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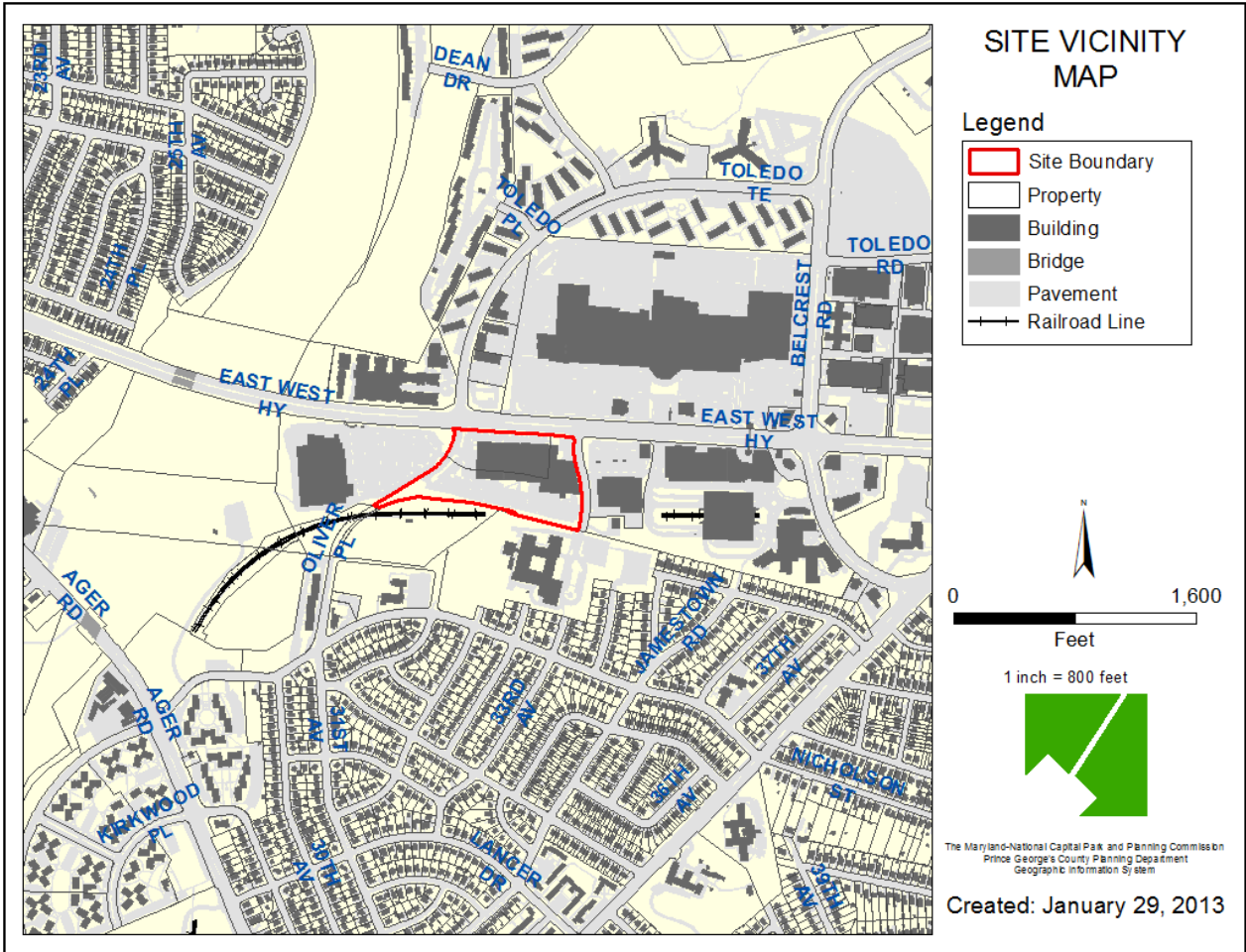
Conceptual Site Plan

CSP-11002

Application	General Data	
<p>Project Name: Kiplinger Property</p> <p>Location: South side of East-West Highway (MD 410) at the southeast corner of the intersection of East-West Highway and Toledo Terrace extended, within the City of Hyattsville.</p> <p>Applicant/Address: The Kiplinger Washington Editors, Inc. 1100 13th Street, NW Ste. 750 Washington, DC 20005</p>	Planning Board Hearing Date:	02/28/13
	Staff Report Date:	02/13/12
	Date Accepted:	11/21/12
	Planning Board Action Limit:	02/12/13
	Plan Acreage:	11.68
	Zone:	C-S-C
	Dwelling Units:	580-870
	Commercial:	±34,000 sq. ft.
	Planning Area:	68
	Tier:	Developed
	Council District:	02
	Election District	17
	Municipality:	Hyattsville
200-Scale Base Map:	207NE03	

Purpose of Application	Notice Dates	
Rezoning the property from the C-S-C Zone to the M-X-T Zone, and to provide for a conceptual plan for the property as a mixed-use development.	Informational Mailing:	12/20/11
	Acceptance Mailing:	11/16/12
	Sign Posting Deadline:	01/29/13

Staff Recommendation		<p>Staff Reviewer: Susan Lareuse Phone Number: 301-952-4277 E-mail: Susan.Lareuse@ppd.mncppc.org</p>	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-11002
Kiplinger Property

The Urban Design staff has reviewed the conceptual site plan (CSP) for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL as described in the Recommendation Section of this report.

EVALUATION

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

- a. The requirements of the Zoning Ordinance for the Transit District Overlay (T-D-O) and Mixed Use Transportation-Oriented (M-X-T) Zones.
- b. The June 1998 *Approved Transit District Development Plan for the Transit District Overlay Zone for the Prince George's Plaza (T-D-O-Z)*.
- c. The requirements of the 2010 *Prince George's County Landscape Manual*.
- d. The requirements of the Woodland and Wildlife Habitat Conservation Ordinance (WCO).
- e. Referral comments.

FINDINGS

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

1. **Request:** The conceptual site plan is for the purpose of rezoning the property from the C-S-C Zone to the M-X-T Zone and to provide for a conceptual plan of development of the property as a mixed-use development. The conceptual site plan proposes a development consisting primarily of residential development and a small amount of retail.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	C-S-C	M-X-T
Use(s)	Printing facility	Residential multifamily and retail
Acreage	11.68	11.68
Lots	0	0
Parcels	2	2
Square Footage/GFA	205,470 sq. ft.	Residential—497,592-678,082 SF Commercial—34,211 SF Total—531,803-712,293 SF
Floor Area Ratio (FAR)	0.40	1.05-1.40

3. **Location:** The subject property is identified as Subarea 7 of the Prince George’s Plaza Transit District Overlay Zone. The site consists of approximately 11.68 acres of land in the C-S-C Zone and is located on the south side of East-West Highway (MD 410) at the southeast corner of the intersection of East-West Highway and Toledo Terrace extended, within the City of Hyattsville and Planning Area 68.
4. **Surrounding Uses:** The property is located north of the Nicholas Orem Middle School, west of the Washington Metropolitan Area Transit Authority (WMATA) property and east of the Home Depot property. To the north of the property, across MD 410, is the Post Property, which is a multifamily development, Toledo Terrace, a bank, and the Prince George’s Plaza Shopping Center.
5. **Previous approvals:** The site has an existing building on the property which was built in the 1950s and has been used as a printing facility and for a variety of other uses. The 1998 *Approved Transit District Development Plan for the Prince George’s Plaza Transit District Overlay Zone (T-D-O-Z)* rezoned the subject property from the M-X-T Zone to the C-S-C Zone.
6. **Design Features:** The conceptual site plan (CSP) shows a large building of three to six stories on the existing two parcels with a single proposed access to East-West Highway (MD 410), two entrances from Toledo Terrace extended, and two entrances along Editor Park Drive. The plan indicates a general massing of the main building on the site as residential, and secondary buildings that appear to be commercial with structured and surface parking. The commercial component is proposed near the intersection of MD 410 and Toledo Road extended. The commercial uses are proposed as either free standing or on the first floor of the multifamily structure.
7. The conceptual site plan proposes to rezone the property from the C-S-C Zone to the M-X-T Zone and is not in strict conformance with all of the mandatory development requirements. Section 27-548.09.01(b)(1), Amendment of the Approved Transit District Overlay Zone, of the Zoning Ordinance, states the following:

(b) Property Owner.

- (1) A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property’s underlying zone, the list of the allowed uses, building height restrictions or parking standards in the Transit District**

Development Plan. The Planning Board may amend the parking provisions concerning the dimensions, layout, or the design of parking spaces or parking lots. [Emphasis added.]

The section above allows the owner of a property to request a rezoning of the property. The owner's representative has filed a request to rezone the property from the C-S-C Zone to the M-X-T Zone. Section 27-548.09.01(b)(5) states the following:

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

The District Council review of this project will be mandatory because the applicant is asking for approval of rezoning of the property. The Planning Board provides a recommendation to the District Council.

8. Section 27-548.09.01 of the Zoning Ordinance requires an applicant requesting a rezoning in a TDOZ to demonstrate that the proposed development conforms to the purposes and recommendations for the Transit District as stated in the Transit District Development Plan (TDDP). The purposes of the TDOZ and the Prince George's Plaza Transit District are contained in Section 27-548.03 of the Zoning Ordinance and on page 9 of the TDDP. The purposes are stated below and following each is the applicant's justification and/or staff comments:

- (1) To enhance the development opportunities in the vicinity of transit stations;**

Comment: The intent of the TDDP for Subarea 7 is a mixed use development, as stated in the PURPOSE statement on Page 112 of the TDDP. The proposed rezoning of the property from the C-S-C Zone to the M-X-T Zone will further that purpose and place the property in a position to ultimately fulfill this requirement. The current zoning of the property does not allow for the development of a mixed use project, except under very specific circumstances. The granting of the M-X-T Zone specifically for this property is in keeping with the purpose as stated in the TDDP.

- (2) To promote the use of transit facilities;**

The applicant provides the following discussion in the statement of justification:

“The proposed rezoning and redevelopment will convert an existing vehicle oriented industrial property to a transit oriented, pedestrian friendly community which will have a positive impact on transit ridership.”

Comment: The proposed residential community is located within 1,500 feet of the Prince George's Plaza Metro Station. Further, the site is located between major Maryland and Washington, D.C., employment centers, which are accessible via the Metro transit system. The staff agrees with the applicant that the development of a primarily residential community within Subarea 7 will promote use of the transit system by its future residents

and employees of the commercial components of the project.

- (3) To increase the return on investment in a transit system and improve local tax revenues;**

The applicant provides the following discussion in the statement of justification:

“The proposed development will increase the assessed value of the underlying property and allow for the redevelopment of an outdated industrial building thus increasing the local tax revenues.”

- (4) To create a process which coordinates public policy decisions, supports regional and local growth and development strategies, and creates conditions which make joint development possible;**

The applicant provides the following discussion in the statement of justification:

“While the subject property is not located on metro owned property and thus would not involve a joint development opportunity, the proposed redevelopment will enhance the overall vitality of the TDOZ.”

Comment: While the applicant states that the redevelopment of the property will enhance the overall vitality of the TDOZ, staff is of the opinion that the CSP should include identification of the elements that will enhance the district. Specifically, the staff would like to see architecture that reflects architectural elements similar to those that can be found in the project across East-West Highway (MD 410), known as Post Property. Those elements might include similar exterior finish material on the building, similar colors and height of building. Alternatively, if the applicant is able to create an image of high-quality residential mixed use development, this project could provide some of the features that were lost when the adjacent Home Depot project was built, a project that did not reflect the gateway elements that were envisioned for that property.

- (5) To create a process which overcomes deficiencies in ordinary planning processes and removes obstacles not addressed in those processes;**

Comment: The application is following the review process as established by the Zoning Ordinance. The rezoning of the property allows it to be more responsive to a changing market and to the proposed development as a mixed use project.

- (6) To minimize the costs of extending or expanding public services and facilities, by encouraging appropriate development in the vicinity of transit stations;**

The applicant provides the following discussion in the statement of justification:

“Additional residential development within close proximity to the Prince George’s Plaza Metro Station will encourage Metro ridership and in turn decrease the use of the surrounding road network. In addition, the proposed community will be in close proximity to the retail commercial uses located in Prince George’s Plaza as well as those proposed for the University Town Center. The applicant will provide connections to the existing pedestrian network and

therefore create an environment that encourages pedestrian traffic through the transit district.”

(7) To provide mechanisms to assist in financing public and private costs associated with development;

Comment: The applicant will be responsible for the construction of its road frontage improvements in conformance with Subtitle 23 of the Prince George’s County Code as well as the requirements set forth in the TDDP, such as the expanded streetscape for the use by pedestrians in the area. In addition, the applicant is proposing to construct stormwater management facilities on site that will be a benefit to the area. Stormwater generated by this property flows into the Northwest Branch Stream Valley. The uncontrolled discharge of stormwater causes pollution and erosion.

(8) To provide for convenient and efficient pedestrian and vehicular access to Metro stations;

The applicant provides the following discussion in the statement of justification:

“The proposed redevelopment will facilitate extension of the streetscape design established in the TDDP and will enhance pedestrian connectivity to Metro. It is envisioned the streetscape along East-West Highway will extend the design approved for adjacent properties creating pedestrian connections to the Metro station. Additionally, the pedestrian connection along Editors Park Drive will be designed to consider efficient connections to the adjacent school property.”

Comment: The proposal orients a bike trail and sidewalks in order to provide access to the nearby Prince George’s Plaza Metro Station.

(9) To attract an appropriate mix of land uses;

Comment: The staff believes that the existing C-S-C Zone is not an appropriate zone for the property nor is it marketable, considering the amount of retail development already within the transit district.

(10) To encourage uses which complement and enhance the character of the area;

Comment: The proposed rezoning will provide for improved compatibility of the site with the surrounding uses, particularly in relationship to the existing school site to the south of the subject property. The frontage of the development will be designed to facilitate pedestrian movement through the streetscape. The staff recommends that uses that are community-oriented be placed along the frontage of the development along East-West Highway, such as the leasing office and the amenity areas where the residents can have “eyes on the street.”

(11) To insure that developments within the Transit District possess a desirable urban design relationship with one another, the Metro station, and adjoining areas; and

The applicant provides the following discussion in the statement of justification:

“The proposed redevelopment will improve the design relationship between the subject property and the surrounding transit district by allowing for the redevelopment of an existing industrial building with a mixed use transit oriented development.”

Comment: The staff believes that the conceptual site plan should demonstrate that the proposed community will comply with the development district standards and the site design guidelines. The main building located along East West Highway should meet the build-to line requirements and the building should contain any proposed commercial component of the community. Amenities such as a club or community room, fitness center and business center should also be located close to East-West Highway so that the architecture reflects a design with store front features to help create a more urban appearance for the community and provide an active presence along the East-West Highway façade.

Along Editors Park Drive it is important to recognize that this thoroughfare provides vehicular and pedestrian access to Nicholas Orem Middle School, and to the future site of a new elementary school. The building should be set back from this frontage a minimum of ten feet to allow for a landscaped edge along the building and so that the pedestrian is not walking directly next to the interior dwelling units. The frontage might best be treated as a residential street, with special consideration given to the pedestrian and the student population that will be walking along that frontage of the building.

(12) To provide flexibility in the design and layout of buildings and structures, and to promote a coordinated and integrated development scheme.

The applicant provides the following discussion in the statement of justification:

“The Conceptual Site Plan establishes some basic design criteria for the proposed development which will be further refined and developed at the Detailed Site Plan stage in a manner consistent with the TDDP.”

Comment: Staff envisions that the rezoning of the property from the C-S-C Zone to the M-X-T Zone would be a benefit to the community at large. The design phase of the development will be finalized at the time of the DSP proposal. Staff would like to see high quality architecture and landscaping that will be distinctive but also harmonious with the multifamily building located across East-West Highway, in regard to form, color, and materials. Parking should be wholly contained within a parking structure.

Required Findings for a Conceptual Site Plan in the Transit District Overlay Zone as Stated in the Transit District Development Plan

9. The Transit District Site Plan is in strict conformance with any Mandatory Development Requirements of the Transit District Development Plan;

The applicant has not requested any modifications from the development standards for this project.

10. **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria contained in the Transit District Development Plan;**

In regard to the site development, the Transit District conceptual site plan will be consistent with and reflect the guidelines and criteria contained in the Transit District Development Plan as well as can be determined at this time.

11. **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**

The conceptual site plan appears to meet the requirements of the proposed M-X-T zone. The CSP has been reviewed for conformance to the M-X-T Zone. The following requirement warrants additional discussion:

Section 27-545

The base floor area ratio (FAR) for the subject property is 0.40, consistent with Section 27-548(a)(1). As a bonus incentive in the M-X-T Zone, bonus density is permitted where 20 or more dwelling units are provided, which allows for additional gross floor area (GFA) equal to a FAR of 1.0, per Section 27-545(b)(4)(A), for a total of 1.40 FAR permitted. The applicant is proposing 1.40 FAR.

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

The proposed application has been designed so that the buildings front along the East-West Highway (MD 410) streetscape, rather than exposing large expanses of parking in front of the buildings, a goal consistent with promoting the primacy of pedestrians over automobiles. The pedestrian circulation should be of primary concern at the time of the DSP particularly along the frontage of the property and along Editor's Park Drive because of the large number of pedestrian trips that will occur along the frontage. Loading and trash facilities should be located away from either of these primary streets in order to maximize enjoyment of the pedestrian experience passing by the subject development and to maximize the safety of pedestrians.

13. **Each structure and use, in the manner proposed, is compatible with other structures in the Transit District and with existing and proposed adjacent development;**

This issue will be reviewed in conjunction with the detailed site plan when the architectural details will be provided. Conceptual architectural renderings have been submitted and appear to be a quality design, but material designation will be reviewed further at the time of detailed site plan.

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

The subarea will provide residential living and commercial uses, retail shopping, and an animated streetscape with plazas, street trees, planters, and special paving that will be in conformance with the purposes and provisions of the M-X-T Zone. The proposed project will enhance the economic

status of the County and provide an expanding source of desirable living opportunities near the Washington Metropolitan Area Transit Metro. The conceptual site plan promotes the effective and optimum use of transit and other major transportation systems.

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

The proposed project will have an outward orientation with new paving, street furniture, landscaping, lighting, and public spaces. Because of the magnitude of the overall proposed development, it also has the potential to catalyze adjacent community improvement and rejuvenation.

16. **The proposed development is compatible with existing and proposed development in the vicinity;**

The subject application will provide a pleasing streetscape that will complement and enhance the character of the area and promote ridership of transit facilities. The proposed improvements will also upgrade the area by providing a pleasing outdoor environment for those who work in and visit the area.

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

Subarea 7 was anticipated to be developed with a mix of uses. Staff believes that the development should contribute to a stable environment by not competing directly with most of the uses within the nearby Prince George's Plaza shopping center. The proposed residential use will enlarge the existing selection of residential developments in the vicinity and will enhance the quality of and contribute to the vitality of the transit district.

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

The subject application is proposed to be developed as one phase of development

19. **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

This project is pedestrian-friendly and will connect to existing streets in order to create convenient access to the Metro station and the district as a whole.

20. **Conformance to the Prince George’s County Landscape Manual;**

The plan is in general conformance to the 2010 *Prince George’s County Landscape Manual* (Landscape Manual). As a vertically mixed-use development, as proposed on the conceptual site plan, the Landscape Manual requires a building setback from the school property of a minimum of 30 feet with a 20-foot-wide landscape buffer. The plan appears to conform to this requirement. The relationship of the subject site with the property to the west may require a departure at the time of the DSP. The plans appear to indicate that the property directly abuts the Home Depot site and that there is a right-of-way (ROW) within the subject site that would preclude a bufferyard along the western property line. Otherwise, the demonstration of conformance to the Landscape Manual will be required at the time of the DSP.

21. **Referrals:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **The Transportation Planning Section:** The Transportation Planning Section review included a review of the pedestrian and bicycle facilities for the proposed development. In terms of pedestrian and bicycle facilities, access, and circulation, the subject proposal, the Kiplinger Property Conceptual Site Plan, shows several general vehicular “access points,” a “bike trail” abutting the Washington Metropolitan Area Transit Authority (WMATA) property, and an approximately 25 feet wide “pedestrian zone/landscaping” that contains proposed typical sidewalks and landscaping. The graphic and the conceptual site plan in general, indicate the locations of typical sidewalks and landscaping, and the proposed “Typical County Bench with Back,” “Typical County Trash Receptacle,” “Typical County Street Light,” and “Typical Bike Bollards.” The proposal also indicates that the streetscape itself is a special area that will receive special design treatment.

In terms of pedestrian and bicycle facilities, access, and circulation, the applicant’s conceptual site plan proposal does not conflict with the TDDP’s “Required Findings” for conceptual site plans (pages 22-24). The first required finding states that the “Transit District Site Plan” (the CSP proposal) is in strict conformance with any “Mandatory Development Requirements of the TDDP.” (page 23). The Mandatory Requirements of the TDDP can be found in Part III of the TDDP (analysis below).

The following is a list of the *District-Wide Requirements and Guidelines* (page 27), and *Sub-Area Requirements and Guidelines* (page 93) that are applicable to the subject application in terms of Pedestrian Access and Bicycle Facilities. The TDDP contains subsections to achieve the goals. Pedestrian Access and Bicycle Facilities are two “subsections” that are analyzed below. The TDDP also contains *District-Wide Requirements and Guidelines* (page 27), and *Sub-Area Requirements and Guidelines* (page 93).

The TDDP’s Urban Design Goals (page 28) are related to pedestrian and bicycle access and circulation, and related to the overall design character throughout the Prince George’s Plaza Transit District. The goals encourage placement of buildings along East-West Highway (MD 410) so that they “define the space” to create a “pedestrian-friendly” environment, while minimizing views of parking areas. The goals encourage the use of structured parking and the linking up of residential neighborhoods to the Metro station and other uses with a “strong pedestrian network.”

The proposal does not conflict with Urban Design “goals” that are contained in the TDDP, specifically in terms of pedestrian and bicycle facilities, access, and circulation. The District-Wide Requirements and Guidelines contain an Urban Design section where “design goals” are provided in order to “achieve an overall design character throughout the Prince George’s Plaza Transit District.”

Pedestrian Access and Circulation

The TDDP describes a primary, secondary, and tertiary pedestrian system that is part of comprehensive, “well-coordinated pedestrian network” that “promotes transit ridership and provides numerous direct connections to the WMATA station and transit district services...” The proposal includes these pedestrian systems as applicable, and they appear to be adequate for the intended use as described in the context of the Mandatory Development Requirements.

Mandatory Development Requirements S1 thru S6

S1 Primary Pedestrian Walkway

The proposal will not conflict with this Mandatory Development Requirement or the overall design character of the area, and it can contribute to a strong pedestrian network. The proposal shows a primary walkway system on the conceptual site plan that contains sidewalks and sidewalk amenities that are consistent with the TDDP.

S2 Walkways Through Parking Lots

The sidewalk locations provided appear to be adequate for the intended use and they do not conflict with this Mandatory Development Requirement. There are no walkways on the proposal that would extend through any proposed parking lots (which is discouraged). The applicant states that they will address further “walkway design” at the time of detailed site plan. However, the staff recommends that the master plan trail located along the southern property line should be outside of any required landscape buffer, per the 2010 *Prince George’s County Landscape Manual* and that the path also be separate from any vehicular traffic, parking or loading areas.

S3 Well Lit Walkways

The proposed walkway lighting does not conflict with this Mandatory Development Requirement. The application states that all walkways will be lighted to a minimum 1.25-foot candles.

S4 Direct, Safe Pedestrian Links

The proposed sidewalk location on East-West Highway (MD 410), Editor’s Park Drive, and the former Toledo Terrace and details of the sidewalks and bike trail will provide direct linkages between the transit district uses and ultimately to the WMATA station.

S5 Special Paving materials

The proposal for sidewalks on East-West Highway (MD 410), Editor’s Park Drive and the former Toledo Terrace, do not conflict with this Mandatory Development Requirement. The special paving materials will be the subject of the detailed site plan review in the future.

S6 Paving Material at Detailed Site Plan

The proposal for sidewalks on East-West Highway (MD 410), Editor's Park Drive and the Toledo Terrace extended, do not conflict with this Mandatory Development Requirement. Specific paving materials and design will be determined at the time of the detailed site plan review, but should be the same or similar to the paving proposed to the east and west of the subject property.

G1 Minimize Vehicular and Pedestrian Conflicts

The proposal minimizes vehicular and pedestrian conflicts by providing the recommended streetscape on East-West Highway (MD 410) and by minimizing the number of curb cuts along roadways. The proposal also provides a separate bike trail to minimize conflicts between modes of travel.

G2 Barrier-Free Pedestrian Link(s)

The proposal indicates that barrier-free pedestrian walkways will be provided.

S7 Landscape Screens and Buffers, and Pedestrian Safety

It does not appear that any landscape screens or buffers would lessen the safety of pedestrian walkways, but further review will be conducted at the time of detailed site plan to ensure that crime prevention through environmental design (CPTED) techniques will be utilized in planning for landscaping, buffering and screening and trail design.

G3 Landscape Screening

The proposal does not appear to contain any landscaping that would buffer parking areas but further review will be conducted at the time of detailed site plan to ensure that CPTED techniques will be utilized in planning for landscaping, buffering and screening and trail design.

P1 Streetscape Improvements–Phasing

Unless otherwise stated within the Subarea Specific Requirements, each developer, applicant, and the applicant's heirs, successors and/or assigns, shall be responsible for streetscape improvements along the entire length of the property frontage from the building envelope to face of curb. (See Figures 7, 8 and 9. Toledo Terrace: 20-foot pedestrian zone; East West Highway: 40-foot pedestrian zone; Belcrest Road: 20-40-foot pedestrian zone.) These improvements shall be included as part of any application for building or grading permits, except for permits for interior alterations, which do not constitute redevelopment as defined in the previous chapter. No building or grading permits shall be issued without a Detailed Site Plan, which indicates conformance with the streetscape requirements of the TDDP. Construction of the streetscape improvements shall be in phase with development, or the construction schedule shall be determined at the time of Detailed Site Plan.

The application conforms to the required width along the frontage of East-West Highway and the applicant states in the justification statement that "The project will incorporate the standards established for sidewalk design and street lighting at the time of Detailed Site Plan."

S8 All property frontages shall be improved in accordance with figures 7, 8 and 9 in order to create a visually continuous and unified streetscape.

The applicant states in the justification statement that, “Frontage improvement design will be coordinated with other developments at the time of Detailed Site Plan.”

S9 Streetscape Elements

The applicant states that specific brick paving patterns, and other specific design elements, will be the subject of Detailed Site Plan review.

S10 Traffic Lights

The applicant states that there are no new traffic lights proposed with this application.

S11 Limbing Street Trees

The applicant states that trees will be pruned in the future according to the specifications of the TDDP and notes will be required on the DSP to ensure this treatment.

S12 Tree Pits

The applicant states that tree pits will comply with County standards; however, the staff recommends that a continuous planter or structural soils be used for street tree planting as these methods have proved to allow for the maximum amount of soil and promote tree growth.

S13 Street Crossings

The applicant states that “major” street crossings will conform to the County’s standards. Street crossings should be evaluated by the road agency. Street crossing treatments, such as striping and pedestrian refuge island (if applicable) will be the subject of a detailed site plan review in the future. However, aerial photographs seem to indicate that most of the crosswalks are in place, as this area is the route for middle school children attending the Nicholas Orem Middle School.

Figure 8 (Page 32)

The proposal indicates that the typical streetscape will be provided, and the conceptual site plan shows streetscape locations and widths that are consistent with the TDDP diagrams and details, including Appendix A.

Plazas (page 36)

The proposal does not propose any public plazas at this time. If plazas are proposed in the future, the details will have to be addressed as part of a detailed site plan review.

Bicycle Facilities (page 41)

Bicycle Parking, Lighting and Visibility is required and will be addressed at the time of detailed site plan review.

Part IV. Subarea Requirements (page 93)

There is no Subarea requirement directly related to pedestrian and bicycle facilities.

- b. **Conceptual Site Plan Review:** The Transportation Planning Section review of the Conceptual Site Plan (CSP) also included a review of the vehicular systems associated with the project to rezone property and to facilitate a mixed use redevelopment for the subject property. The proposed CSP proposes a mix of uses consisting of approximately 34,200 S.F. of commercial retail/office, and between 580 to 870 residential units in a

four-to six- story building. The submitted CSP also proposes to replace the majority of existing 383 surface parking spaces (identified as exempt parking in the TDDP), with structure parking which are also exempt by TDDP. The plan shows less than 50 surface parking spaces and in two proposed relatively small lots, one along the southern and another along the western property lines to be used mainly for the proposed ground floor retail uses. It is important to note that since the proposed number of replaced surface parking spaces (less than 50) is substantially less than the 383 existing spaces, these surface spaces are deemed exempt from the TDDP requirements. The Prince George's Plaza Transit District, defines "structure parking" as any parking that are incorporated within a building with two or more stories, even if the entire building is not proposed as parking. For such cases, any enclosed parking space that is constructed below, at-grade, or above ground is also considered as "structure parking."

The site is proposed to have two access driveways along Editors Park Drive, a publicly maintained roadway, one along privately maintained and constructed access roadway which intersect East-West Highway (MD 410) directly opposite of its intersection with Toledo Terrace, and a limited right-in/right-out access driveway along East-West Highway (MD 410), approximately 250 feet west of the Editors Park Drive. Since the site's, other access driveways, as noted above, lead to signalized intersections with MD 410, the proposed access driveway along MD 410 is not needed and SHA recommends its elimination to promote a better vehicle traffic operation along MD 410 as well as eliminating a potential pedestrian and vehicle conflict point along the MD 410 primary pedestrian and bike route.

The approved Prince George's Plaza Transit District Development Plan (TDDP) guides the use and development of all properties within its boundaries. The findings and recommendations outlined below are based upon staff evaluation of the submitted site plan and the ways in which the proposed development conforms to the Mandatory Development Requirements and Guidelines outlined in the TDDP. During the preparation of the TDDP, staff performed an analysis of all road facilities in the vicinity of the TDOZ. This analysis was based on establishment of a Transit District-wide cap on the number of additional parking spaces (preferred and premium) that can be constructed or provided in the transit district to accommodate any new development. Pursuant to this concept, the TDDP Plan recommends implementing a system of developer contributions to insure adequacy of the transportation facilities, based on the number of additional surface parking spaces, as long as the authorized total surface parking limits and their attendant, respective, parking ratios (Tables 5 and 6 of the TDDP) are not exceeded. The collected fee will be applied toward the required number of transportation improvements totaling \$1,562,000, as summarized in Table 4 of the TDDP. These improvements are needed to ensure that the critical roadways and intersections in the transit district will remain adequate and will be operating at or above Level-of-Service E (LOS E), as required by the TDDP Plan. Among the most consequential of these are:

- (1) Establishment of a Transit District-wide cap on the number of additional surface parking spaces (3000 Preferred, plus 1000 Premium) that can be constructed or provided in the Transit District to accommodate any new development.
- (2) Implementation of a system of developer contributions. Based on the number of Preferred and Premium new surface parking spaces attributed to each development project, the contributions are intended to recover sufficient funding to defray some of the cost of the transportation improvements as summarized in

Table 4 of the TDDP, and needed to ensure that the critical roadways and intersections in the transit district remain at or above the stated level-of service (LOS).

- (3) Retaining a mandatory Transportation Demand Management District (TDMD). The TDMD was established by the 1992 TDDP plan to ensure optimum utilization of Trip Reduction Measures (TRMs) to combine, or divert as many peak-hour auto trips as possible to transit, and to capitalize on the existing transit system in the district. The TDMD will continue to have boundaries that are coterminous with the transit district. As of this writing, the Prince George's Plaza Transportation Demand Management District (TDMD) has not been legally established under the TDMD Ordinance (now Subtitle 20A, Division 2 of the County Code) enacted in 1993.
- (4) Developing an annual TDMD operations fee based on the total number of parking spaces (surface and structured), each property owner maintains, once the TDMD is authorized.
- (5) Preparation of annual transit district transportation and parking operations analysis for the TDMD, once authorized, to determine whether or not the LOS E has been maintained, and to determine additional trip reduction, transportation and parking management measures that are required to restore LOS E.
- (6) None exempt surface parking on new parking spaces are allocated at the time of detailed site plan approvals, which as noted above is not applicable to this case. Pursuant to P6, it is not necessary to account for the number of surface parking spaces that are deemed exempt or will be constructed as structured parking in each subarea.
- (7) The PG-TDDP identifies the subject property as Subarea 7 of the Transit District. There are 15 subareas in the transit district, two of which are designated as open-space and will remain undeveloped. The proposed site consists of approximately 11.68 acres of land in the C-S-C- Zone. The property is located on the southwest quadrant of the East-West Highway (MD 410) and Editors Park Drive intersection.
- (8) As proposed and fully developed, the site will include approximately 580 to 870 multifamily residential units and 34,000 square feet of retail uses that would generate 210 to 350 AM and 250 to 475 PM peak-hour trips, assuming appropriate reduction for transit use.
- (9) The applicant is proposing to construct mostly structure parking spaces, and less than 50 replacement surface parking spaces. The proposed number of surface parking is significantly less than the exempt surface parking allocated to this subarea by the PG-TDDP.
- (10) For the proposed development levels and the number of projected peak-hour trips, on-site vehicular and pedestrian circulation patterns appear to be acceptable, except for the proposed right-in/right out access driveway along East-West Highway (MD 410), which in the view of staff and the Maryland State Highway Administration (SHA) is not necessary or desirable.

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development as proposed does conform to the circulation requirements of the Prince George's Plaza Transit District Development Plan and to the required findings for approval of the conceptual site plan from the standpoint of transportation, in consideration of the requirements of Sections 27-276 and 27-546 of the Zoning Ordinance, provided that the proposed limited driveway along East-West Highway (MD 410) is eliminated prior to the certification of the concept site plan.

- c. **The State Highway Administration (SHA):** The SHA has reviewed the proposed plans and provided a response on in a letter dated December 20, 2012, from Steven D. Foster to Susan Lareuse. The following comment was included in their review of the CSP:

“Although there is no Access Management Plan along this segment of MD 410, we recommend the possible elimination of direct access to MD 410 as a measure to promote a free flow of traffic along this corridor.”

Staff agrees with the SHA that the proposal to keep the existing access along MD 410 is not desirable, for the reasons stated above as well as reasons other than the impact to vehicle movement along the arterial. The site has adequate access to the arterial at both ends of the block because both of those intersections are signalized. The TDOZ goals emphasize the importance of the pedestrian network within the district as being of primary importance in getting people to the metro and the surrounding uses. Interruptions into the streetscape for vehicular traffic at mid-block locations should be discouraged.

- d. **The Community Planning Division:** The Community Planning Division has reviewed the application and has made the following determinations:

General Plan Conformance—This application is consistent with the 2002 General Plan Development Pattern policies for centers in the Developed Tier and does not violate the General Plan's growth goals for the year 2025, based upon review of Prince George's County's current General Plan Growth Policy Update.

This application is located in the Developed Tier and is in a designated Center (Prince George's Plaza). The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The vision for Centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The application is consistent with the development pattern policies of the 2002 Prince George's County Approved General Plan for regional centers in the Developed Tier. The proposed mix of uses will promote development of mixed residential and nonresidential uses at moderate to high densities and intensities in accordance with Policy 1 on page 50 of the General Plan.

Master Plan Conformance—This application conforms to the land use recommendations of the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*. The application generally conforms to the land use recommendations of the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone*. While the transit district development plan does not specifically identify the intended future land uses for the parcels within the plan area, it does link the allowed/desired uses to the zone. In this case,

the zoning of the property is C-S-C and the permitted uses are generally in conformance with that zone, emphasizing commercial retail and office uses. However, the subject property (Subarea 7) is specifically recommended for consideration of a mixed-use development in the future given its proximity to the Metro station (page 112). The proposed rezoning application conforms to this land use recommendation.

CONCEPTUAL SITE PLAN

Several key design standards of the transit district development plan have not been adequately addressed. The applicant should consider changes to the proposed retail location and frontage design and several improvements to facilitate circulation, pedestrian- and bicycle-friendly design, and open space accessibility.

Design

The proposed right-in/right-out access point on the frontage of the proposed building is problematic from both circulation and urban design perspectives. In regard to the form and design of the proposed building, an access point that nearly bisects the frontage of the building results in a less than ideal front façade treatment that emphasizes automobile access over the pedestrian experience (the latter of which promoted by the sector plan and is more appropriate in a mixed-use, transit-oriented environment).

A free standing building for retail space at the northwest corner is problematic in design and function. A more appropriate solution is to consider lining the entirety of the East-West Highway frontage of the proposed vertical mixed-use building with retail space. This will increase interest and activity in the pedestrian realm at the street level and all retail space in this location will be more readily accessible and visible from the main roadway through the transit district area.

Pedestrian and Bicyclist Circulation

The submitted conceptual site plan drawings do not reflect the bike lane proposed along East-West Highway or the shared use roadway along Editors Park Drive. The plans should be revised to reflect these important elements of the regional transportation network. The plans (especially Sheet 3 of 4, Conceptual Site and Circulation Plan) should also be revised to directly reflect the sidewalk/pedestrian connections along East West Highway and connections from the rest of the property to this sidewalk.

The applicant's statement of justification indicates no crosswalks will be provided spanning East-West Highway, but an existing crosswalk exists at the signalized intersection with Editors Park Drive. The applicant should (a) reflect the presence of this crosswalk on the site plan drawings, and (b) be encouraged to upgrade the existing crosswalk as may be necessary to increase safety for school children and other users. Standard S13 on page 31 requires contrasting paving materials for major pedestrian crossings spanning more than three lanes of traffic.

Open Spaces

The applicant should consider providing one or more publicly accessible squares or plazas in keeping with the overall vision and intent of the transit district development plan and the General Plan for centers in the Developed Tier, particularly if at the time of DSP the applicant decides to increase the FAR and uses the optional method of design as described in Section 27-548 of the Zoning Ordinance. The design of any proposed squares or plazas along the street frontage and the proposed open spaces on the southern portion of the subject site and the relationship of these spaces to the site and adjoining properties should be evaluated at the time of detailed site plan review for conformance with requirements on pages 36-38 of the Transit District Development Plan.

Proposed Focal Points

The applicant has delineated proposed focal points along the streetscape but has not provide a description as to the vision for these spaces. Some indication at the conceptual site plan level would be helpful to better understand these focal points. The design and any pertinent special features of the proposed focal points should be fully expressed at the Planning Board Hearing and further refined at the time of detailed site plan review.

- e. **The Department of Public Works and Transportation (DPW&T):** The approved Stormwater Management Concept Plan 28828-2011-00 for private storm drain construction requires bioretention water quality control on-site. Although this issue will be addressed at the time of detailed site plan, it should be noted that the CSP provided for very little green area on the site for this purpose, considering that many of the green areas shown on the plan will be required for the implementation of a bufferyard along the southern property line. The bioretention should be located outside of the required landscaped buffer and should not be the basis for the granting of an alternative compliance application.
- f. **The Environmental Planning Section:** As of the writing of this technical staff report, the Environmental Planning Section's evaluation is not available.
- g. **Subdivision Review Section:** The property is known as Parcel D-1 and E-1, recorded in land records in Plat Book NLP 140-86 in 1988, which was a minor final plat for which no preliminary plan of subdivision was required. The sole purpose of that plat was to recognize the conveyance of land to a governmental agency and incorporate Outlot A and B into the subject property. The original platting of these parcels was pursuant to Plat Book WWW 34-27 for Parcels D and E recorded in land records in 1959 pursuant to Preliminary Plan of Subdivision 12-2316 (5-59007). The original plat (WWW 34-27) dedicated Toledo Terrace (60-foot-wide right-of-way (ROW)), subsequently Preliminary Plan of Subdivision 4-87229 was approved (PGCPB Resolution No. 87-549) for Outlot A and B, which was the result of the vacation (V-87125) of that portion of Toledo Terrace abutting to the east. In order to incorporate the outlots into abutting lots a minor final plat was approved (NLP 140-86).

Subsequent to the original 1959 plat, Special Exception Applications SE 483 and SE-2122 were approved in 1960 for the property for 177,450 square feet of "industrial plant" use and accessory office (28,000 square feet of GFA). Based on available permit information over 10,000 square feet is shown on previously approved permit plans as "addition not constructed" but aerial photographs show otherwise, that the additions were in fact constructed.

The property has never been used for residential purposes. The 1959 preliminary plan of subdivision file is not available; however, the subsequent use was an industrial plant in the C-S C Zone. This application is for the rezoning of the property to the M-X-T Zone (within the T-D-O-Z) and to redevelop the site with 34,211 square feet of commercial/retail and between 580-870 dwelling units.

Although this is a significant increase in the amount and type of development from that which exists on the property, no preliminary plan of subdivision is required due to an exemption in the Subdivision Regulations which has been grandfathering sites from preliminary plan of subdivision since the 1980's. Specifically, Section 24-111(c)(4) which provides:

(c) A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:

(4) The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.

The applicable plat relating to this exemption for this property is WWW 34-27 for Parcels D and E recorded in land records in 1959 pursuant to Preliminary Plan of Subdivision 12-2316 (5-59007). The subsequent plats were minor and approved as administrative plats to make minor adjustments as described above.

This site is 11.68 acres; ten percent (10%) of the total site area is 50,878 square feet of gross floor area (GFA). This site has an existing building that was constructed prior to 1991 based on aerial photographs and permit history, and the existing building is 205,470 square feet. Therefore, this site is exempt from the Subdivision Regulations (Subtitle 24) notwithstanding that the existing development will be razed. Therefore, the development is not subject to the adequate public facilities regulations and will not be subject to police, fire, or rescue response times, nor will it be subject to pay the Public Safety Surcharge (Subtitle 24). Based on County Council Resolution CR-45-2012 the fee is 2,312 dollars per dwelling unit within the Developer Tier, and would have meant permit fees of between 1.3 and 2 million dollars based on the range of dwelling units proposed with this application.

Recommended Condition: The Subdivision Review Section recommends to the Planning Board that approval of the above referenced plan be subject to the following condition:

- (1) Prior to certificate of approval of the plans:
 - (a) Revise General Note 5 to indicate the number of parcels and reference Parcel D-1 and E-1 as reflected on the record plat NLP 140-86. No increase is permitted to the number of parcels without a preliminary plan of subdivision.

- (b) Revise the bearings and distances as shown on the CSP to be consistent with the record plat (NLP 140-86). All easements shall be accurately reflected on the Conceptual Site Plan.

h. **The Urban Design Section:** The Urban Design Section notes that other M-X-T-zoned properties within the Prince George’s Plaza Transit District include requirements that relate specifically to the subarea. In this rezoning case, staff has the opportunity to provide the Planning Board and District Council with input regarding similar requirements and guidelines that reflect a consistent treatment of all M-X-T-zoned properties within the transit district.

The following requirements are common to the other M-X-T-zoned subareas within the Transit District and should be considered for appropriateness as conditions for the development of the subject property. Following each of the requirements below is a discussion of the appropriateness for the subject property:

The minimum building height shall be 6 stories for residential development.

This requirement is on each of the three properties that border the Metro station. Since the subject property is at the opposite end of the transit district, and the plan envisioned a stepping down of buildings as the development progresses away from the WMATA metro station, the proposed building height of three to six stories should be allowed to be reduced to four stories, but encouraged to be higher.

The minimum building height for uses other than residential shall be 4 stories

This application incorporates the retail component into the design of the residential building. The CSP proposes commercial structures less than four stories; therefore, the staff is recommending that at the time of DSP that the commercial uses be incorporated into the larger massing of the primary residential building on the site on the first floor.

The maximum building height shall be 16 stories for all uses.

The proposal is for a three- to six-story building; however, the height restriction should apply to the property, in case the applicant wants to build a taller building in the future.

Three bedroom units shall be permitted only when developed as condominiums.

The application does not disclose at this time the breakdown of the number of units with the bedroom count shown. This type of information is generally shown at the time of the detailed site plan review. This condition should be a requirement on the subject property.

The proposed architecture shall be enduring, high quality and distinctive.

This type of information is generally shown at the time of the detailed site plan review. This condition should be a requirement on the subject property.

Rental residential units shall provide an increase in luxury through architectural features, building construction and added amenities to the site and units.

This type of information is generally shown at the time of the detailed site plan review. This condition should be a requirement on the subject property.

All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge unless they are providing short-term parking for ten cars or fewer.

This type of information is generally shown at the time of the detailed site plan review. This condition should be a requirement on the subject property.

The Urban Design Section has reviewed the conceptual architectural renderings for the project and finds that the proposal should be modified at the time of DSP to do the following:

- (1) The architecture should be revised to eliminate the proposal for a single-story building at the corner of East-West Highway (MD 4100 and Toledo Terrace extended). This location is ideal for a commercial component on the site, but the suggestion of the concept drawing that a single-story building is proposed at the corner is inappropriate in a transit oriented development. The commercial space should be on the first floor beneath residential dwelling units above, for a minimum height of four stories above the commercial space.
- (2) The architectural elevations for the development should be considerate of the pedestrian streetscape, particularly along East-West Highway and Editors Park Drive. These two roadways will facilitate most of the pedestrian movement to the metro and to the school(s) located to the rear of the subject property. As such, the relationship of the building to the streetscape should be such that the commercial space will have windows and provide for, and contribute to an attractive streetscape. Structured parking should be wrapped with residential units along these important thoroughfares to keep eyes on the streets. Reasonable setbacks with intervening green areas will be encourage along Editor's Drive at the time of DSP as well.
- (3) The architectural elevations should indicate that the exterior courtyard spaces will be designed in such a way that the residents can see into the courtyards. Again, parking structures should be lined with residential units so that the courtyards become active spaces for use by the residents, and perhaps these areas will also provide for outdoor play areas for children as well.

- i. **The City of Hyattsville:** As of the writing of this technical staff report, the City of Hyattsville has not provided comment on the plan.

- j. **Department of Parks and Recreation (DPR):** The staff of the Department of Parks and Recreation (DPR) has reviewed the above-referenced conceptual site plan application for conformance with the requirements and recommendations of the *Approved Transit Development Plan for Prince George's Plaza Transit District Overlay Zone*, the Land Preservation and Recreation Program for Prince George's County and current zoning regulations as they pertain to public parks and recreation.

The Prince George's Plaza Transit District Overlay Zone includes the following goals for parks and recreation:

- (1) To provide parks, recreation facilities and programs to respond to the needs of residents and employees of the transit district.
- (2) To develop facilities that are functional, safe and sensitive to the surrounding environment.
- (3) To protect and conserve public open space and natural resources.
- (4) To utilize alternative methods of park acquisition and facility development such as donation and mandatory dedication.

The mandatory development requirement related to parks and recreation states:

P34 At the time of Preliminary Plat of Subdivision or Conceptual or Detailed Site Plan, the Department of Parks and Recreation (DPR) will review the site plan related to the development's impact on existing public parkland and recreation facilities and the need for additional parkland and recreational facilities. Any residential development shall meet the mandatory dedication requirements of the County Subdivision Ordinance (Subtitle 24).

The applicant has requested a rezoning of property to allow for a high-density mixed-use development. The Mandatory Development Requirements in the *Approved Transit Development Plan for Prince George's Plaza, Transit District Overlay Zone* allow for DPR to apply Subtitle 24-134 of the Subdivision Regulations at the time of Preliminary Plat of Subdivision or Conceptual or Detailed Site Plan.

Based on the F.A.R. and Site Development Tabulations on the plans, the development will be predominantly residential (more than 90 percent of the total development). The applicant's plan proposal indicates that 580-870 multifamily residential units will be constructed as part of the development. Based on current development range listed, the

proposed development will generate a projected population between 1,400 to 2,100 new residents to the community. Section 24-134(a)(1) of the Subdivision Regulations requires that in a residential subdivision, 15 percent of the land shall be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC) when the density exceeds 12 dwelling units per acre. The proposed density based on this range of residential units would range from 50 to 74 dwelling units per acre, thus the requirement for Mandatory Dedication would equate to 1.75 acres of land.

The subject property is not adjacent to any existing M-NCPPC owned property. The surrounding parks and recreation facilities include:

- (1) Northwest Branch Stream Valley Park—approximately one quarter of a mile to the northwest.
- (2) Heurich Community Park—approximately one quarter of a mile to the west.
- (3) Prince George’s Plaza Community Center—approximately three quarters of a mile to the northeast.

DPR is of the opinion that Mandatory Dedication is the most desirable method for achieving the goal of providing adequate public parkland and facilities for the future residents of this development.

As noted earlier, the proposed development is in close proximity to The Prince George’s Plaza Community Center which is the oldest M-NCPPC owned and operated community center in our system. The Community Center is in need of expansion, especially given the projected growth of population in the Prince George’s Plaza Transit District Overlay Zone area. The Community Center is located at the eastern edge of the T-D-O-Z in Subarea 2. The Department of Parks and Recreation (DPR) has recently acquired additional property for the eventual reconstruction and expansion of the Community Center. A combination of funding for the expansion of the Community Center and the provision of outdoor recreational facilities maybe the method to provide for the future recreational needs of this development.

The Department of Parks and Recreation (DPR) is in agreement with the statements in the applicant’s Justification Statement (for P34) and conclude that a more detailed evaluation of the Parks and Recreation standards should be performed at time of detailed site review. The current plan contains a range of potential uses and lists a range for the density that is proposed. With the submission of the detailed site plan, DPR suggests that the applicant utilize two of the goals for parks and recreation of The Prince George’s Plaza Transit District Overlay Zone:

- (1) To provide parks, recreation facilities and programs to respond to the needs of residents and employees of the transit district.

- (2) To utilize alternative methods of park acquisition and facility development such as donation and mandatory dedication.

In order to meet the needs of public parks and recreation for the high density residential development proposed, with the next Plan submission the applicant should meet with DPR to develop a mutually acceptable Parks and Recreational Facilities Package. The Parks Recreational Facilities Package should include a combination of Private Recreational and Facilities and fee to facilitate the expansion of the Prince George's Plaza Community Center. This Parks and Recreational Facilities Package will meet the requirements of Mandatory Parkland Dedication.

Recommendations: The Department of Parks and Recreation (DPR) recommends to the Planning Board that approval of the above-referenced plan be subject to the following condition:

- (1) Prior to the submission of the detailed site plan, the applicant shall meet with the Department of Parks and Recreation (DPR) to develop a mutually agreeable Parks and Recreation Facilities Program for the community to include the following:
 - (a) Fees to facilitate the expansion and renovation of the Prince George's Plaza Community Center and the provision of adequate private outdoor recreational facilities; and
 - (b) The fees shall be equal to or greater than the value of the 1.75 acres of land that would otherwise be required under Section 24-134(a), Mandatory Parkland Dedication.

22. As required by Section 27-276(b)(1) of the Zoning Ordinance, the CSP will represent a most 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, if approved with conditions.

23. Section 27-276(b)(4) of the Zoning Ordinance provides the following required finding for approval of a conceptual site plan:

The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.

The Environmental Planning Section is still analyzing the proposal. As of the writing of this technical staff report, no comments have been submitted.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends that the District Council APPROVE the rezoning of the Kiplinger Property from the C-S-C Zone to the M-X-T Zone; and furthermore that Conceptual Site Plan, CSP-11002, for Kiplinger Property, be APPROVED, subject to the following conditions:

1. Prior to signature approval of the conceptual site plan (CSP), the plans shall be revised to:
 - a. Include the following notes on the plans:
 - (1) The maximum building height shall be 16 stories for all uses.
 - (2) The minimum building height shall be four stories for residential development.
 - (3) Commercial uses shall be located on the first floor of the primary building on-site.
 - (4) Three-bedroom units shall be permitted only when developed as condominiums.
 - (5) The proposed architecture shall be enduring, of high quality, and distinctive.
 - (6) Rental residential units shall provide an increase in luxury through architectural features, building construction, and added amenities to the site and units.
 - (7) All surface parking lots shall be screened from view of roadways by the use of both a low, opaque wall and an evergreen hedge unless they are providing short-term parking for ten cars or fewer.
 - b. Demonstrate conformance to Section 4.7 of the 2010 *Prince George's County Landscape Manual*.
 - c. Eliminate direct access to East-West Highway (MD 410).
 - d. Reflect the presence of any crosswalks around the perimeter of the site on the CSP
 - e. Revise General Note 5 to indicate the number of parcels (2) and reference Parcel D-1 and E-1 as reflected on the record plat NLP 140-86. No increase is permitted to the number of parcels without a preliminary plan of subdivision.
 - f. Revise the bearings and distances as shown on the CSP to be consistent with the record plat (NLP 140-86). All easements shall be accurately reflected on the conceptual site
2. Prior to the submission of the detailed site plan (DSP), the applicant shall meet with the Department of Parks and Recreation (DPR) to develop a mutually agreeable Parks and Recreation Facilities Program for the community.

3. Prior to the approval of a DSP, the plans shall include the following:
 - a. Architectural features that contribute to the identification of the Transit District, such as flagpoles or other vertical features, signage or architectural treatment that contributes to a sense of place and recognition that one is entering the Prince George's Plaza Transit District Overlay Zone.
 - b. Provide an architectural design that makes a visual statement at the east and west corners of the East-West Highway elevation by means of prominent corners such as towers or other distinct forms.
 - c. Increase the minimum building height (to five stories) and massing with the goal of achieving a more densely built, compact environment on the site, with commercial use on the first floor.
 - d. A Parks and Recreation Facilities Program shall include fees equal to or greater than the value of the 1.75 acres of land that would otherwise be required under Section 24-134(a) of the Mandatory Parkland Dedication to:
 - (1) Facilitate the expansion and renovation of the Prince George's Plaza Community Center by determination of appropriate fees and identification of appropriate deadlines for payment of such fees;
 - (2) Provide adequate private on-site outdoor recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines* and allocate appropriate and developable areas for the private recreational facilities.
 - e. Provide for an upgrade of the existing crosswalk as may be necessary to increase safety for school children and other users as required by S13 on page 31 requiring contrasting paving materials for major pedestrian crossings spanning more than three lanes of traffic.
 - f. Provide for the design and any pertinent special features of the proposed focal points proposed along East-West Highway (MD 410) as shown on the CSP.
 - g. The bio-retention shall be located outside of the required landscaped buffers and shall not be the basis for the granting of an alternative compliance application.
 - h. All outdoor activity areas shall be designated on the plans. A Phase II noise study shall be submitted that addresses noise mitigation for the outdoor activity areas and necessary building materials to mitigate indoor areas.