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CONCEPTUAL SITE PLAN

CSP-05003

Application	General Data
Project Name: Rivercrest Center Location: Southwest of the intersection of Oxon Hill Road and Indian Head Highway (MD 210). Applicant/Address: Pinnacle Harbor, LLC 12500 Fair Lakes Circle Fairfax, VA 22033-3804	Date Accepted: 9/12/05
	Planning Board Action Limit: Waived
	Plan Acreage: 43.79
	Zone: M-X-T
	Dwelling Units: N/A
	Square Footage: Up to 221,000
	Planning Area: 80
	Tier: Developing
	Council District: 8
	Municipality: N/A
	200-Scale Base Map: 209SE01

Purpose of Application	Notice Dates
Development of up to 221,000 square feet of commercial/retail, and office uses	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed:

Staff Recommendation		Staff Reviewer: H. Zhang, AICP	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

January 10, 2006

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Henry Zhang, Urban Design Section, Development Review Division

SUBJECT: Conceptual Site Plan CSP-05003, Rivercrest Center
Type I Tree Conservation Plan, TCP I/32 /95

The Urban Design staff has reviewed the conceptual site plan for the proposed mixed-use development and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

This conceptual site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of Zoning Map Amendment A-9882-C (Zoning Ordinance No. 35-1994)
- b. The requirements of the Zoning Ordinance in the M-X-T Zone and the site design guidelines.
- c. The requirements of the *Landscape Manual*
- d. The requirements of the Woodland Conservation and Tree Preservation Ordinance
- e. Referral comments

FINDINGS

Based upon the evaluation and analysis of the subject conceptual site plan, the Urban Design Review staff recommends the following findings:

1. **Request:** The subject application is for approval of a conceptual site plan for up to 221,000 square feet of commercial/retail, office and restaurant uses in the M-X-T Zone.

2. **Development Data Summary:**

	Existing	Proposed
Zone	M-X-T	M-X-T
Use	Vacant	Commercial/retail, office and restaurant uses
Gross tract area	43.8 Acres	43.8 Acres
Gross floor area	N/A	205,000 to 221,000 square feet
Of which Pad A-Commercial/retail	N/A	135,000 square feet
Pad B-Office/retail	N/A	78,000 square feet
Pad C-Retail	N/A	8,000 square feet

3. **Location:** The subject site is located southwest of the intersection of Indian Head Highway (MD 210) and Oxon Hill Road, between Oxon Hill Road and Indian Head Highway, in Planning Area 80, and Council District 8.
4. **Surroundings and Use:** The site is bounded to the north by an existing office use in the M-X-T Zone; to the west and east by the rights-of-way of Oxon Hill Road and Indian Head Highway; and to the south by the campus of Thomas Addison Elementary School, single-family houses in the R-55 Zone and property in the R-18 Zone.
5. **Previous Approvals:** The property is a combination of two parcels. The northernmost 21.23-acre parcel is part of a 35-acre parcel previously zoned I-3 with an approved Conceptual Site Plan, SP-87024, Preliminary Plan, 4-88087 (Resolution PGCPB No. 88-254) and Detailed Site Plan, SP-88069 (Resolution PGCPB No. 88-424), which provided for the development of less than 250,000 square feet of office or 530,000 square feet of light industrial space without additional transportation improvements. The remaining southernmost acres were zoned R-R. In 1993, the District Council approved a rezoning (A-9882-C, Zoning Ordinance No. 35-1994) of the I-3 and R-R properties (totaling 54.7 acres) to the M-X-T Zone. The site also has an approved Stormwater Management Concept Plan # 40537-2003.
6. **Design Features:** The site plan proposes three clusters of buildings in a linear layout. From the south to the north, they are Cluster A, B and C. Cluster A contains one building footprint; Cluster B contains eight pad sites and Cluster C contains two pad sites. The site plan shows three direct access points off Oxon Hill Road. Two lead to Cluster A, which is the proposed Target Department Store and the third leads to Cluster B, which consists of eight pad sites. Four of the pad sites enclose a main street-style shopping environment and the rest of the pad sites are located behind the four main sites oriented to both Oxon Hill Road and Indian Head Highway. A third access point has been shown in the northern area of the site off Oxon Hill Road connecting to Indian Head Highway which is SHA Ramp E-1 that separates Cluster B and Cluster C, while providing access points to both clusters. Two pad sites have been shown in Cluster C.

A mix of office and retail has been proposed for the four buildings that form the main street in Cluster B. The rest of the pad sites in Cluster B and C are proposed to house either a mix of office and retail, or bank and/or restaurant uses. The subject proposal does not include any residential or hotel uses.

A pedestrian connection exists between the largest two buildings and provides for the development's focal point. Entrance to the property is from Oxon Hill Road with major access points lining up with the access point into National Harbor and the access point coming from the south lining up with the entrance into Oxon Hill Manor. This will feature a monumental entrance with median and will be

compatible with the character of the adjacent Oxon Hill Manor entrance. Parking is provided in the central portion of the site and to the rear of the retail/office buildings.

A stormwater management pond has been proposed along the eastern portion of the property and is landscaped to provide an attractive visual feature/green area for the site. Landscape planters with special paving in the parking lot will distinguish the pedestrian areas and the plaza from the vehicular areas. Pedestrian walkways will consist of a combination of stained concrete, CMU pavers and other pavement materials. The pedestrian areas, vehicular areas and parking on the site unify the various uses on the site and the adjoining properties. A landscaped buffer will be provided along Oxon Hill Road with some signage for the center. The decorative entrance features opposite Oxon Hill Manor and National Harbor will provide an enhanced entrance to those traveling south into the entrance of the Oxon Hill community. Lighting is provided by “period character” light posts in various areas and “bollard posts” along certain pedestrian routes. Seating is placed throughout the site. Given the conceptual nature of this application, detailed information regarding the pedestrian environment design will be analyzed at time of detailed site plan review. The specific areas of review have been spelled out in the conditions of approval of this report.

The Salubria, Historic Site 80-002, is situated in the southeast area of the site and is proposed to be removed pursuant to the approval of the Historic Preservation Commission. A historic interpretive marker will be provided and will be integrated into the design of the pedestrian plaza between Clusters A and B. However, at the time the staff report was written, the HPC had not approved the applicant’s proposal yet.

Conceptual architectural elevations have been proposed for all major buildings on the site. The proposed elevations feature a three-part design with elaborated base, middle and top. Most of the signs have been provided on the middle portion of the elevation. The elevations have a predominantly flat roof with a varied roof pattern for the towers of the corner buildings. Various awnings and overhangs have been shown at the street level and provide continuous visual interest. A combination of EIFS, brick, split face CMU block and seamless metal has been used as the exterior finishing materials. The elevations in general are attractive.

Detailed signage design guidelines have also been provided that will establish the sign design parameters for the entire shopping center. The sign design guidelines are acceptable. A condition of approval has been proposed in the Recommendation section of this report to require that all future sign proposals in the center should be reviewed for conformance with the sign design guidelines.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Map Amendment A-9882-C:** The District Council approved Zoning Map Amendment A-9882-C, which rezoned approximately 54.7 acres of land, in the I-3 and R-R Zones to the M-X-T Zone, on May 24, 1994, with 16 conditions. The following conditions are pertinent to the review of this conceptual site plan:

1. **Any residential housing on the site shall be restricted to single-family detached and/or attached units.**

Comment: No residential use has been proposed in this application.

2. **Any hotel/motel or retail development shall be designed to be integrated with the existing office building through a common off-street parking plan and a compatible architectural theme. A common pedestrian path system shall be designed to link all**

segments of the proposed development. Any retail segment shall not be designed as a typical strip shopping center or large single-use pad site.

Comment: The conceptual plan proposes three clusters on the site through a common off-street parking arrangement and a compatible architectural design. Cluster B is in the middle of the subject site featuring a main street style of mixed-use (commercial/retail and office uses) environment. Cluster A is located in the southern area of the site and will be the home for a Target Store. The 135,000-square-foot store has been designed and oriented to reduce the apparent bulk of the building by placing it at the opposite end of the other structures and having its side elevation oriented toward Oxon Hill Road. Cluster C is located in the northern area of the site adjacent to the existing office building, which was built pursuant to a previously approved detailed site plan for an office park in the I-3 Zone. A common pedestrian walkway and plaza network has been proposed to link all segments of the development. A detailed analysis of the internal sidewalk connectivity will be required at time of detailed site plan review when more information is available.

- 3. A 100-foot-wide landscaped buffer (as required by CR-45-1985) shall be provided along Oxon Hill Road and the southern boundary.**

Comment: A 100-foot-wide landscaped buffer has been provided along Oxon Hill Road and the southern boundary.

- 4. The Historic Site status of Salubria, as well as the extent of the environmental setting, shall be noted on all plans and other documents submitted for this site.**

Comment: Historic Site 80-002, Salubria, is located on the subject site. The conceptual site plan, however, does not graphically show the site. In addition, the site plan notes mistakenly indicate that no historic site is within or adjacent to this proposed plan. A condition of approval has been proposed in the Recommendation section of this report to require the applicant to correct this error prior to certificate approval of this conceptual site plan.

- 5. All subsequent submittals for this site shall be referred to the Historic Preservation Section staff and the Historic Preservation Commission for their review and comment prior to approval.**

Comment: This application has been referred to the Historic Preservation and Public Facilities Planning Section and Historic Preservation Commission for their review and comments. The Historic Preservation staff has provided preliminary comments on the applicant's proposal to remove this historic site and replace it with a historic marker on the site. The Historic Preservation Commission will make a final decision on the historic site at their January 17, 2006, meeting or later.

- 6. Any plans within the environmental setting must be approved by the Historic Preservation Commission through the Historic Area Work Permit process.**

Comment: See the above discussion. The HPC has not made any decision on the historic site yet.

- 8. A 100-year floodplain study shall be approved by DER Watershed Protection Branch prior to the approval of a Conceptual Site Plan # 200420.**

Comment: A 100-year floodplain (FPS 200420) has been approved by DER.

9. **A Forest Stand Delineation shall be submitted and approved in conjunction with any Preliminary Plan of Subdivision or Conceptual Site Plan for this property.**

Comment: A Forest Stand Delineation has been submitted with this CSP and is under review by the Environmental Planning Section. The Environmental Planning Section had not finished the review at the time the staff report was written. The Environmental Planning Section's comments will be presented at the time of the public hearing.

10. **A Type I Tree Conservation Plan shall be submitted and approved in conjunction with the Conceptual Site Plan or Preliminary Plan of Subdivision for this property.**

Comment: A Type I Tree Conservation Plan has been submitted to the Environmental Planning Section along with the conceptual site plan for this property. A preliminary review by the Environmental Planning Section indicated that the proposed TCPI is approvable. However, the Environmental Planning Section had not finished the review at the time the staff report was written. The Environmental Planning Section's comments will be presented at the time of the public hearing, and the applicable conditions will be integrated as conditions of approval for this conceptual site plan.

11. **Noise-related issues shall be addressed at the time of Conceptual Site Plan submittal. The plan shall include needed mitigation measures and provide adequate screening and buffering along Indian Head Highway (MD 210).**

Comment: A nonmitigated 65 dBA Ldn noise contour line has been shown on the conceptual site plan. No mitigation measures are needed.

12. **Development on the site shall not produce a greater number of vehicle trips than that identified in the previous approval for Salubria Office Park (SP-88069) and shall be subject to the same transportation conditions and improvements.**

Comment: SP-88069 is a detailed site plan for Salubria Office Park in the I-3 Zone. The detailed site plan was approved by the Planning Board on September 1, 1988, subject to two conditions. Condition 2 of the SP-08069 carried all transportation facilities-related conditions of approval of Preliminary Plan of Subdivision 4-88087 as follows:

- (6) **The Construction of the ultimate road network as shown on Exhibit 2 must be financially committed prior to issuance of any building permits.**
- (7) **The applicant shall enter into a bond or letter of credit or some other financial arrangement acceptable to The Maryland-National Capital Park and Planning Commission prior to record plat guaranteeing construction of the "triple intersection" improvements along Oxon Hill Road in the vicinity of the proposed Road I for PortAmerica and the installation of traffic signals with proper signal timing progression.**
- (8) **No building permit shall be issued for any building or buildings in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space (which may include some office, as per an approved I-3 concept plan) except as provided in the following conditions.**
- (9) **The applicant may be issued permits for any building or buildings not to exceed 250,000 square feet of office space or 520,000 square feet of light industrial space without construction of the improvement described in Condition 7 (the "triple intersection"), so long as no building permits in**

excess of 500,000 square feet of office space have been issued for the PortAmerica project. Once permits for 500,000 square feet of office space for building or buildings have been issued at PortAmerica, the applicant's bond shall be used to construct the "triple intersection" improvement. The bond shall also be used to construct the "triple intersection" prior to the applicant being issued permits for building or buildings in excess of 250,000 square feet of office space or 530,000 feet of light industrial space.

- (10) The applicant may be issued permits in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space based on a program of transportation systems management techniques to be submitted and approved by the Transportation Planning Division of The Maryland-National Capital Park and Planning Commission.
- (11) Should any improvements to the intersection beyond these already programmed and approved by the Maryland State Highway Administration of Route 414/Route 210 be constructed, the applicant will be permitted to be issued building permits for building and buildings in excess of 300,000 square feet of office space or 520,000 square feet of light industrial space, to the extent otherwise permitted by law, rules or regulations, for as many square feet as it contributes to the costs of construction of the improvement based on a pro rata share of traffic capacity created at the intersection by the improvement.
- (12) The applicant shall improve Oxon Hill Road south of the proposed Road I and in the vicinity of the proposed access road for the site to be consistent with lane configuration assumed by the submitted traffic study dated March 1988 (see attached Figure 20) and the memo report dated May 1988 prior to the issuance of any building permits.
- (13) The Salubria site entrance at Oxon Hill Road should be signalized at the applicant's cost and when deemed necessary by the Prince George's County Department of Public Works and Transportation.

Condition 9 above sets the maximum square footage at 250,000 square feet of office space or 520,000 square feet of light industrial space that can be developed without providing additional transportation improvements. Since the approval of Detailed Site Plan SP-88069, one office building has been constructed on the northern part of the site. Per the applicant, there is up to 221,000 square foot of office space left that can be developed on the site, which will not exceed the maximum 250,000 square feet.

- 14. Prior to approval of a Conceptual Site Plan, the applicant shall submit a restoration plan for the Historic Site for approval by the Historic Preservation Commission.

Comment: The current 2.7-acre environmental setting of the Salubria Historic Site was established in 1995 when the Historic Preservation Commission approved a conceptual site plan for Salubria Office Park. The applicant in this CSP proposes to reduce the environmental setting to the ultimate location of commemorative fences and signage to be erected within the property. Since the HPC has not made any decision on the property yet, a condition of approval has been proposed in the Recommendation section to require the applicant to revise the CSP later on pursuant to the HPC approval.

8. **Zoning Ordinance:** The application has been reviewed for compliance with the requirements in the M-X-T Zone and the required findings for approval of a conceptual site plan as well as the Site Design Guidelines of the Zoning Ordinance:

- a. The subject application is in accordance with the requirements of Section 27-547 (b) of the Zoning Ordinance, which governs development in the M-X-T Zone. The proposed uses in this application are the permitted uses in the M-X-T Zone.

Section 27-547 (d) requires that

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, 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 purpose of the zone:

- (1) Retail business;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

Comment: The subject application proposes the above Categories 1 and 2 uses, which include commercial/retail, and office uses. The amount of square footage devoted to each use are: approximately 135,000 square feet of commercial/retail, 78,000 square feet of office/retail and 8,000 square feet of retail, which is sufficient to serve the purpose of the zone. The application is in general compliance with the requirement on uses.

- b. Section 27-548, Regulations, requires that:

- (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.**

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

...

- (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 purpose of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

- (e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the**

building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

...

- (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.**

Comment: The subject application does not use the optional method of development. The overall FAR for the site is 0.11, which is much smaller than the maximum allowed 0.4. The proposed uses will be located in about 11 buildings throughout the 43.8-acre site. A Preliminary Plan of Subdivision (4-05079) is currently under review to subdivide the subject site into 12 lots.

The applicant proposes a conceptual landscape plan along with the conceptual site plan pursuant to the requirements of the *Landscape Manual*. As discussed in the following *Landscape Manual* compliance findings, the proposed landscape plan is in general compliance with the *Landscape Manual*.

The subject site is fronting onto two public rights-of-way: Indian Head Highway and Oxon Hill Road on east and west sides. Access to the subject site is limited to Oxon Hill Road only. The conceptual site plan shows three access points directly and indirectly from Oxon Hill Road and an acceptable on-site circulation pattern. The preliminary plan of subdivision will establish the required access right-of-way to other lots pursuant to Subtitle 24, Subdivision, for this site.

- c. The subject application is also in general compliance with the applicable requirements of Section 27-546 (d) as follows:

- (d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;**

Comment: The proposed development is in conformance with the following purposes of the M-X-T Zone:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, 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 site is situated between Oxon Hill Road and Indian Head Highway (MD 210), adjacent to the National Harbor development, zoned M-X-T. The site is also just to the southwest of a major intersection, Oxon Hill Road and MD

210, and is located between the first two traffic intersections for vehicles exiting from I-495 to travel south into the Oxon Hill community. In addition, the Metro Yellow Line Station is proposed on the Beltway parcel of the National Harbor project, which is less than a quarter mile west of the site. Development of the subject application will result in the development of a property in the vicinity of these major transit routes. It will enhance the economic status of the county by creating a vibrant mix of uses that will be compatible with the higher density mixed-use development of the adjacent National Harbor property and also provide general merchandise retail for the residential uses proposed for National Harbor. More importantly, it will provide new retail and dining for the existing community to the south inasmuch as no new center has been constructed in the past 20 years. This application will create jobs and make the adjacent new residential at National Harbor more attractive by placing the proposed type of retail proximate to that location.

- (2) 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 value of the land has been conserved by maximizing the floor area ratio of the development on this land to the extent permitted by the approved basic plan. The location of the property in the vicinity of major interchanges and potential transit stop maximizes the public development potential of the subject property.

- (3) To promote the effective and optimum use of transit and other major transportation systems;**

The proposed development is located at the intersection of Indian Head Highway and the Capital Beltway. This development along with the adjacent National Harbor will create the critical mass, particularly for an employee base, that could bring about extension of mass transit to the area. The proposal promotes the effective and optimum use of transit and other major transportation systems such as the existing highway system.

- (4) 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 existing office building promotes activity from early morning into the evening hours Monday through Friday. The restaurants will be open midday to midnight, seven days a week and the retail from mid-morning into the later evening hours. While the development proposal contains two of the three categories of allowable uses, residential is not proposed at this time. The applicant is the same developer of the adjacent National Harbor and the site is planned to complement their overall planning for the area. The residential/hospitality component is presently focused within National Harbor, where 3,700 hotel rooms and 2,500 residential dwelling units have been approved. Certain retail, dining and office uses want to come to the area and be proximate to National Harbor. For instance, professional offices such as doctors and dentists need to be proximate, but need not be on the National Harbor property. The applicant essentially views Oxon Hill Road as one of the public streets running through the overall M-X-T planned community and views the residential and hotels that will be across the street as part of the larger 24-hour environment being created between MD 210 and the Potomac River. In summary, the whole of the existing, proposed and adjacent development works to facilitate and encourage a 24-hour environment.

(5) To encourage diverse land uses which blend together harmoniously;

The subject application will be an office /retail center with large single uses at its borders (117,700 of office and 135,000 of retail) and also create a diverse mix of land uses within its focal point between the two borders. A comprehensive vehicular and pedestrian system will unify the various uses and facilitate interaction between them. The proposed landscaping, signage, seating, sidewalks and architectural design of the buildings are intended to blend the various uses visually and functionally.

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

The office workers in the larger office building and professional offices will patronize the Target Department Store, other retail and restaurants and vice versa. The retail stores and restaurants will also be patronized by the surrounding residential uses, tourists and residents of National Harbor. In addition, the location of the center will make it convenient for those exiting I-495 traveling home southward to take care of shopping and convenience needs on their way home. Therefore, dynamic, functional relationships among individual uses will be created. A distinctive visual character and identity for the center will be created by the use of quality architectural, landscape and design features.

- (7) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

The mixed use of the subject property for diverse uses that utilize a 24-hour environment facilitates optimum land planning with greater efficiency. Shared parking, vehicular access and pedestrian systems also provide for optimum land planning. The development will enhance the possibilities for public transit. Optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects are promoted by this type of concept. The center also will provide compatible office and retail uses that could not be developed at that site as a result of land values. The proximity of the varying, but similar uses, works to create a more harmonious overall concept.

- (8) To permit a flexible response to the market; and**

The subject application is responding to a market that is being created in part by the adjacent National Harbor project, new residential along Oxon Hill Road south of the site and the consumer demand for more diverse retail and dining options. No new center has been constructed in the close vicinity of the subject site in the past 20 years and this has inhibited the area's ability to attract retailers and restaurants that are appearing in other areas of the county and region. Having two M-X-T properties with retail and dining opportunities will make the area attractive to a diverse range of vendors and result in a host of options for this growing community. The addition of a large department store becomes the "consumer generator" for the site and other retailers and dining venues will feed off of those visits. The existing and new office components will help create activity and sales for these venues during the daytime hours. The proposed square footage of 221,000 will allow sufficient flexibility in the initial development to meet most of the market demand. Approximately 150,000 to 175,000 square feet will be built in the first stage.

- (9) 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.**

Rivercrest Center with a unified architectural design, landscaping, signage, seating, sidewalks and building placement will blend the various uses visually and functionally. The use of superior design and quality building

materials will 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.

- (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;**

Comment: Extensive transportation improvements are being made within the immediate area either as a part of the new Wilson Bridge or National Harbor. The mixed-use buildings and restaurants in between the two largest buildings help to visually integrate the site and make it inviting to passing traffic from Oxon Hill Road, the Beltway access ramp, and traffic leaving National Harbor and Oxon Hill Manor. Access and parking will be shared in some instances and the stormwater management area is situated away from the public thoroughfares. The applicant is proposing to relocate and create a “historic amenity” from the existing historic site. Therefore, the proposed development has an outward orientation, which is physically and visually integrated with existing adjacent development.

- (3) The proposed development is compatible with existing and proposed development in the vicinity;**

Comment: The subject application will be compatible and complementary with the existing office building, the adjacent National Harbor development and existing residential along its southern border. The architectural design and provision of a stormwater management area and a unified pedestrian and vehicular system will ensure visual compatibility with the existing and proposed surrounding uses. The placement of the buildings, setback and buffer from the existing residential uses will help enclose noise and activity on the site.

- (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;**

Comment: Per the applicant, the subject application will employ and implement time tested design features that create a rewarding shopping experience and a work environment that is attractive to office tenants. Such features include effective and convenient parking, access and visibility of uses, landscaping, materials, colors and building placement that has helped to attract the most desirable users to a variety of mixed use centers that the applicant develops and manages. Vehicular and

pedestrian circulation, designed to function more like amenities also help unify the various uses and facilitate interaction between them. The center's visual character and identity are created in this manner and the result is a center reflective of a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

Comment: Most, if not all, of the center will be constructed during the initial construction.

- (6) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

Comment: The subject application provides a comprehensive pedestrian system that facilitates and encourages activity between the uses and the various uses facilitate that interaction.

...

- (8) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

Comment: The property was placed in the M-X-T Zone by a Zoning Map Amendment with a condition limiting the development intensity of the site and requiring specific transportation improvements if the proposed development is above the threshold of 250,000 square feet of office space. The subject application proposed a development of up to 221,000 square feet of gross floor area, along with the existing office that will be below the approved threshold.

9. **Landscape Manual:** The proposed development will be subject to Section 4.2, Residential Requirements; Section 4.3, Parking lot requirements; and 4.7 Buffering Incompatible Uses of the *Landscape Manual*.
- a. Sections 4.2 and 4.3 will be addressed at the time of detailed site plan review when the appropriate detail is provided.
 - b. The proposed mixed-use center is adjacent to residentially zoned properties to the south and the east. Pursuant to Section 4.7, Buffering Incompatible Uses, a Type C bufferyard is required. The Conceptual Site Plan graphically shows conformance to Section 4.7 of the *Landscape Manual*, by utilizing the existing wooded area along the southern and eastern boundary areas.

10. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet; and there are more than 10,000 square feet of existing woodland on-site.

The Detailed Forest Stand Delineation (FSD) and the Type II Tree Conservation Plan, TCPI/32/95 submitted with this application are under review by the Environmental Planning Section. The Environmental Planning Section had not finished the review at the time the staff report was written. The Environmental Planning Section's comments will be presented at the time of the public hearing.

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

- a. In a memorandum dated December 5, 2005, the Community Planning Division noted that the application is not inconsistent with the 2002 *General Plan* Development Pattern policies for the Developing Tier and is not in conformance with the land use recommendation of the 1981 Master Plan for Subregion VII, due to a rezoning application that has been approved for the subject site to allow a wider, more intense range of uses than those that were envisioned by the 1981 master plan. The community planner also discussed the 2005 Preliminary Henson Creek-South Potomac Master Plan.

The community planner also expressed concerns regarding the placement of buildings, pedestrian circulation and building façade treatment.

Comment: The applicant has revised the conceptual site plan and addressed the above-mentioned concerns. The revised plan shows a strong pedestrian axis that penetrates Cluster B in the middle and connects to Cluster A in the south and to Cluster C in the north. A unified building design has been applied to the entire center in terms of design treatment, color and finishing material. A center wide sign design guideline has also been prepared to ensure a coordinated and unified sign appearance throughout the center.

- b. In a memorandum dated 01/09/06, the Subdivision Section staff indicated that a preliminary plan of subdivision would be required for this property.
- c. The Environmental Planning Section's review comments will be presented at the time of the public hearing for this case.
- d. The Transportation Planning Section in a memorandum dated October 10, 2005, provided a discussion on the traffic impacts of the proposed development in the context of previous approvals. The staff also commented on the access, layout and circulation of the CSP. In

conclusion, the staff indicated that the CSP conforms to the required findings in Section 27-276 (b) of the Prince George's County Code for approval of the conceptual site plan from the standpoint of transportation. No specific conditions are recommended.

In a separate memorandum from the Transportation Planning Section dated November 21, 2005, on detailed site plan review for master plan trail compliance, the Trails Planner noted that:

“The Adopted and Approved Subregion VII Master Plan and the 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan identify Oxon Hill Road as a master plan bicycle/trail corridor. The recently adopted Henson Creek-South Potomac Master Plan further refines this recommendation to include standard or wide sidewalks and designated bike lanes along Oxon Hill Road (page 71, under Policy 1). Relatedly, DPW&T's current plans for Oxon Hill Road incorporate sidewalks and bike lanes into the design. The 65 percent plans for Phase II of the Oxon Hill Improvements include five-foot-wide sidewalks and designated bike lanes along both sides of Oxon Hill Road from the I-95 ramp to Fort Foote Road. These frontage improvements will include the subject site's portion of Oxon Hill Road.”

The staff concludes that an analysis of the internal sidewalk network should be made at the time of detailed site plan review. A condition of approval regarding sidewalk connectivity has been identified as one of the review items at time of detailed site plan review and approval.

- e. The Department of Environmental Resources (DER) in a memorandum dated September 23, 2005, noted that the concept site plan for Rivercrest Center is consistent with approved stormwater management concept plan 40537-2003.
- f. The Historic Preservation and Public Facilities Planning Section in a draft memorandum to the Historic Preservation Commission dated October 10, 2005, provide an extensive discussion on the historic preservation and archeological issues related to this application. However, the HPC has not voted on the applicant's reduction proposal and staff's recommendations yet. The HPC's final decision on the historic site should be reflected on both the conceptual site plan and Landscape Plan.
- g. The Department of Public Works and Transportation (DPW&T) in a memorandum dated October 17, 2005, provided standard conditions on issues such as right-of-way dedication, frontage improvement, sidewalks, street trees and lighting, storm drainage systems and facilities in order to be in accordance with both the requirements of DPW&T and the Department of Environmental Resources (DER). Those conditions will be enforced at time of issuance of access permit. In addition, a review and approval of a traffic impact study by DPW&T is required.
- h. The Department of Parks and Recreation provides no comments on this conceptual site plan.
- i. The Maryland State Highway Administration (SHA) in a memorandum dated December 19, 2005, provided guidance regarding access and roadway improvements within the jurisdiction of SHA. No specific conditions of approval have been recommended.
- j. The Historic Preservation and Public Facility Planning Section in a memorandum dated November 16, 2005, provided a review of the existing public facilities such as fire, rescue, and police service and noted that the service travel time for both the existing fire engine and ladder truck are beyond the maximum travel time guideline. The staff

concluded that the proposed development would be adequately served by the existing public facilities except for fire engine and ladder truck service.

Regarding police facilities, the staff notes that the proposed development is within the service area of Police District IV-Oxon Hill and adequate police service will be available to this development.

This is provided for information only, as there is no requirement for a finding of adequate public facilities for a conceptual site plan.

- k. The Fire Department of Prince George's County had not responded to the referral request at the time the staff report was written.
12. As required by Section 27-276 (b), the Conceptual Site Plan represents a most reasonable alternative for satisfying the Site Design Guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

In addition, the Conceptual Site Plan satisfies all criteria for M-X-T Zone approval in Part 3, Division 2; meets the purposes and applicable requirements of the M-X-T Zone; meets all requirements stated in the definition of the use; and shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.

RECOMMENDATION

Based upon the foregoing evaluation, analysis and findings, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan, CSP-05003, for Rivercrest Center and Type I Tree Conservation Plan TCPI/32/95, subject to the following conditions:

- 1. Prior to certificate approval of this Conceptual Site Plan, the applicant shall
 - a. Revise the plan to show the location of Historic Site 80-002 on the plan and revise the site plan Note 8 accordingly.
 - b. Revise the development data table to show the correct square footage of each use.
 - c. Show the loading and service areas as well as the access to the areas on the plan.
 - d. Revise the plan pursuant to the final approval of the Historic Preservation Commission regarding the Salubria Historic Site.
- 2. Prior to submittal of a Detailed Site Plan, the following information shall be demonstrated on the plans:
 - a. Detailed information on the architectural/landscape treatments for the pedestrian areas, plazas and focal points.
 - b. The streetscape treatments such as special pavers in crosswalks, special pedestrian lighting, and furnishings including seating elements.
 - c. A color and material board for the various buildings and pedestrian treatments

- d. Street trees shall be located approximately 35 feet on-center if they do not exist in the right-of-way. A staggered row of the same species shall be planted at the same interval on the other side of the sidewalk
 - e. The building materials and architecture of the main building, including parking garages, shall be high quality and compatible to each other. The same materials shall be used throughout the development and colors of materials shall be strategically repeated to create a harmonious streetscape.
 - f. The private recreational facilities shall be reviewed by the Urban Design Review Section of the Development Review Division (DRD) for adequacy and property siting.
 - g. Design alternatives/details that increase the visual mitigation of the large expanse of parking in front of the Target Department Store along Oxon Hill Road.
 - h. Information on design details, colors and materials of the proposed monument sign(s).
 - i. Landscape/design treatments for the driveways between the multi-tenant buildings.
 - j. Location of any proposed pedestrian connections and crosswalks.
 - k. Minimize the expanse of parking lots through the use of landscape islands, strips of green space and/or plant materials.
 - l. Bike racks in the area of the multi-tenant buildings.
3. At the time of Detailed Site Plan review, special attention shall be given to the following areas:
- a. An analysis of the internal sidewalk network that provides high-quality pedestrian walkways connecting the retail and office uses on the site.
 - b. Consideration of bus shelter areas along Oxon Hill Road if this is deemed desirable by the DPW&T in consultation with transit operators.

- c. Use of materials, architectural elements and streetscape/landscape to create a focal point within the development. High-quality materials such as faux-stone, brick, wood, EIFS and slate should be used. Architectural elements such as facade articulation in 50-foot to 75-foot increments, second floor levels, dormer windows, canopies and arcades should be used to create a street-like rhythm. Streetscape/landscape should complement this rhythm with the use of brick pavers, tree grates, decorative lighting, signage, banners, street furniture and extensive landscaping throughout the project with particular attention to project gateways and public spaces.
 - d. Service and delivery traffic shall not disrupt primary or secondary pedestrian circulation unless proper mitigation is used (i.e., changing paving materials and/or using speed bumps or other traffic-calming devices).
 - e. With the exception of the Target store, limiting the use of split-face block on the retail to the base only and ensuring that retail buildings have a minimum window area of 40 percent along a street.
 - f. Retail pad sites should be designed to be compatible with the main retail component. If the retail pad sites are located within 125 feet of Oxon Hill Road, parking should be located to the rear and sides of the pad sites. Drive aisles are permitted between the building and Oxon Hill Road.
 - g. The design of the on-site pedestrian circulation network should be considered with a uniform theme that is derived from the Salubria historic site.
4. Any future applications, which contain any signage, shall be reviewed for conformance with the sign design guidelines as approved with the subject Conceptual Site Plan CSP-05003, in addition to the requirements of Part 12, Signs, of Subtitle 27, Zoning Ordinance.