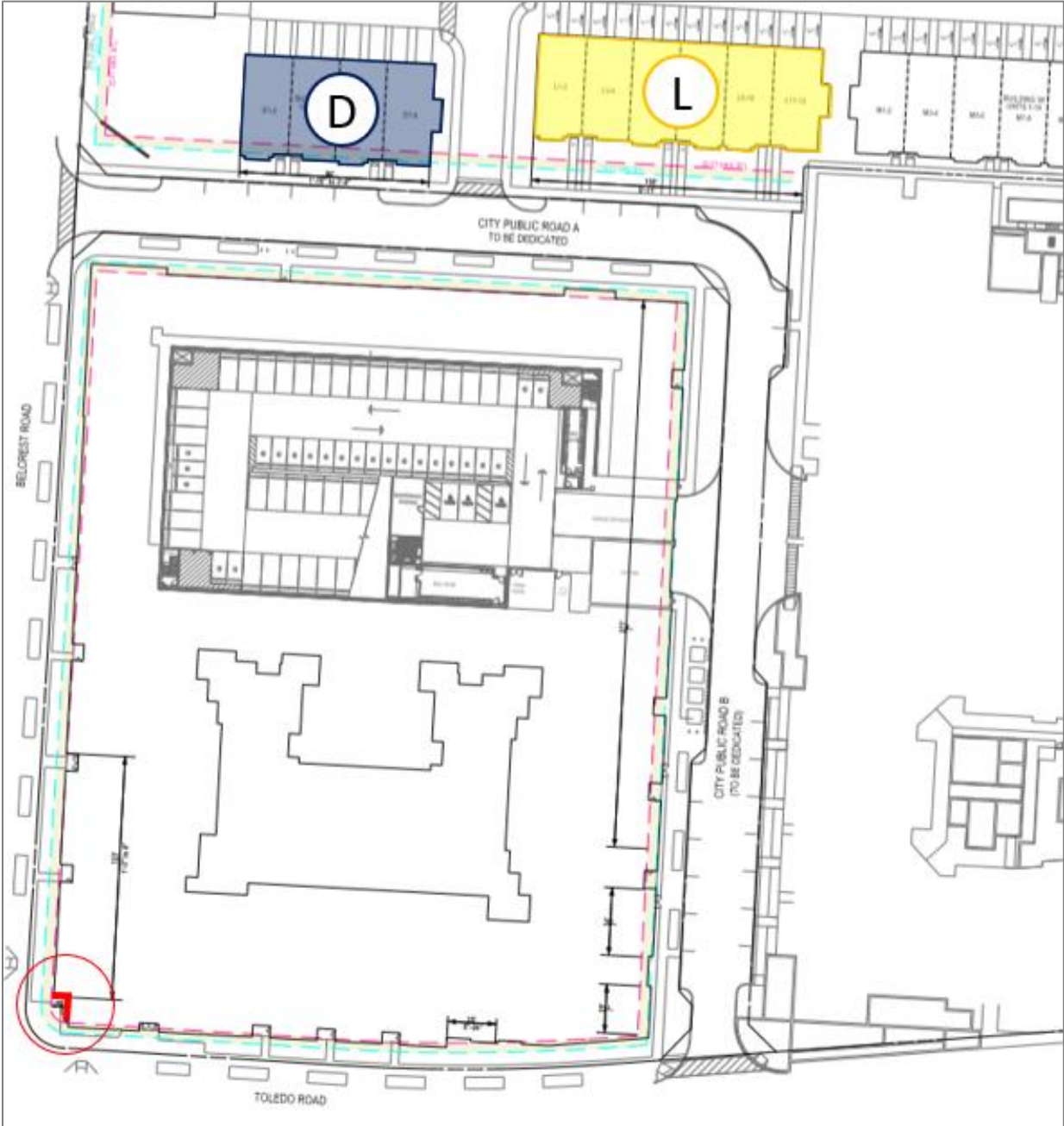
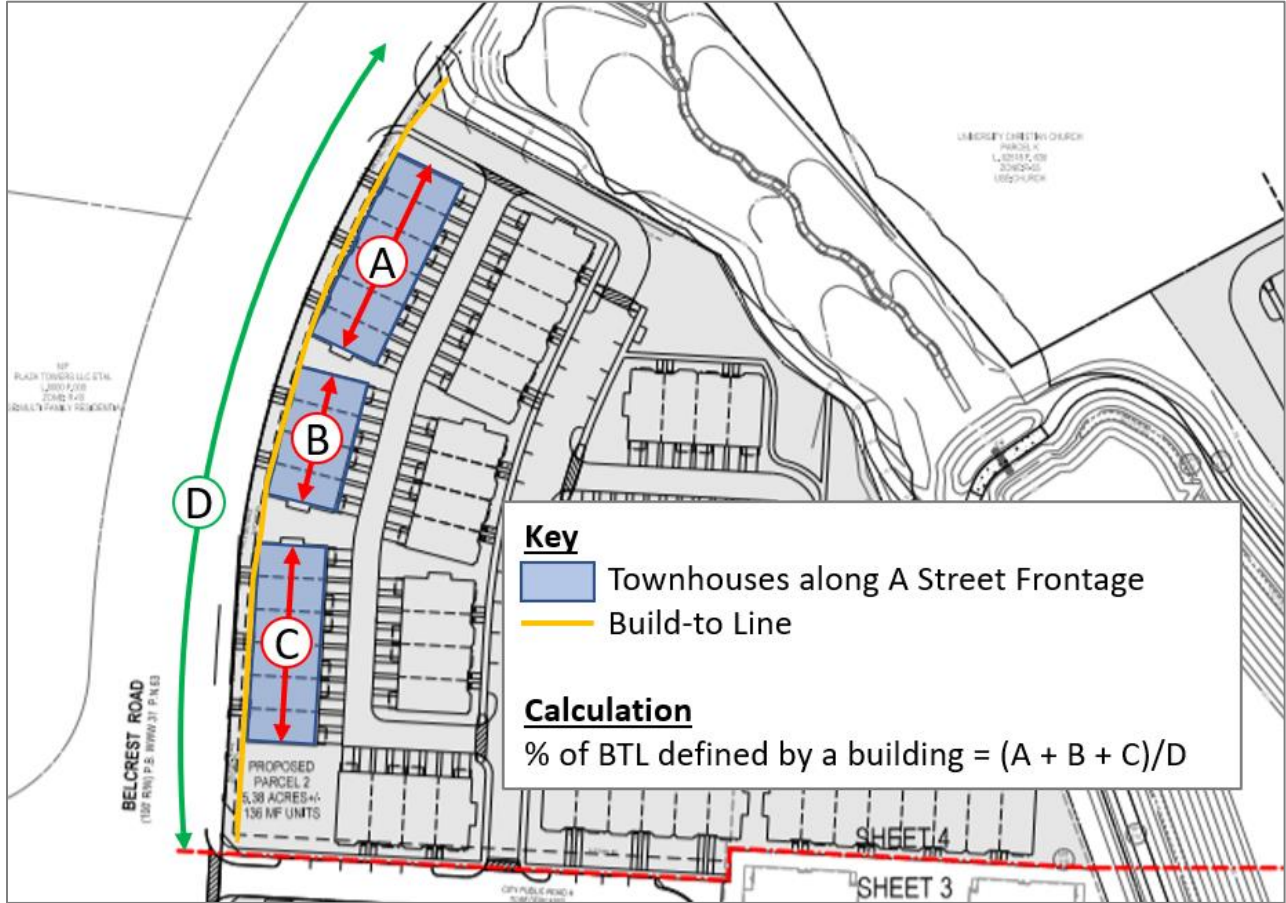


Exhibit 16. Visualization of BTL Defined by a Building (Modification 13)



Planning Committee Review

The Planning Committee is scheduled to hear a presentation on DSP-19050-01 and provide comments to City Council on Tuesday, June 2, 2020.

Due to timing, Planning Committee comments and recommendations have not been integrated into this memo but will be provided as a supplemental document during Council’s discussion of the subject application.

Department of Public Works Review (Landscape Plan)

DPW Staff has requested additional information from the applicant regarding their submitted Landscape Plan and Tree Conservation Plan.

Due to timing, DPW Staff comments and recommendations have not been integrated into this memo but will be provided as a supplemental document during Council’s discussion of the subject application.

Next Steps

The applicant presented to the Hyattsville Planning Committee at 7:00 PM on Tuesday, June 2, 2020.

The referral due date for this application is June 16, 2020.

The M-NCPPC Planning Board is scheduled to conduct a hearing to consider DSP-19050-01 on Thursday, July 16, 2020. Any recommendations adopted by the City Council at the June 4, 2020 meeting will be conveyed to the Planning Board before the M-NCPPC hearing.

Staff is recommending the City Council adopt the following motion:

“I move the City Council authorize the Mayor to provide correspondence to the Maryland-National Capital Park & Planning Commission in support of Detailed Site Plan 19050-01, subject to the following conditions:

1. In relation to the alley dead-end servicing Buildings K and M on Parcel 2, the applicant shall either include additional width to accommodate a turn-around for vehicles or extend the alley to connect to another section of the internal roadway if granted DPIE approval.
2. The applicant shall ensure all units on Parcels 2 and 3 have adequate access for fire and other emergency vehicles.
3. All front entrances of the proposed multifamily condominiums shall be outfitted with overhead canopies.
4. Rear façades and side units, especially those that are visible from public roadways, of the proposed multifamily condominiums shall include additional colors or materials to break up the repetitiveness of the current design.
5. If deemed feasible by M-NCPPC and County DPW&T, the pedestrian trail on Parcel 4 shall form a connected loop around the stormwater pond. The trail shall integrate appropriate wayfinding signage and vinyl treatment fencing to ensure pedestrian safety if required by Prince George’s County Department of Environment (DER) guidelines.
6. All transformers associated with this development shall be installed subgrade.
7. The applicant shall install a minimum of two (2) inverted-U shaped bike racks in front of the leasing office.
8. A public art installation shall be incorporated in a publicly visual location on or near at least two of the three subject parcels, with specific consideration of the entrance monument signs.”