



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 15-105

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File No. DSP-14010-01

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on October 1, 2015, regarding Detailed Site Plan DSP-14010-01 for Kiplinger, Phase II, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) application proposes a residential development including 86 townhouse units and 40 two-over-two dwelling units, for a total of 126 units.
2. **Development Data Summary:**

Zone(s) Use(s)	EXISTING M-X-T/T-D-O Printing facility	APPROVED M-X-T/T-D-O Single-family attached Two-family attached
Acreage	8.03	8.03
Units	126	126
Townhouse	86	86
Two-family	40	40
Lots	86	86
Parcels	1	13
Gross Floor Area/Sq. Ft.	205,470 (Demolished)	244,592
Floor Area Ratio (FAR)	0	0.48

OTHER DEVELOPMENT DATA

Parking Requirements per the TDDP

Uses	
Single-Family and Two-Family Residential (M-X-T)	168 (Preferred Ratio 1.33/Unit)
Total	168

Parking Spaces Provided

2 spaces per dwelling unit	252*
On-street Parking (Road 'A')	23
Off-street Surface Parking	38
Of which Regular spaces for the physically handicapped	2**
Of which Van-Accessible spaces for the physically handicapped	1
Total	61***

Loading Spaces Not Required

Architectural Data

Base Finished Area (sq. ft.)

Townhouse

Clarendon (2-car, 16-footer)	1,862
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Two-over-two models

Matisse (Lower level unit, 1-car, 24-footer)	1,606
Picasso (Upper level unit, 1-car, 24-footer)	2,617

Notes:

* Structured Parking is exempt from the Parking Requirements of the TDDP

** Parking space for the physically handicapped is required only for parking compounds. Two parking spaces for the physically handicapped should be identified on the detailed site plan. A condition has been included in the Recommendation section of this report to require the applicant to revise the plan to show those spaces.

*** The parking space number shown does not include parking in the garage of each unit and those parking on the driveway to each unit. Total number of parking spaces within the garages are 212 and the total number of parking spaces within the driveway is 40.

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 MD 410 and Editor's Park Drive, within the City of Hyattsville, Planning Area 68 and Council District 2. The specific site of 8.03 acre is Phase II of the larger development that is located mainly to the west and south of

Phase I which is an approved multifamily development on Lot 1. The subject property is approximately 1,000 linear feet from the Prince George's Plaza Metro Station.

4. **Surrounding Uses:** Proposed development on Lot 2, which has been further subdivided into 86 townhouse lots and one parcel, is located to the west and south of the approved multifamily project on Lot 1. The townhouse section is located to the south of the multifamily building across public Street A. To the east of the townhouse section is Editor's Park Drive, to the south is Nicholas Orem Junior Middle School in the R-55 (One Family Detached Residential) Zone and Washington Metropolitan Area Transit Authority (WMATA) property in the O-S (Open Space) Zone and to the west is an existing driveway to the Home Depot Store in the C-S-C (Commercial Shopping Center) Zone. The proposed two-family dwelling section is located to the west of the multifamily building. To the north of the two-family dwelling section is East-West Highway (MD 410), to the west is Toledo Terrace extension (providing access to the Home Depot Store), and to the south is Public Road 'A.'
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 1998 update to the Prince George's Plaza TDDP 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-11002, 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. On May 12, 2015, the District Council approved an amendment to CSP-11002 to eliminate the previously approved retail use on the site, to reduce total number of multifamily dwelling units, to add townhouses and two-family dwellings, (PGCPB Resolution No. 13-20(A) and to revise the layout for the subject development project, known as Lots 1 and 2 of the Kiplinger Property. In accordance with PGCPB Resolution No. 13-20(A) on the same day, the District Council also approved Detailed Site Plan DSP-14010 (PGCPB Resolution No. 15-26) for an Expedited Transit-Oriented Development (ETOD) that consists of a 352-unit multifamily project known as Phase I with eight conditions. The site has an approved Preliminary Plan of Subdivision 4-14013 for 86 fee-simple townhouses and one parcel for 40 two-family dwelling units. The site also has an approved Stormwater Management Concept Plan 33013-2-14-01, which is valid through June 9, 2018.
6. **Design Features:** The proposed Phase II development in this DSP occupies the rest of the site to the west and south of the approved multifamily building in Phase I, as approved in Detailed Site Plan DSP-14010. The DSP consists of 86 townhouse and 40 two-family dwellings. The

two-family dwellings section has frontage on East-West Highway and Toledo Terrace extension; and the townhouse section has frontages on Public Road 'A' to the north, Toledo Terrace extension to the west, and Editor's Park Drive to the east. Public Road 'A' is a secondary public street parallel to East-West Highway and was approved with Detailed Site Plan DSP-14010 connecting Toledo Terrace extension and Editor's Park Drive. The majority of the access points to both the townhouse section and the two-family dwelling section are through Public Road 'A.' The townhouse section has two additional access points; one from Toledo Terrace extension and from Editor's Park Drive.

Architecture

The Clarendon, which has a total base finished area of 1,862 square feet with a two-car garage is proposed as the townhouse model with this DSP. This model provides a two-car garage in which the spaces are tandem within the 16-foot-wide first floor of the unit. The townhouses included in this DSP are all four stories, with a roof-top terrace and asymmetric pitch roof. Ironwork railings have been used extensively for both the roof balcony and the Juliette balcony. A total of 15 building sticks are proposed. The front elevation of each townhouse building stick is pre-designed with varied architectural features. The building is finished with a combination of brick, cementitious panels and metal panels with architectural features such as brick soldier course window tops and sills, crowned cornice, and color schemes that blend with the multifamily and two-family dwellings. Rear elevations of the townhouse sticks include a cantilever balcony (at the second floor) and are finished with cementitious siding. All end unit elevations have brick as the predominant finish material and cementitious or metal panels are also used strategically to enhance visual interest of the elevations.

Two models, the Picasso and the Matisse, for the two-family dwellings, have a total base finished area of 2,617 and 1,606 square feet, respectively. The Picasso is the upper-level unit with a one-car garage. Matisse is the lower-level unit with a one-car garage. A total of five building sticks of the two-family dwellings are arranged to form a parking courtyard with a single row of parking in the middle of the parking compound for visitors' parking. All buildings are four stories with a flat roof and are designed in a contemporary architectural style that is consistent with the approved multifamily building to the east in terms of color schemes, finish materials and design features. A roof top terrace and rear balcony are main design features for outside use. Special attention has been paid to the architectural elevations of the two-family buildings located at the corner of the East-West Highway (MD 410) and Toledo Terrace extension. An elevated cornice marks the corner with an accent color scheme. A monumental sign is proposed to create an entrance feature at that prominent location. All end unit elevations are finished predominantly with brick and synthetic/metal panels that create a very impressive appearance. For those two-family dwellings facing East-West Highway, a two- to three-foot-high brick wall, with approximately four-foot high columns, with aluminum square tube fence panel has been used to define a semi-private space between the public sidewalk along East-West Highway and the main entrance to each unit.

A mid-block pedestrian connection has been proposed between the approved multifamily building and the proposed two-family dwellings section of this DSP. This mid-block connection not only provides a short walk for future residents to access East-West Highway, but also provides access to

eight two-family dwellings units within this section of the DSP. A six-foot-wide sidewalk with a grid pattern, brushed concrete panel, bollard lighting and landscaping has been provided. An additional three decorative light poles are also provided.

Green Building Techniques

The DSP proposes green technology with four main components: efficiency, comfort, quality and environment to achieve a greener and sustainable development. Specifically, the applicant plans to achieve efficient energy, water and other resources consumption, to protect occupant health and reduce waste, to prevent pollution and environmental degradation under a "built-smart" scheme. At the site level, the DSP intends to increase density and connectivity to the Prince George's Plaza Metrorail Station and adjoining neighborhoods, to use water more efficiently as to landscaping, and to efficiently control stormwater runoff. At the building level, the application includes efficient building envelope design to conserve energy and increase insulation, as well as selection of eco-friendly building materials. At the appliance level, Energy Star appliances and HVAC system are also used.

Signage and Lighting Fixture

Two monumental signs have been included in this DSP. As shown on the signage plan, one monumental sign is located at the corner of MD 410 and Toledo Terrace extension. The other monumental sign is located at the corner of Public Road 'A' and Editor's Park Drive. The sign with text "Editor's Park" on a precast sign panel that is nested into a brick wall is part of the entrance feature.

Lighting fixtures including street lights, lights in public open space and parking area as well as bollard lights along the mid-block sidewalk with varied heights have been proposed in this DSP. All lighting fixtures are full cut-off luminaires.

Recreational Facility

At the time of Preliminary Plan of Subdivision 4-14013 approval, the Planning Board decided that the applicant pay certain amount of fee-in-lieu of dedication of park land to fulfill the public recreational requirements for the proposed development. The Planning Board also identified an on-site recreational facility package of no less than the dollar amount of \$50,000.00 for the development included in this DSP. The applicant proposes a tot-lot in the townhouse section in a location between townhouse Buildings I and J. A multipurpose play station, three spring animals, in addition to several benches and a sand box, have been shown in the tot-lot. A sand box is not recommended due to safety and hygienic concerns.

A condition has been included in this resolution to require the applicant to replace the sand box with other recreational facilities. In addition, several spaces labeled as mews between two rear-loaded townhouses are designed as passive recreational green open spaces with siting areas and sidewalks. A dog park is also included in the DSP.

According to the cost estimate submitted by the applicant during the review of DSP, the total dollar amount of all on-site recreational facilities (including the dog park) is approximately \$142,000 which exceeds the required amount as discussed above.

COMPLIANCE WITH EVALUATION CRITERIA

7. **1998 Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone:** The 1998 TDDP establishes overall planning area-wide T-D-O Zone standards and standards at the subarea level to guide the development around the Prince George's Plaza Metro Station; The TDDP has divided the planning area in two 13 subareas. The subject site is located within Subarea 7 of the TDDP. The application as proposed in this DSP complies with all applicable T-D-O Zone standards. However, the following two area-wide mandatory T-D-O Zone standards warrant discussion as follows:

S25 All lighting shall have a minimum level of 1.25 footcandles, and shall be provided for all outdoor spaces, plazas, parking lots, etc., for the safety and welfare of all users.

The applicant agrees to provide the minimum 1.25 footcandles for the lighting level for all parking areas and pedestrian zones by providing a photometric study. This condition must be fulfilled prior to certification of this DSP.

S33 Afforestation of at least 10 percent of the gross tract shall be required on all properties within the Prince George's Plaza Transit District currently exempt from the Woodland Conservation and Tree Preservation Ordinance. Afforestation shall occur on-site or within the Anacostia Watershed in Prince George's County, with priority given to riparian zones and non-tidal wetlands, particularly within the Northwest Branch sub-watershed.

At time of Detailed Site Plan DSP-14010 approval for Phase I, the application included an amendment to Conceptual Site Plan (CSP) for the entire Kiplinger property. The applicant requested an amendment to this standard based on the fact that the subject property is exempt from the woodland conservation requirements. The applicant proposed to meet this criterion via the use of tree canopy coverage, which has been done before other projects within the TDDP. The Planning Board approved and the District Council affirmed the amendment request to S33 to allow the applicant to use tree canopy coverage (TCC) instead of the afforestation to meet the ten percent requirement. This DSP shows a requirement of 34,979 square feet of TCC and provides 57,200 square feet.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, and the requirements of the T-D-O Zone of the Zoning Ordinance:

- a. The proposed townhouse and two-family residential development are permitted uses in the M-X-T Zone.
- 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. Since the site is within the Prince George's Plaza T-D-O Zone, applicable T-D-O Zone standards governing off-street parking, signage and landscaping will be used in this review. For those requirements not specifically modified by the T-D-O Zone standards, the respective regulations in the Zoning Ordinance will govern.

Section 27-547(d)

- (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, (no abutting property in the MXT zone) the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**

At time of the CSP amendment, which was approved as a companion case with Detailed Site Plan DSP-14010 under Expedited Transit -Oriented Development Project provisions, the Planning Board found that in accordance with Section 27-290.01(b)(2) for ETOD, this project meets the following for the mixed-use zones:

- (b) **As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:**

- (2) provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,**

By the approved Conceptual Site Plan CSP-11002, the Planning Board found that the ETOD legislation was designed to override the normal TDOZ/MXT requirements. Section 27-290.01(a)(3) was intended to deal with this where it states, "all other applicable requirements and procedures in this subtitle for Detailed Site Plans, combined Comprehensive Design and Specific Design Plans including amendments to existing plans, not inconsistent with this Section, shall apply to Detailed Site Plans ... for which an applicant seeks expedited review under this Section." Therefore, all regular provisions which are inconsistent with the ETOD provisions are superseded by ETOD. Since the CSP revision is companion to Detailed Site Plan DSP-14010 and other future DSPs are within the limits of the boundary of the CSP, it is reasonable to find that the language of Section 27-290.01(b)(a) also applies to this application.

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.**

At the time of Conceptual Site Plan CSP-11002-01 approval, the total density approved for this Kiplinger Project through the optional method of development is 1.4 FAR due to utilization of density increment Factor 4 that allows increases in FAR by 1.0 due to the proposal of more than 20 dwelling units. Phase I was approved for FAR of 0.77. The current DSP includes approximately 244,592 square feet of GFA in accordance with the applicant's plan that translates to a FAR of 0.48. The FAR for the entire Kiplinger Project on the 11-68 acres of land is 1.24, and is within the allowable FAR threshold (1.40) under the optional method of development.

- (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 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 two phases. The DSP satisfies this requirement because a mix of uses exists in the adjacent areas of this project.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows a proposed layout for Lot 2 and, once the DSP is approved, it will be the guide for the development of the subject site.

- (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 this DSP. Finding 12 below provides a detailed discussion on the plan's conformance with the applicable landscaping requirements.

- (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 DSP includes a two-family dwelling section consisting of 40 units and a townhouse section consisting of 86 fee-simple townhouse lots on both sides of Public Road 'A' as previously approved in both the CSP-11002-01 and Preliminary Plan of Subdivision 4-14013. The DSP shows the lotting patterns, street patterns and all access points as authorized pursuant to Subtitle 24.

- c. Loading in the M-X-T Zone is required in accordance with Section 27-583. However, there is no loading requirements in T-D-O Zone standards. M-X-T requirements govern this site. Since only single-family and two-family residential units are included in this DSP, there is no loading need for provision of any loading spaces in this DSP.

9. **The requirements of Conceptual Site Plan CSP-11002 and the revision:** Conceptual Site Plan CSP-11002 covers entire Kiplinger Property including Lots 1 and 2 of approximately 11.68 acres which was approved by the District Council on June 17, 2013, subject to 12 conditions.

The amendment to Conceptual Site Plan CSP-11002 was approved by the Planning Board on March 26, 2015 as a companion to the Detailed Site Plan DSP-14010 approval in accordance with Expedited Transit Oriented Development DSP provisions. The amended District Council's Order allows removal of the previously approved retail use, reduction of multifamily dwelling units, and addition of townhouses and two-family dwelling units with 13 conditions (addition of one new condition). The conditions that are applicable to the review of this DSP are discussed as follows (note that the underlining denotes the amended language of the Conceptual Site Plan CSP-11002):

1. **Prior to acceptance 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.**

In a memorandum dated September 1, 2015 (Sun to Zhang), the DPR recommends to the Planning Board approval of this DSP with a recreational facility package consisting of on-site private recreational facilities and a previously approved condition of the Preliminary Plan requires fee payment to the Maryland-National Capital Park and Planning Commission (M-NCPPC) to fulfill the recreational facility obligation required by Subtitle 24, Subdivision Regulations. The site plan provides for a tot-lot. This condition has been satisfied.

2. **Prior to 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.**

The proposed architecture for both single-family attached and two-family buildings are acceptable in terms of quality, design, and articulation. The buildings are designed to be harmonious with the approved multifamily buildings in Phase I. Prominent corners along the East-West Highway (MD 410) have been satisfactorily addressed. Both the Planning Board and the City of Hyattsville are satisfied with the architecture included in this DSP.

- c. **The requirement for mandatory dedication (P34) and/or fee-in-lieu will be determined at the time of DSP review.**

This requirement has been met at time of Preliminary Plan of Subdivision 4-14013 approval.

- d. **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 or as otherwise approved by SHA/DPW&T.**

A contrasting paving material (brick) has been provided for all major pedestrian crossings, but will be subject to the approval of the authorizing agencies.

- e. **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.**

Tower elements complemented with prominent color scheme have been utilized to treat focal points on the elevation designs for those highly visible locations along East-West Highway. This requirement has been satisfied.

- f. **The location of the Environmental Site Design (“ESD”) facilities shall not be the basis for the granting of an alternative compliance application to reduce the required tree canopy or required landscaping. This condition shall not preclude the applicant from applying for alternative compliance generally at the time of detailed site plan.**

An amendment to TDOZ Standard 33 (S-33) was granted in the prior approval of Conceptual Site Plan CSP-11002 for the Kiplinger Project to allow the applicant to provide ten percent tree canopy coverage instead of the required afforestation. Both the two phases provide more than ten percent canopy coverage on the sites. An Alternative Compliance application (AC-15005) was approved with Preliminary Plan of Subdivision 4-14013 to reduce the Section 4.7 bufferyard along the site’s southern property line that has no relationship with ESD facilities.

- g. **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.**

A required noise study has been submitted with this DSP. A fully equipped tot-lot has been provided in the space between two townhouse buildings that provide shielding from the noise generated from the East-West Highway.

3. **Prior to approval of the detailed site plan, the landscape plan and/or hardscape plan shall show the location of all trash receptacles.**

The location of all trash receptacles has been shown on both DSP and the landscape plan.

4. **Prior to acceptance of the detailed site plan, the plans shall include notes and a detail regarding the stenciling of storm drain inlets with “Do Not Dump – Chesapeake Bay Drainage.”**

The notes and detailed stencil of storm drain inlets have been provided in the coversheet of the DSP.

5. **At the time of the detailed site plan, the plans shall demonstrate how the ten percent afforestation requirement for S33 of the TDDP will be met.**

The landscape plan shows the required ten percent Tree Canopy Coverage (TCC) for this site has been completely met via provision of the landscaping trees on this site. A total of 34,979 square feet is required and the plan provides a total of 57,200 square feet.

8. **The applicant shall revise the site plan to include additional enhancements at the corner of Editors Park Drive, which may include public art or more traditional streetscape elements.**

As discussed previously, the portion of the site at the corner of Editor's Park Drive was included in the multifamily development also known as Phase I of Kiplinger project and has been satisfied under Detailed Site Plan DSP-14010.

9. **Prior to the acceptance of the DSP, the plans shall reflect the unmitigated 65dBA Ldn noise contour in accordance with the CSP.**

The DSP satisfies this condition.

12. **Prior to acceptance of the DSP, the stormwater management concept plan and letter shall be revised to reflect a site layout consistent with the proposed DSP and stormwater management techniques.**

The DSP satisfies this condition. A new SWM Concept Plan 33013-2014-01 has been submitted with this DSP that will be valid through June 9, 2018.

13. **Prior to signature approval of the CSP-11002, the submitted CSP be revised to incorporate the following:**

- a. **A direct high quality pedestrian walkway with active streetscape that would extend from MD 410 (East- West Highway) to the proposed internal east-west roadway (depicted on submitted DSP as Public Road "A"), along the proposed boundary of the multifamily and proposed condominium. The exact configuration and alignment of this walkway must be included for review in the DSP for the proposed condominiums, and**
- b. **Provision and designation on the submitted CSP of pedestrian walkways (at minimum on the side with minimum driveway conflicts), along all alley ways/ private streets with townhouse frontages. The exact configuration and location of these walkways must be included for review in the DSP for the proposed townhouse units.**

A mid-block pedestrian path of six feet with lighting and special paver has been provided on the DSP in the location as identified on the CSP. The pedestrian path is acceptable. A minimum four-foot-wide sidewalk system has been included in the DSP for those located as required by the above Condition 13(b).

The subject DSP is consistent with the approved Conceptual Site Plan CSP-11002.

10. **The requirements of Preliminary Plan of Subdivision 4-14013:** The Planning Board approved the Preliminary Plan of Subdivision that covers the entire 8.03-acre property on May 14, 2015, subject to 22 conditions and includes an Alternative Compliance application AC-15005 and Variance application from Section 27-548 (h). Permit related conditions will be enforced by the respective agencies at time of permit issuance. The conditions that are pertinent to the review of this DSP warrant discussion as follows:

2. **Development of Phase 2 (86 townhouse lots) shall be in conformance with Stormwater Management Concept Plan 33013-2014-00, approved February 23, 2015, and any subsequent revisions.**

A Stormwater Management Concept Plan 33013-2014-01 has been submitted with this DSP that is in conformance with this condition.

3. **An approved stormwater management concept plan to be submitted for the development of Phase 3 (Parcel 2) prior to approval of the DSP for that phase.**

This DSP covers the remaining property of Kiplinger and has consolidated the previously envisioned Phase 2 (townhouses) and Phase 3 (two-family) in to one DSP.

5. **Prior to signature approval of the detailed site plan (DSP), the applicant shall provide documentation of concurrence to the public utility easement (PUE) layout shown on the DSP from the applicable utility providers, or provide a PUE in conformance with Section 24-128(b)(12) and Section 24-122(a) of the Subdivision Regulations, and reflect that adjustment on the DSP.**

The applicant will provide documentation prior to certification of this DSP.

6. **Prior to approval of a detailed site plan (DSP), the site plan and the landscape plan shall provide the following, unless a revised Alternative Compliance application or departure is approved with the DSP:**

- a. **The full amount of required plant material, as demonstrated in the attached alternative compliance landscape plan exhibit, shall be provided in the Section 4.7 bufferyard along the southern property line.**

- b. **The plant material sizes shall be shown as follows: shade trees at 3- to 3.5-inch caliper, ornamental trees at 2.5- to 3-inch caliper, evergreen trees at 8 to 10 feet in height, and shrubs at 24 to 36 inch spread.**
- c. **A note provided on the plan indicating that existing trees and/or vegetation retained in fulfillment of the requirements of Section 4.7 shall not contain invasive species.**
- d. **Tree species within the 4.7 buffer shall be determined.**
- e. **Details of a fence system along the southern property line where feasible, in regard to existing easements.**
- f. **Trees and fencing outside of the Washington Metropolitan Area Transit Authority (WMATA) permanent underground easement, unless evidence is provided that WMATA concurs with the location within the easement.**

The DSP shows a reduced Section 4.7 bufferyard along the site southern boundary line where the Washington Metropolitan Area Transit Authority (WMATA) train track and the Board of Education's (BOE) Nicholas Orem Junior High School are located. The landscape plan reflects what was previously approved in the Alternative Compliance (AC) application companion case to Preliminary Plan of Subdivision (PPS) 4-14013. No revision to the previously approved AC is proposed with this DSP. The landscape plan shows the required planting materials and caliper sizes. Various planting species have been shown in the landscape schedules that serve the buffering purposes. Fence details are also provided on the detail sheet. The proposed fence is a sight-tight wood fence that needs to be replaced with a low maintenance/durable fence. No fencing is shown within WMATA's easement. The landscape plan is consistent with this condition. A condition to require low-maintenance non-wood, composite fence to replace the proposed wood fence prior to certification has been included as a condition of this resolution.

7. **The DSP landscape plan and/or hardscape plan shall show the locations of the additional trash receptacles on-site in accordance with the requirements of S31 of the Transit District Development Plan.**

Trash receptacles in appropriate locations have been shown on both the DSP and landscape plan. Standard (S31) is a mandatory development requirement that requires at the time of DSP, the number of trash cans and location shall be shown on the plan. The DSP satisfies this condition.

8. **The DSP shall include notes and a detail regarding the stenciling of storm drain inlets with "Do Not Dump – Chesapeake Bay Drainage" with the submission. Prior to the issuance of the first grading permit, a copy of the sediment and erosion**

control plan containing notes and details regarding the same stenciling shall be submitted.

A detailed storm drain stencil as required by this condition has been provided on the coversheet of the site plan. The submittal requirement at time of grading permit will be enforced by the Department of Permitting, Inspections and Enforcement (DPIE).

- 9. Prior to approval of the DSP for Phase 2, a Phase II noise study shall be submitted addressing mitigation for all proposed outdoor activity areas and dwelling units within the unmitigated 65 dBA Ldn noise contour.**

A Phase II noise study has been submitted with this DSP. This Phase II analysis stated that only 29 units would need architectural and material modifications to reduce the interior noise levels of 45 dBA Ldn. A review by the Environmental Planning Section (Schneider to Zhang) concludes that based on the applicants proposed construction materials, reviewed with this noise study, interior noise for the impacted 29 lots will be mitigated to less than 45 dBA Ldn. The remaining townhouse units would not need any structural or material changes for noise intrusion as the standard construction materials will adequately address interior noise levels. In addition, an analysis was completed on the outdoor areas in reference to noise levels and it was determined that this proposed development will have outdoor noise levels below 65 dBA Ldn.

- 10. Prior to the approval of the DSP, the vibration study dated February 6, 2015 for the Kiplinger property, shall be amended to identify the proposed lots that may be impacted by vibration levels that exceed the Federal Transit Authority's impact level for residential buildings.**

A revised vibration analysis dated August 3, 2015, has been submitted by the applicant. The analysis concludes that the vibration levels that the proposed residences will be exposed to will not result in structural damage. The vibration levels may cause "slight annoyance due to feelable vibration within the buildings." Vibration levels on different floors of the residences may be higher than those measured in the ground as wood structures typically amplify vibration levels such that vibration increases with building height; however, even with this amplification, the vibration analysis concludes that vibration levels will be well below the limits for structural damage.

In order for future residents to learn the possible vibration nuisance associated with some units within the development before they purchase a unit in Phase II, a Vibration Environment Disclosure Notice in a form approved by the Planning Board, should be included as an addendum to the contract for sale of any townhouses and/or two-family dwelling units affected by vibration in the Kiplinger Project. In addition, prior to final plat approval, the Declaration of Covenants for the property, in conjunction with the formation of a homeowners' association, shall include language notifying all future contract purchasers of homes in the community of the possible vibration nuisance associated with

the WMATA train activity to the south of the property. The Declaration of Covenants shall include the Vibration Environment Disclosure Notice. At the time of purchase contract with home buyers, the contract purchaser shall sign an acknowledgment of receipt of the Declaration. The liber and folio of the recorded Declaration of Covenants shall be noted on the final plat.

21. **At the time of detailed site plan for Phase 2 (86 townhouse lots), the development shall be reviewed for architectural and landscaping elements that create hierarchical variation within the private street and alley system.**

A total of 86 townhouses has been proposed on the remaining property south of public Road 'A.' The townhouse community is accessed mainly from Road 'A' and with additional two access points off Editors' Park Drive and Toledo Terrace extension respectively. A combination of private streets and alleys to access each dwelling unit directly. Townhouse buildings are arranged appropriately along each private street and alley to create a unified community. Attention has been paid to both architectural design and landscaping to create a livable and sustainable community. The layout and street system of the townhouse section is acceptable.

22. **Total development shall be limited to 126 attached residential dwelling units. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision.**

This DSP proposes 86 townhouses and 40 two-family dwelling units, for a total of 126 units.

11. **The requirements of Detailed Site Plan DSP-14010:** The Planning Board approved the Detailed Site Plan DSP-14010 for Lot 1 for 352 multifamily dwelling units on March 26, 2015 (PGCPB Resolution No 15-26), subject to eight conditions. The District Council affirmed the Planning Board's approval on May 12, 2015 with eight conditions. Since that approval is for Phase I, and this current DSP is for Phase II, the remaining (Kiplinger Property), no specific conditions attached to Detailed Site Plan DSP-14010 are applicable to the review of this DSP.
12. **The 2010 Prince George's County Landscape Manual:** The 2010 *Prince George's County Landscape Manual* (Landscape Manual) serves as the requirement for landscaping in the community. According to the Prince Georges' Plaza TDDP, all properties within the transit district shall satisfy the requirements of the landscape manual in addition to the Mandatory Development Requirements and Site Design Guidelines listed on page 30, which is S7, regarding application of landscape screen and buffers. The landscape plan meets this requirement.

At time of approval of the Preliminary Plan of Subdivision (PPS) 4-14013, the Planning Board also approved an Alternative Compliance application for relief (AC-15005) from the requirement of Section 4.7, Buffering Incompatible Uses, along the WMATA property and the Prince George's

County Board of Education property located to the south of the Kiplinger Project. The landscape plan reflects the approved AC and does not require any revisions.

The proposed residential development in the DSP is subject to other requirements of the Landscape Manual including Section 4.1, Residential Requirements for townhouses and two-family dwelling; Section 4.3 (c) Parking Lot Requirements; Section 4.9, Sustainable Landscaping Requirements, and Section 4.10 Street Trees Along Private Rights-of-Way of the Landscape Manual.

- a. **Section 4.1-2 Residential Requirements for Townhouses:** The DSP has a total of 86 townhouse units. A total of 129 shade trees and 86 ornamental/evergreen trees are required. The landscape plan provides 129 shade trees and 86 ornamental/evergreen trees that meets the requirements.
- b. **Section 4.3 (c)(2) Parking Lot Interior Planting Requirements:** This section of the Landscape Manual requires that a certain percent of the parking lot be used as an interior planting area. The DSP includes one parking area that is larger than 7,000 square feet. The parking lot is approximately 14,431 square feet in size and eight percent of the parking lot should be interior planting area. The landscape plan provides 8.8 percent of the parking lot as interior planting area and with one shade tree for every 300 square feet of the interior planting area. The landscape plan meets the requirement.

The landscape plan also shows a landscape strip in accordance with Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements, along the southern property line. Since the adjacent property is an incompatible use, Section 4.7 requirements should govern the landscaping along the boundary line. The applicant should revise the Section 4.3 schedule to remove any reference to Section 4.3(c)(1). A condition has been included in this resolution to require the revision to the Landscape Plan schedule sheet prior to certification of this DSP.

- c. **Section 4.9, Sustainable Landscaping Requirements:** This section of the Landscape Manual requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The landscape plan provides 83 percent native shade trees, 83 percent native ornamental trees, 82 percent native evergreen trees, and 89 percent native shrubs and therefore meets the above requirements.

- d. **Section 4.10-1 Street Trees along Private Street:** This section of the Landscape Manual requires that one tree every 35 linear feet of the frontage excluding driveway openings be equal to 25 street trees. The landscape plan provides 25 street trees that meet the requirements.
13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because, although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland and has no previously approved tree conservation plans.
- a. During the CSP-11002 review, a Type 1 Tree Conservation Plan (TCP1-059-03-01) was submitted, but not required. This plan noted that the site had no on-site requirements per the WCO, but had to plant trees in accordance with the amendment to S33 discussed below as part of the TDDP/TDOZ requirements.
 - b. A Natural Resource Inventory Equivalency letter, NRI-090-11, in conformance with the environmental regulations was issued on April 25, 2011 and submitted with the current application. The site contains less than 10,000 square feet of woodlands and an off-site ephemeral stream to the south of the site. The ephemeral stream is not subject to the current environmental regulations.
 - c. The DSP is subject to the Woodland Conservation–Mandatory Development Requirements of the TDDP, specifically Standard S33 as follows:

S33 Afforestation of at least 10 percent of the gross tract shall be required on all properties within the Prince George's Plaza Transit District currently exempt from the Woodland Conservation and Tree Preservation Ordinance. Afforestation shall occur on-site or within the Anacostia watershed in Prince George's County, with priority given to riparian zones and nontidal wetlands, particular within the Northwest Branch Sub-watershed.

The site is required to provide ten percent afforestation either on-site or within the Anacostia Watershed. At time of CSP approval along with Detailed Site Plan DSP-14010, an amendment was approved for allowing the applicant provide ten percent tree canopy coverage planting to fulfil this requirement. The submitted DSP/landscape plan has demonstrated that the project now meets the required on-site afforestation with ten percent tree canopy coverage plantings throughout the project area.
14. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 34,979 square

feet. The subject application provides a schedule showing that 57,200 square feet has been met through the proposed on-site tree plantings.

15. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—The DSP application conforms to the land use recommendations for mixed-use development as identified in the 1998 *Approved Transit District Development Plan for the Prince George's Plaza Transit District Overlay Zone* (Prince George's Plaza TDDP/TDOZ). The development site is located in an *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035) designated Regional Transit Center and a new downtown for Prince George's County. The vision for the Regional Transit Center for the Prince George's Plaza area is to have the County's planned future employment and residential growth in these medium-to high density area.

The Planning Board also identified concerns related to previously requested amendment to minimum gross living space required for townhouses of 1,250 square feet and sidewalks along Editor's Park Drive to be widened to be consistent with those approved for Phase I.

The applicant updated the minimum finished base floor area for the proposed townhouses to 1,862 square feet with two-car garage. A condition has been included in this resolution to make sure that the sidewalks of the same width, as approved in Phase I, be continuous along the site's frontages on Editor's Park Drive.

- b. **Subdivision**—The Planning Board reviewed the mid-block sidewalk connection between East-West Highway (MD 410) and Public Road A and open spaces between Lots 28–30 and Lots 41–66 and concluded that the DSP is consistent with previously approved 4-14013. The Planning Board approved this DSP with three subdivision-related conditions that have been included in this resolution.
- c. **Environmental**—This property is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it contains less than 10,000 square feet of existing woodland and has no previously approved tree conservation plans.
- d. **Transportation**—The proposed revision to the approved Detailed Site Plan DSP-14010 will meet the circulation requirements of the Prince George's Plaza TDDP, and Sections 27-548(c)(1)(D) and 27-290.01(a)(1)(B) of the Zoning Ordinance, provided that the applicant add pedestrian walkways (at minimum on one side) and along all alley ways/private street with townhouse development.

During the review of the related Conceptual Site Plan (CSP-11002) and the Detailed Site Plan (DSP-14010), the Planning Board concurred with the submitted statement of

justification's assertion that "the proposed a mix of moderate- and high-density residential uses within the entire subject site, which is within a quarter-mile from a heavy rail metro station, would help to reduce auto dependency and roadway congestion" provided that adequate attention is provided to pedestrian movements and needs within the entire site. The Planning Board further found that:

- (1) **A direct high-quality pedestrian walkway with active streetscape that would extend from East-West Highway (MD 410) to the proposed internal east-west roadway (depicted on submitted DSP as Public Road 'A'), along the proposed boundary of the multifamily and proposed condominium. The exact configuration and alignment of this walkway must be included for review in the proposed condominiums and**
- (2) **Provision and designation on the submitted CSP of pedestrian walkways (at minimum on the side with minimum driveway conflicts), along all alley ways/ private streets with townhouse frontages. The exact configuration and location of these walkways must be included for review in the DSP for the proposed townhouse units.**

While the submitted plan includes a high quality pedestrian walkway connection with active streetscape and lighting extending south from MD 410 to the proposed main east-west roadway, it lacks the provision of sidewalk along all proposed alleyways/private streets serving the townhomes. The plan and submitted justification statement propose to construct sidewalks only in selected locations.

The approved 1998 *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 evaluation of the submitted site plan and the way in which the proposed development conforms to transportation and parking Mandatory Development Requirements (MDRs) and Guidelines outlined in the TDDP.

One of the purposes of this TDDP is to ensure a balanced transportation and transit facilities network. Therefore, and for the purpose of assessing transportation needs, the Planning Board analyzed all of the transportation facilities serving the District. This analysis indicated that the primary constraint to development in the District is vehicular congestion. To this end, the plan identified and required ways to reduce the number of vehicle trips to and from the transit district, particularly the congestion caused by the Single-Occupant Vehicle (SOV) trips that should be converted to trips taken on the available transit service. As result, the TDDP addresses transportation adequacy by managing the surface parking supply by recommending a number of policies and the establishment of maximum surface parking ratios and maximum surface parking caps, while providing full exemption to the amount of structure parking in any of the related TDDP's mandatory requirements associated with the parking and transportation adequacy.

Among the most consequential of these policies are: (1) the establishment of a District-wide cap on the number of additional surface parking spaces (3,000 Preferred, plus 1,000 Premium) that can be constructed in the Transit District, (2) the implementation of developer contributions based on total number of Preferred and Premium surface parking spaces proposed for any planned development, to be applied toward the funding of the recommended transportation improvements, and (3) the establishment of the authorized mandatory Transportation Demand Management District (TDMD), when deemed appropriate by the District Council in accordance with the requirements of Subtitle 20A of the County Code.

Status of Surface Parking in the Transit District

Pursuant to the Planning Board's previous approvals of detailed site plans in the Transit District, the unallocated and still available Preferred and Premium surface parking spaces in the Transit District for each class of land use are:

	RESIDENTIAL		OFFICE/RESCH		RETAIL		TOTAL	
	PREF.	PREM	PREF.	PREM	PREF.	PREM	PREF.	PREM
TDDP Caps	920	310	1,170	390	910	300	3,000	1,000
Subarea 1	(178)						(178)	
Subarea 4					(121)		(121)	
Subarea 6					(72)		(72)	
Subarea 9					(321)		(321)	
Subarea 10A			(82)		(191)	(15)	(273)	(15)
Unallocated	742	310	1,080	390	205	285	2,035	985

Note: The allocation or availability of preferred and premium surface parking spaces does not change in the transit district by any subsequent amendments to an approved detailed site, provided the requested amendment is not proposing an increase in the number of approved or exempt surface parking in each subarea. The figures shown above does not include the number of structure parking spaces that are built, or are planned to be constructed in each subarea, as they are deemed exempt pursuant to the requirements of Mandatory Development Requirement (MDR) P6.

Detailed Site Plan Findings

The PG-TDDP identifies the subject property as Subarea 7 of the TDOZ. There are 15 subareas in the TDOZ, two of which are designated as open-space and will remain undeveloped. The applicant proposes to augment the proposed garage parking spaces with total of 61 surface parking spaces, which some would be constructed as on-street surface spaces. The proposed 61 surface parking spaces is substantially less than the 382 exempt surface parking spaces that existed on the subarea at the time of TDDP approval. Therefore, the approval of the proposed DSP revision, as submitted, would not result in any changes to the unallocated Preferred and Premium surface parking spaces stated in the table above.

Vehicular access to the proposed residential units will be provided from the proposed "Public Road A". In conformance to the TDDP recommendations and per SHA and DPW&T requirements, the DSP correctly shows no direct vehicular access driveways along the property's frontage onto East-West Highway or Editor's Park Drive. Among the TDDP required findings for detailed site plans is the provision of pedestrian and vehicular circulation systems, and parking and loading areas that, "Maximize safety and efficiency and are adequate to meet the purposes of the TDOZ." The TDDP transportation objectives require modifications to the street and road network to "improve the flow of traffic within and through the transit district and the surrounding areas", that includes existing commercial retail to the west, and residential neighborhoods to the north and west of the site generating many school age pedestrian commuters that would be using the proposed Road 'A' to gain safe access to the existing schools south of the site. For these reasons, the Planning Board requires provision of additional sidewalks along streets within the townhome development.

The Planning Board included a condition to make sure that appropriate pedestrian connections are in place, while eliminating repetition of the pedestrian paths, in order to reduce the impervious area throughout the development.

- e. **Trails**—The proposal is consistent with the purposes of the M-X-T zone and it does not conflict with the Mandatory Development Requirements or the Site Design Guidelines contained in the 1998 *Prince George's Plaza Approved Transit District Development Plan for the Transit District Overlay Zone*.

The proposal includes these pedestrian systems on MD 410 and along the new roadway, as applicable, and they appear to be adequate for the intended use (described below in the context of the Mandatory Development Requirements).

Based on the preceding analysis, and in terms of pedestrian and bicycle use, the Planning Board concludes that the proposal is consistent with the purposes of the M-X-T Zone. The development will be conveniently located along East-West Highway and will be accessible to the Prince George's Plaza Metro Station and the Northwest Branch Trail. The projects submitted generally fulfill the intent of the TDDP and provides pedestrian and bicycle facilities on the property.

- f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated September 1, 2015, DPR recommended to the Planning Board approval of this DSP with two conditions on provision of on-site private recreational facilities to be reviewed by the Development Review Division (DRD) and a fee payment of \$50,000 to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for future recreational facilities in the project area as approved in the Preliminary Plan of Subdivision 4-14013.

Private on-site recreational facility provided with this DSP include a tot-lot and several passive recreational sitting areas. The siting and location of the facilities are acceptable. The fee amount as approved in the preliminary plan of subdivision will be paid to M-NCPPC.

- g. **Prince George's County Health Department**—The Environmental Engineering/Policy Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Kiplinger and has the following comments/recommendations:

- (1) Indicate the noise control procedures to be implemented during the construction phase of this project. No construction noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- (2) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

The two suggestions above will be added as notes to the subject DSP application.

- (3) Indicate how the project will provide for pedestrian access to the site by residents of the surrounding community. Scientific research has demonstrated that a high quality pedestrian environment can support walking both for utilitarian purposes and for pleasure, leading to positive health outcomes. As well, indicate how development of the site will provide for safe pedestrian access to amenities in the adjacent communities.

Maximize the connectivity and provision of the safe pedestrian environment as one of the main features of this DSP. Sidewalks have been provided along almost all roadways within the development and along the site's frontage on all public roadways. In addition, a mid-block pedestrian walkway located between the multifamily building and the two-family dwellings has been provided and pedestrian paths within the townhouse section have also been provided. Through sidewalks along the East-West Highway, Toledo Terrace extension, Editor's Park Drive, and Roadway 'A,' the residents can safely walk to the rest of the Prince George's Plaza area and to the Metro Station.

- (4) There is presently one market/grocery store with a one-half mile radius of this location. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.

It should be noted that a Safeway grocery store is also under construction within one-half mile of the subject site and will open prior to the construction of the proposed multifamily building.

- h. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated July 30, 2015, DPIE provide a comprehensive review of the proposed DSP including comments on roadway improvements and permitting, compliance with the DPW& T's utility policy, conformance with DPW&T street tree and lighting standards, sidewalks, storm drain, stormwater management, etc. DPIE noted that the proposed public roadway does not meet the County's standards and needs to be revised. Comments from DPIE are provided for the applicant's consideration and will be enforced at the time of permitting by DPIE.
- i. **The City of Hyattsville**—The City of Hyattsville, in a letter dated August 4, 2015 to the Planning Board Chair, Elizabeth Hewlett, provided four comments regarding provision of street furniture along East-West Highway, a pocket park, a variance to allow a minimum 1,250 square feet of gross living space, the roof pattern of the proposed condominium building, and street names that reflect the printing history of the site.

The applicant is no longer request a variance with this DSP. The minimum gross floor area (GFA) of the smallest unit provided in this DSP is approximately 1,618 square feet. The roof of the condominium has been changed to flat roof for those two-family dwellings along the East-West Highway. The Planning Board supports the idea to use street names to reflect the history of the area and also support any additional furniture to be provided wherever it is feasible. A condition has been included in this resolution to require additional furniture prior to certification of this DSP.

- j. As of the preparation of this resolution, the following agencies had not offered any comments on the subject application:

Prince George's County Police Department
Prince George's County Fire/EMS Department
Washington Metropolitan Transit Authority (WMATA)
Maryland State Highway Administration (SHA)
Washington Suburban Sanitary Commission (WSSC)
Verizon
Potomac Electric Power Company (PEPCO)

16. Required Findings for approval of a Site Plan in the Transit District Overlay Zone as stated in the Section 27-548.08 (c) are also cross-referenced in Prince George's Plaza Transit District Development Plan. However, the Prince George's Plaza TDDP also established slightly different findings for approval of conceptual and detailed site plans in the M-X-T Zone within the TDOZ as follows:

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

The DSP will provide single-family attached and two-family residential living, an animated streetscape, 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 WMATA Metro. The DSP also helps promote the effective and optimum use of transit and other major transportation systems by provision of easy pedestrian connections to and from the Metro Station to the development.

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542 of the Zoning Ordinance, as follows:

Section 27-542. Purposes.

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The larger development scheme proposes to develop a site within one-half mile of the Prince George's Plaza Metro Station, along East-West Highway, with a residential development consisting of multifamily, two-family dwellings, and townhouses. The property is located in the regional transit center for the Prince George's Plaza metro area as stated in the Prince George's County Growth Policy Map of Plan Prince George's 2035. The vision for the regional transit center is to promote the County's planned growth and mixed-use development around the Prince George's Plaza Metro Station area. This DSP is the second phase of the larger Kiplinger Project and will further expand desirable living opportunities for the County citizens.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

Plan Prince George's 2035 identifies the Prince George's Metro Station area as one of three priority investment districts in the County. The Prince George's Plaza TDDP calls for mixed-use development uses at the proposed site location. This DSP is a larger development scheme that proposes various residential use and provides for a public street that will connect Toledo Terrace extension to Editor's Park Drive, providing an alternative east/west connection that currently does not exist in this area of the transit district.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The proposed development plan takes full advantage of the development potential inherent in the M-X-T Zone with a proposed 0.48 floor area ratio (FAR) for the portion of the site included in this DSP (Lot 2). For the overall site, the average FAR will be approximately 1.24. This application will conserve the value of the site and maximize the potential inherent in the M-X-T Zone.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The subject site is located approximately 1,000 feet away from the metro station. The existing mix of uses in close proximity of the site includes a middle school and an elementary school, a grocery store, and the Prince George's Plaza Shopping Center. This location is so well served with existing opportunities that it is imaginable that a person would not even need an automobile to access the Prince George's Plaza Metro Station and the other commercial and institutional uses adjacent to the site.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The proximity of the site to a variety of institutional and commercial uses will encourage activity in the area by the future residents as they conduct their everyday business and leisure activities.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

Conceptual Site Plan CSP-11002 (as revised) proposes three residential dwelling types for the overall property. The three building types and pods of development blend the horizontal uses together through the common streetscape in a harmonious way. This DSP includes single-family attached and two-family units that will provide more housing opportunity within the area.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The use included in the Phase II of the overall site development are single-family and two-family residential. The original DSP proposed multifamily residential uses. Upon completion of this project, Kiplinger will provide a variety of housing types in the community to create a dynamic functional relationship and a distinctive visual identity.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This DSP represents the Phase II of the Kiplinger development. The site design of the subject DSP features quality living and comparatively high-density development to promote optimum land utilization. The developer will adopt "built-smart" principles to achieve four goals with this development that includes efficient use of water and energy and minimize waste and use innovative SWM techniques among other green building techniques to be use in this project.

- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**

The amended CSP eliminated the retail component that was previously proposed for the development, partly due to the market in the areas with the shopping center located directly across East-West Highway. Further, the amended CSP proposes attached dwellings for the remainder of the

development, which is also in response to the current market conditions. This DSP represents the Phases II and III that provides additional two housing types. Various housing types will provide desired flexibility for the development.

- (10) **To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning. (CB-84-1990; CB-47-1996; CB-78-2006)**

The DSP proposes architecture that has been reviewed by the Planning Board and the City of Hyattsville, and has been found to be acceptable.

2. **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 revitalization.

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

The subject application will provide a development 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 pleasing streetscapes along East-West Highway, Toledo Terrace extension and Editor's Park Drive.

4. **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, where the site is located, was originally anticipated to be developed with a mix of uses. The amended Conceptual Site Plan CSP-11002 pursuant to PGCPB Resolution No. 13-20(A) included a variance. The revised mix of residential uses 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 uses will enlarge the existing selection of residential opportunities in the vicinity and will enhance the quality of and contribute to the vitality of the transit district.

5. **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 Phase II and III of the large Kiplinger development that will allow for effective integration into the existing community.

6. 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. Sidewalks are provided on both sides of all main streets and roadways. Additional pedestrian paths are also provided at appropriate location throughout the project.

7. On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design and other amenities, such as the types and textures of materials, landscaping and screening, street furniture and lighting (natural and artificial).

This project will connect to the existing streets in order to create convenient pedestrian connection. Sidewalks are proposed on both sides of main streets throughout the development. Additional pedestrian paths also provided in the mid-block of the two-over-two section fronting the East-West Highway and in the mews of the townhouse section between two building sticks. The design of the mid-block connection and pedestrian paths in the mews has paid adequate attention to human scale, high quality urban design and lower or no maintenance materials and include appropriate street furniture and lighting fixtures.

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 Detailed Site Plan, DSP-14010-01, subject to the following conditions:

1. Prior to certification, the following revisions shall be made, or information be submitted:
 - a. Provide documentation of concurrence to the public utility easement (PUE) layout shown on the detailed site plan from the applicable utility providers.
 - b. Identify the required parking spaces for the physically handicapped on the plan.
 - c. Revise the landscape plan to remove any reference to Section 4.3(c)(1).
 - d. Provide four-foot-wide sidewalks on the west side of Road 'H' and east side of Road 'C', crossing Alley B.

- e. Provide sidewalks of the same width as that approved in Phase I, along the site's frontages on Editor's Park Drive.
- f. Provide notes on the plans in accordance with the Prince George's County Health Department's recommendations, as follows:
 - (1) Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - (2) Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- g. Provide a photometric study to show that a minimum level of 1.25 footcandles has been provided for all parking areas and pedestrian ways along streets and along the walkway provided between the multifamily building and the two-family dwellings.
- h. Clearly demarcate the mid-block pedestrian connection that provides an entrance to eight condominium units on the subject site plan and/or provide an access easement between the two properties.
- i. Provide signage on both ends of the mid-block connection indicating it is a private property.
- j. Revise the site plans to reflect the open space areas within Lots 28–38 and Lots 51–66, to match the Mews Exhibit included in the detailed site plan.
- k. Reflect denial of access along the frontage of Parcel 2 on East-West Highway (MD 410) and Toledo Terrace extension.
- l. Reference PPS 4-14013 with resolution number, and approved variances, variations, and alternative compliance in general notes.
- m. Provide additional street furniture in the designated green open spaces within the project, to the extent practical.
- n. Identify on the plan the mitigated 65dBA line and the 72 VdB level of ground vibration line.
- o. Remove the sand box and replace it with other recreational facilities to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.

2. Prior to final plat approval, the Declaration of Covenants for the property, in conjunction with the formation of a homeowners association, shall include language notifying all future contract purchasers of homes in the community of the possible vibration nuisance associated with Washington Metropolitan Area Transit Authority (WMATA) train tracks to the south of the property. The Declaration of Covenants shall include the Vibration Environment Disclosure Notice. At the time of purchase contract with home buyers, the contract purchaser shall sign an acknowledgment of receipt of the Declaration and the Notice. The liber and folio of the recorded Declaration of Covenants shall be noted on the final plat.

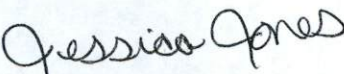
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo, Shoaff, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 1, 2015, in Upper Marlboro, Maryland.

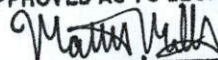
Adopted by the Prince George's County Planning Board this 29th day of October 2015.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:rpg

APPROVED AS TO LEGAL SUFFICIENCY.



M-NCPPC Legal Department

Date 10/14/15