THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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PGCPB No. 15-27

File No. DPLS-417

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed DPLS-417, Kiplinger Property, Phase I, Expedited Transit-Oriented Development Project, requesting a reduction in the number of loading spaces for the multifamily development in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on March 26, 2015, the Prince George's County Planning Board finds:

1. **Request:** The applicant requests a reduction in the number of loading spaces for the multifamily development through the submission of an application for a departure from the number of parking and loading spaces (DPLS-417). This application was filed concurrently with Detailed Site Plan DSP-14010.

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Residential Multifamily
Acreage	11.68	Lot 1=3.63, Parcel 1=4.95, Parcel 2=1.50, Road Dedication=1.60
Units	0	352
Lots	2	1 lot
Parcels	0	2
Gross Floor Area/Sq. Ft.	205,470 sq. ft. To be demolished	Residential 384,918 sq. ft.
Floor Area Ratio (FAR)	0	0.7

OTHER DEVELOPMENT DATA

Parking Requirements per the TDDP

Uses	Maximum # Spaces
Residential Multifamily	393
Total	393
of which spaces for the physically handicapped	11

Parking Spaces Provided	
Standard	405 (Structured Parking)
Regular spaces for the physically handicapped	9
Van-Accessible spaces for the physically handicapped	2
Total	416
Loading Spaces Required (Section 27-582)	**2**
Multifamily (1 space / 100–300 DUs plus	2
1 space each additional 200 DUs or fraction above 300 units)	
Provided	**1***
Bicycle Parking Spaces per the TDDP	
Site-by-site analysis	No specific number
Provided	7

Notes: *Section 27-583 of the Zoning Ordinance governs off-street loading space requirements for development in the Mixed Use–Transportation Oriented Zone. It provides a three-step method of loading space calculation and allows shared loading spaces among different uses. The Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone does not have any standards for loading spaces. See Finding 7(e) below for more discussion of loading space arrangements.

3. **Location:** The subject property is identified as Subarea 7 of the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* (Prince George's Plaza TDDP/TDOZ). The overall site consists of approximately 11.68 acres of land in the Mixed Use–Transportation Oriented (M-X-T) Zone and is located on the south side of East-West Highway MD 410), at the southwest corner of the intersection of East-West Highway (MD 410) and Editors Park Drive, within the City of Hyattsville and Planning Area 68. The specific site proposed as Lot 1 for the multifamily development is 3.63 acres in size.

4. **Surrounding Uses:** Proposed Lot 1 is located north of the Nicholas Orem Middle School, west of the Giant grocery store and the Washington Metropolitan Area Transit Authority (WMATA) property, and east of the Home Depot property. To the north of the property, across East-West Highway (MD 410), is the Post Property, which is a multifamily development, also known as Toledo Terrace, a bank, and the Prince George's Plaza Shopping Center.

5. **Previous approvals:** The overall 11.68-acre site was previously occupied by 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 1992 Transit District Development Plan for the Prince George's Plaza Transit District rezoned the property from the Light Industrial (I-1) Zone to the M-X-T Zone. The Prince George's Plaza TDDP/TDOZ rezoned the subject property from the M-X-T Zone to the Commercial Shopping Center (C-S-C) Zone, at the property owner's request. In accordance with

the applicant's testimony at the Prince George's County Planning Board hearing for Conceptual Site Plan CSP-1102, the reason the rezoning occurred in 1998 is that the existing building was designed to contain uses that were not allowed in the M-X-T Zone. Long-term leases of tenants in the building caused difficulty in transforming the structure to uses allowed within the M-X-T Zone.

On June 17, 2013, CSP-11002 was approved by the Prince George's County District Council with 12 conditions and one consideration. That action included a rezoning of the property from the C-S-C Zone to the M-X-T Zone.

6. **Design Features:** The DSP proposes to adjust the current configuration of the existing two parcels for the overall 11.68 acres of land, in order to create a lot to support the proposed multifamily structure and the associated parking garage. The plan also proposes access for the multifamily building through public dedication, in the form of a public street which is located at the rear of the proposed development, parallel to East-West Highway. The street will serve the property and will connect Editors Park Drive with Toledo Terrace extension.

The applicant is proposing a total of 352 multifamily dwellings comprising of 71 studios, 115 one-bedroom, 148 two-bedroom, and 18 three-bedroom units. In addition, a new parking structure and a private access road are proposed. The subject property is approximately 1,000 square feet away from the Prince George's Plaza Metrorail station. The property has frontage along the existing East-West Highway (MD 410), an arterial road with an approximate 120-foot right-of-way. The property also has frontage along Editors Park Drive, which is a local road. Access to this development site is from the proposed building and recreational facilities.

Building and Recreational Facilities

The proposed building is a complex consisting of two courtyards with a parking garage in the west courtyard. The parking garage is wrapped on the east-west sides by multifamily buildings, on the south side by a new street, and on the north side by the west courtyard. Vehicular access to both the building and the garage is provided by the new street to the rear that is connected to Editors Park Drive to the east.

The building complex is five stories high and the parking structure has six levels for 405 spaces. The sixth story of the parking garage is not visible, as it is behind the main building. The building design is of a contemporary style with tower features raised to six stories at the four major corners of the building. The elevation is designed to be divided vertically through employment of vertical sections that are further identified via different projections, materials, and color tones. Additional features, such as recessed balcony, and various material panels are also used to increase the visual interest of the elevations. The building is finished with a combination of various color bricks and cementitious panels.

The building elevations are designed in a prominent three-part composition. The renderings provided by the applicant show a balance of various façade elements that create an interesting streetscape along both East-West Highway and Editors Park Drive. The rear elevation fronting the

proposed new street where the parking structure is located needs additional decoration. The renderings of the courtyards show a similar treatment of building elevations. However, given the size of the renderings, it is difficult to identify the various building materials. A condition has been included the Recommendation section of this report to require the applicant to provide a brick or masonry material percentage for each of the four major elevations, to be reviewed and approved by the Urban Design Section as designee of the Planning Board.

The subject DSP includes private on-site recreational facilities and amenities to be used by the future residents. Each building complex is designed as a self-sufficient unit with recreational facilities and amenities outside (in the two courtyards, east courtyard and west courtyard) and inside the building. In addition, the applicant also agrees to contribute $150,000, to be applied to meet park needs in the site's vicinity.

The applicant is committed to implementing green building and sustainable practices in its properties for the benefit of its residents, the community, its lenders, and investors. The applicant has built and operated several LEED projects throughout the country. It is envisioned that the subject project will be constructed to LEED Silver standards. Through the use of sustainable construction techniques and the use of energy efficient appliances, the applicant's typical project reduces the residents' carbon footprint by roughly 280 tons per year. Residents use 900,000 gallons less water per year and save $1.6 million in energy costs over a 20-year period.

In addition, the site qualifies for many LEED and sustainable practices by virtue of compliance with the State of Maryland and Prince George's County stringent regulations for stormwater management, proximity to mass transit, and redevelopment of an existing site with no removal of substantial green areas. Many of the materials salvaged from the demolition of the building will be recycled on-site or sorted and recycled off-site as permissible.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) Projects, and the requirements of the T-D-O Zone of the Zoning Ordinance:

   a. The proposed multifamily residential development is a permitted use.

   b. The DSP application is also in conformance with additional regulations of the M-X-T Zone as follows:

      Section 27-544. Regulations.

      (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General

(Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The plan has been reviewed in accordance with the above Section of the Zoning Ordinance.

Section 27-548. M-X-T Zone.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development -- 0.40 FAR; and

(2) With the use of the optional method of development -- 8.00 FAR.

The density proposed is well below the maximum allowed. The density increment factor that has been utilized in this DSP to achieve the proposed FAR is Factor 4 of Section 27-545, Optional Method of Development, as follows:

(4) Residential use.

(A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.

With the utilization of the factor above, the applicant has achieved a 1.4 FAR because the plan proposes more than 20 more dwelling units, for a total of 1.0 FAR added to the base FAR of 0.4.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

The proposed overall development consists of multifamily, townhouse, and two-family dwellings as allowed by Section 27-290.01 of the Zoning Ordinance and will be implemented in three phases.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering issues have been reviewed along with DSP-14010.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject plan includes two lots, with the multifamily structure proposed on Lot 1. The multifamily structure has frontage on East-West Highway and Editors Park Drive.

8. **Departure from Parking and Loading Standards DPLS-417**—Section 27-583, Number of spaces required in M-X-T Zone, of the Zoning Ordinance contains requirements for determining the total number of loading spaces, as follows:

(a) The number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.

(b) The number of off-street loading spaces required shall be calculated using the following procedures:

(1) Determine the number of loading spaces normally required under Section 27-582.

(2) Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.

(3) The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).

The applicant has provided one loading space calculation with this DSP by following the above requirements. The off-street loading spaces required by the Zoning Ordinance for the multifamily development are two spaces. The applicant has filed a departure from the number of loading spaces required, DPLS 214, processed concurrent with this application.

9. **Transportation**—The Planning Board finds that the proposed amendment to the approved conceptual site plan, the request from departure from the required parking and loading requirements, and the proposed detailed site plan will meet the circulation requirements of the Prince George's Plaza TDDP/TDOZ, and Sections 27-548(c)(1)(D) and 27-290.01(a)(1)(B) of the Zoning Ordinance.

Review Comments for the Request from Parking and Loading Requirements
The application as a companion to the proposed DSP, has submitted a departure from parking and loading standards application (DPLS-417), and proposes to provide only one loading space as opposed to the two loading spaces required for the proposed 352 multifamily units per Section 27-582 of the Zoning Ordinance.

A detailed review of the proposed multifamily building layout, its proposed access configuration, and since the first floor frontage of the proposed building along East-West Highway and Editors Park Drive do not include any access to these roadways, The Planning Board concurs with applicant's assertion that granting of the requested departure is consistent with the required proposes and sufficiently address the required findings of Section 27-588(b)(7).

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application.

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo, Bailey, and Hewlett voting in favor of the motion, with Commissioner Washington temporarily absent, at its regular meeting held on Thursday, March 26, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of April 2015.

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department

Date 4/7/2015

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SL:rpg