

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL
2016 Legislative Session

Bill No. CR-56-2016

Proposed and Presented by The Chairman (by request – Planning Board)

Introduced by Council Members Davis, Franklin and Taveras

Co-Sponsors _____

Date of Introduction July 19, 2016

RESOLUTION

1 A RESOLUTION concerning

2 The Prince George’s Plaza Transit District Overlay Zone

3 For the purpose of approving, with certain amendments and revisions, as an Act of the County
4 Council of Prince George’s County, Maryland, sitting as the District Council, the Prince
5 George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map
6 Amendment, thereby setting forth and adopting detailed zoning proposals in Planning Area 68
7 for the area generally bounded by the eastern boundary of the M-NCPPC Northwest Branch
8 Stream Valley Park; on the north by the University Hills Subdivision, Rosemary Lane, the
9 western boundary of the Rosemary Terrace subdivision, and the western/southern boundary of
10 Northwestern High School; on the east by the rear of the properties facing Adelphi Road and
11 Queens Chapel Road, excluding parcels 67 and 203, which lie within the Transit District; and on
12 the south by the northern boundary of the Madison Park Apartments, Oliver Place, the northern
13 boundaries of Edward M. Felegy Elementary School and Nicholas Orem Middle School, and the
14 rear of the properties fronting on Oliver Street.

15 WHEREAS, upon approval by the District Council, this Transit District Development Plan
16 (“TDDP”) and Transit District Overlay Zoning Map Amendment (“TDOZMA”) will amend
17 portions of the Prince George’s County Zoning Ordinance and the Zoning Map located in
18 Planning Area 68 and replace the 1998 *Prince George’s Plaza Approved Transit District*
19 *Development Plan for the Transit District Overlay Zone*; and

1 WHEREAS, on March 25, 2014, the Prince George’s County Council, sitting as the District
2 Council, adopted CR-16-2014, thereby initiating an update of the 1998 *Prince George’s Plaza*
3 *Transit District Development Plan and Transit District Overlay Zone*; and

4 WHEREAS, as part of the plan’s collaborative planning and public participation process,
5 the Planning Board staff conducted numerous meetings with community and agency
6 stakeholders, including four major community workshops; a four-day community planning
7 charrette; an Urban Land Institute Technical Assistance Panel to consider short-term
8 implementation strategies; discussions with civic associations and business and property owners;
9 municipal briefings with the mayor and municipal council for the City of Hyattsville and Town
10 of University Park, respectively; informational meetings with municipal, county, state, and
11 regional agencies, including targeted technical meetings with the Department of the Environment
12 to commence further analysis of stormwater conditions in the Wells Run subwatershed, the
13 Revenue Authority to discuss parking demand, the Economic Development Corporation and the
14 City of Hyattsville to develop strategies for marketing the Transit District, the Maryland
15 Department of Transportation and State Highway Administration to evaluate the proposed road
16 diet for MD 410 (East West Highway), and the Washington Metropolitan Area Transit Authority
17 to consider options for improved Metro access, respectively; and utilized social media and
18 traditional forms of notification to maximize public participation and input concerning the plan;
19 and

20 WHEREAS, on September 23, 2014, the District Council granted a six-month extension of
21 the timeframe for preparing the Preliminary Prince George’s Plaza Transit District Development
22 Plan and Proposed Transit District Overlay Zoning Map Amendment to craft a regional approach
23 to stormwater management and flood control; address multimodal connectivity, accessibility, and
24 safety in the transit district and along East West Highway (MD 410); create an innovative and
25 collaborative implementation strategy with county and state agencies; and incorporate revised
26 General Plan guidance from the 2014 *Plan Prince George’s 2035 Approved General Plan*; and

27 WHEREAS, on June 2, 2015, the District Council granted an additional three-month
28 extension of the timeframe for preparing the Preliminary Prince George’s Plaza Transit District
29 Development Plan and Proposed Transit District Overlay Zoning Map Amendment to provide
30 additional time for staff to coordinate with implementing agencies on the plan’s proposed
31 streetscape standards and to further assess stormwater management issues affecting the eastern

1 | portion of the Transit District and to finalize the proposed Transit District Standards; and

2 | WHEREAS, the *Prince George's Plaza Transit District Development Plan* statement of
3 | purpose calls for development of a comprehensive plan sets policies and strategies that build on
4 | the policy guidance for regional transit districts set forth in the Approved General Plan vision to
5 | promote transit-oriented, mixed use development by establishing a refined vision and realistic
6 | approach to implementing this important County and community vision, and to realize certain
7 | Countywide and municipal economic benefits generated by a major Metro station; to recognize
8 | the historical importance of the natural environment and Hitching Post Hill and incorporate best
9 | planning and development practices to ensure a comprehensive and sensitive approach to
10 | environmental stewardship, floodplain, and stormwater management, future growth, pedestrian
11 | and bicycle connectivity, transportation management strategies, and economic and community
12 | development; and to incorporate specific policies and strategies that promote and support the
13 | creation of a healthier transit-oriented community; and

14 | WHEREAS, the *Prince George's Plaza Transit District Development Plan* contains a
15 | comprehensive rezoning element, known as the Transit District Overlay Zoning Map
16 | Amendment, intended to implement the land use recommendations of the transit district
17 | development plan for the foreseeable future; and

18 | WHEREAS, the Planning Board granted permission to release the Preliminary *Prince*
19 | *George's Plaza Transit District Development Plan* and its associated Proposed Transit District
20 | Overlay Zoning Map Amendment for public inspection on September 10, 2016; and

21 | WHEREAS, on October 22, 2015, the Prince George's County Planning Board of the
22 | Maryland-National Capital Park and Planning Commission held a duly advertised public hearing
23 | on the Preliminary *Prince George's Plaza Transit District Development Plan* and Proposed
24 | Transit District Overlay Zoning Map Amendment; and

25 | WHEREAS, after the close of the hearing record on November 2, 2015, the Planning Board
26 | conducted a public work session on November 19, 2016, to examine staff's analysis of the
27 | testimony and exhibits received into the record of testimony for its October 22, 2015, public
28 | hearing and to consider the staff's recommendations thereon; and

29 | WHEREAS, the Planning Board voted favorably to include five (5) additional exhibits of
30 | late testimony into the public hearing record identified as Exhibits T1–T5, and to continue its
31 | public work session until December 3, 2015; and

1 WHEREAS, on December 3, 2015, the Planning Board voted favorably as to PGCPB No.
2 15-126, a resolution adopting the transit district development plan and endorsing the transit
3 district overlay zoning map amendment with further recommended amendments, extensions,
4 deletions, and additions based on the record public hearing testimony; and

5 WHEREAS, on December 30, 2015, pursuant to Section 27-213.04.(b)(1) of the Zoning
6 Ordinance of Prince George's County, being also Subtitle 27 of the Prince George's County
7 Code, the Planning Board transmitted the *Adopted Prince George's Plaza Transit District*
8 *Development Plan* and Endorsed Transit District Overlay Zoning Map Amendment to the
9 District Council; and

10 WHEREAS, the Endorsed Transit District Overlay Zoning Map Amendment proposes to
11 expand the Prince George's Plaza Transit District by incorporating additional properties within
12 Planning Area 68 into area boundaries of the Prince George's Plaza Transit District Overlay (T-
13 D-O) Zone; and

14 WHEREAS, once approved, the Transit District Overlay (T-D-O) zone will supersede and
15 replace the 1998 *Prince George's Plaza Transit District Development Plan for the Prince*
16 *George's Plaza Transit District Overlay Zone*, as well as amend portions of the 2014 *Plan*
17 *Prince George's 2035 General Plan*, the 1983 *Adopted and Approved Functional Master Plan*
18 *for Public School Sites*, the 1994 *Master Plan for Planning Area 68*, the 2009 *Countywide*
19 *Master Plan of Transportation*, and *Formula 2040: Functional Master Plan for Parks,*
20 *Recreation and Open Space* (2014) for the portion of Planning Area 68 within the Prince
21 George's Plaza Transit District; and

22 WHEREAS, on February 16, 2016, the District Council conducted a duly advertised public
23 hearing on the *Adopted Prince George's Plaza Transit District Development Plan* and Endorsed
24 Transit District Overlay Zoning Map Amendment; and

25 WHEREAS, on March 22, 2016, the District Council convened as the Committee of the
26 Whole to conduct a public work session for its review of the testimony and exhibits submitted to
27 the public hearing record, as well as the Planning Board's recommendations embodied within
28 PGCPB No. 15-126; and

29 WHEREAS, after presentations by staff, questions and discussion by Members, the
30 Committee of the Whole voted favorably to include the three (3) additional exhibits that were
31 received after the close of the public hearing record and announce an additional work session

1 date to continue its examination of the public hearing record; and

2 WHEREAS, on March 29, 2016, the Committee of the Whole voted favorably on a motion
3 directing staff to prepare a Resolution proposing certain amendments to the *Adopted Transit*
4 *District Development Plan* and Endorsed Transit District Overlay Zoning Map Amendment and
5 directing that a second District Council public hearing be conducted to seek public testimony on
6 the proposed amendments; and

7 WHEREAS, on April 12, 2016, the District Council approved CR-25-2016, which
8 proposed 55 amendments to the *Adopted Transit District Development Plan* and Endorsed
9 Transit District Overlay Zoning Map Amendment and, pursuant to Section 27-213.05(c)(1) of
10 the Zoning Ordinance, provided a 30-day extension for final action on the *Adopted Transit*
11 *District Development Plan* and Endorsed Transit District Overlay Zoning Map Amendment to
12 exercise due diligence in its review of all testimony presented at the second public hearing on the
13 proposed amendments; and

14 WHEREAS, on May 31, 2016, the District Council held a duly-advertised public hearing
15 on 55 proposed amendments to the *Adopted Transit District Development Plan* and Endorsed
16 Transit District Overlay Zoning Map Amendment; and

17 WHEREAS, on July 5, 2016, the District Council held a work session to review the
18 Planning Board's recommendations on the public hearing testimony and directed Technical Staff
19 to prepare a resolution of approval incorporating revisions; and

20 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's
21 County, Maryland, sitting as the District Council for that part of the Maryland-Washington
22 Regional District in Prince George's County, Maryland, that the Prince George's Plaza Transit
23 District Development Plan and its associated Transit District Overlay Zoning Map Amendment
24 as adopted and endorsed on December 3, 2015, by PGCPB No. 15-126, be and the same is
25 hereby approved with the following revisions:

26 **A. REVISIONS TO THE ADOPTED TRANSIT DISTRICT DEVELOPMENT PLAN**

27 **REVISION 1:**

28 Change all references within the TDDP to a 32-story maximum height limit to a 28-story
29 maximum height limit

30 **REVISION 2:**

31 Add language to the Foreword and the first paragraph on page 6, as follows: "Pursuant to Section

1 27-548.04(b) of the Zoning Ordinance, this Transit District Development Plan is the applicable
 2 area master plan for the Prince George’s Plaza Transit District.”

3 **REVISION 3:**

4 On page 12, add the Post-2035 Illustrative Buildout Plan created at the September 2014
 5 community design charrette that shows the Transit District without The Mall at Prince George’s.

6 **REVISION 4:**

7 On page 22, revise the second sentence as follows: “...the Department of Public Works and
 8 Transportation (DPW&T) will likely plan, design, and operate a complex regional stormwater
 9 management system for the Transit District to support the vision of the Adopted TDDP...”

10 **REVISION 5:**

11 Replace the language in the text box on page 26 as follows: “At the time this [preliminary]
 12 TDDP was [written] approved, Prince George’s County was in the [second year of a three-year
 13 effort to comprehensively replace and update] process of replacing its Zoning Ordinance and
 14 Subdivision Regulations. Approval of new Zoning and Subdivision laws (anticipated in [Spring]
 15 2017) may impact [numerous elements of the Prince George’s Plaza TDDP, most particularly]
 16 the zoning of property located within the transit district and the Transit District Standards[
 17 contained in the proposed Transit District Overlay Zoning Map Amendment]. [Staff will
 18 continue coordination of these two key projects to ensure the community vision, goals, and
 19 policies recommended by the Adopted TDDP to realize the future of Downtown Prince George’s
 20 Plaza will be compatible with, and supported by, the new Zoning Ordinance and Subdivision
 21 Regulations.] The project team worked closely with staff and consultants working on the Zoning
 22 Ordinance and Subdivision Regulations rewrite project to ensure consistency between goals,
 23 policies, and strategies, and to ensure the Transit District Standards were consistent in scope and
 24 nature to the regulations of zone districts within the new Ordinance. In the event the 2017
 25 Countywide Map Amendment process to implement the zones contained in the new Zoning
 26 Ordinance results in fundamental changes to, or the elimination of, the Prince George’s Plaza
 27 Transit District Overlay Zone, Transit District Standards, and the underlying zones and use
 28 tables contained in the TDOZMA, this TDDP will be severable and will continue to stand as the
 29 master plan for the Prince George’s Plaza area. Only the zoning (and not the plan
 30 recommendations) will be impacted by the Countywide Map Amendment.”

31 **REVISION 6:**

1 Include a map on page 48 showing the Primary Management Area for Wells Run. Add a text box
 2 on page 48 defining the Primary Management Area and its constituent regulated elements as
 3 follows:

4 “Section 24-101(b)(22) of the Subdivision Regulations defines the Primary Management Area
 5 (PMA) as a “vegetated buffer preserved and/or restored along all regulated streams outside the
 6 Chesapeake Bay Critical Area Overlay Zones, which at a minimum includes:

7 (A) All regulated streams and associated minimum stream buffers;

8 (B) The one hundred (100) year floodplain as defined by Section 27-124.01;

9 (C) All wetlands and associated wetland buffers that are adjacent to the regulated stream,
 10 stream buffer or the one hundred (100) year floodplain;

11 (D) All areas having slopes of fifteen percent (15%) or greater adjacent to the regulated
 12 stream or stream buffer, the one hundred (100) year floodplain, or adjacent wetlands or
 13 wetland buffers;

14 (E) Adjacent critical habitat areas.”

15 Impacts to the PMA and its constituent elements are strongly discouraged and are tightly
 16 regulated by a variety of county, state, and federal regulations.”

17 **REVISION 7:**

18 Move the last sentence on page 48 to a text box and integrate it with new language, as follows:

19 “Reducing the overall percentage of impervious surfaces and providing on-site infiltration areas
 20 can improve stormwater runoff quality and reduce the overall volume of water from developed
 21 site. Impervious surfaces may be reduced through the replacement of the existing surface parking
 22 lots with green and open space, buildings, landscaping, and new stormwater management
 23 features, including tree boxes, bioswales, rain gardens, and storage facilities.”

24 **REVISION 8:**

25 Add a text box on page 51 with the following text:

26 “Most properties along the west side of Adelphi Road and MD 500 (Queens Chapel Road)
 27 abutting the Transit District are zoned D-D-O/R-55, are within the City of Hyattsville, and are
 28 within the Traditional Residential Neighborhood Character Area of the Gateway Arts District
 29 Development District Overlay Zone.

30 Pursuant to the 2004 Approved Sectional Map Amendment for the Prince George’s County
 31 Gateway Arts District, page 144, Footnote 2, “R-55 zoned properties in the TRN character area

1 within the incorporated City of Hyattsville are exempt from the development standards and will
 2 abide by the requirements of the R-55 Zone.”

3 The height requirements, generally, for R-55 are that a building can be no more than 35 feet tall
 4 and 2.5 stories. If additional side yard is provided, the height may be increased to 40 feet/3
 5 stories.

6 However, in all residential zones, provided that for each foot in elevation above 40, each yard is
 7 increased by a foot:

8 a) Churches and places of worship may be increased to 80 feet and

9 b) Public/quasi-public buildings may be increased to 120 feet. [Sec. 27-442]

10 Due to these height restrictions and the fact that the largely institutional uses here serve as a
 11 buffer between the Prince George’s Plaza Transit District and neighborhoods to the east, these
 12 properties were excluded from the Transit District.”

13 **REVISION 9:**

14 On page 79, revise Strategy TM1.11 as follows: “Strategy TM1.11: Provide new or upgraded
 15 pedestrian crossings at all intersections and mid-block crosswalks throughout the Transit District
 16 that are highly visible to motorists, pedestrians, and bicyclists and provide full pedestrian/bike
 17 access at all corners of each intersection. Crosswalks should be a minimum of 12 feet wide and
 18 use highly visible markings, advance warning signage, and/or decorative alternative paving
 19 material.”

20 **REVISION 10:**

21 Add the following recommended connection to Strategy TM3.2 and Map 17 on pp. 83-84:

22 “To create the desired grid pattern, the following general locations are encouraged:

- 23 • As the Mall at Prince Georges redevelops, extend the western Metro entry road north from
- 24 Belcrest Center Drive, bisected by the Central Plaza proposed in Strategy HD4.3, [through] to
- 25 the main entrance of the Mall, through where the Mall stands today, to Toledo Terrace.
- 26 • Extend Freedom Way west to Toledo Terrace.
- 27 • Extend Editors Park Drive north.
- 28 • Formalize the extension of Toledo Terrace south of MD 410 (East-West Highway) as a public
- 29 street.
- 30 • Extend Belcrest Center Drive west to connect with Toledo Terrace Extended.
- 31 • Extend America Boulevard north and west to connect with Belcrest Road.

- 1 • Extend Northwest Drive south to at least Toledo Road Extended.
- 2 • Extend Liberty Lane west across Belcrest Road to intersect with new recommended north-south
- 3 streets.”

4 **REVISION 11:**

5 On page 87, add the following strategy:

6 “Strategy TM4.12: At the time of preliminary plan of subdivision, properties bordering the

7 proposed Central Plaza (see Strategies TM3.2 and HD4.3) should work with the State Highway

8 Administration to design an appropriate intersection for the recommended one-way couplet and

9 Central Plaza that provides for safe, clear vehicle turns and full pedestrian accommodation.

10 **REVISION 12:**

11 Delete Paragraph 2 on page 95.

12 **REVISION 13:**

13 Revise Paragraph 4 on page 95 to read: “As of mid-[2015] 2016, neither the property owners, on

14 their own initiative, or the County Council, through legislation, have formally created the TDM

15 District. Traffic and intersection performance have not fallen to the level where a TDM District

16 is required under Subtitle 20A. [However, the incorporation of TDM best practices will facilitate

17 and encourage residents, workers, and visitors to travel to, from, and through the Transit District

18 by means other than the automobile.] To be effective, a TDM District must be based on a

19 thorough analysis of existing parking usage, future parking needs, likely future development, the

20 size and nature of existing and future employers, the ability to influence commuter behavior, and

21 the size and nature of other relevant land uses. It must be imposed on the appropriate geography

22 at the appropriate moment in the area’s market and development cycle. This TDDP recommends

23 that the Planning Department retain an experienced TDM consultant to assist the County,

24 municipalities, property owners, and the community in designing a TDM District that will be

25 effective, with particular focus on timing, scope, funding, and administration.”

26 **REVISION 14:**

27 Revise Strategy TM17.1 on page 96 to read: “[Create] Explore the creation of a parking

28 management district [for] to serve the Transit District. This district may operate as part of [the

29 Transportation Demand Management] a TDM District, the City of Hyattsville, the Prince

30 George’s County Revenue Authority, the Business Improvement District, or as an independent

31 entity. This district [will] would help manage shared parking resources and generate revenues for

1 the TDM District.”

2 **REVISION 15:**

3 Revise Strategy TM17.5 on page 96 to read: “Evaluate opportunities to acquire or otherwise
4 operate existing parking facilities through [the]a parking management district [recommended in
5 Strategy TM17.1 above]or through the Revenue Authority.”

6 **REVISION 16:**

7 Revise Policy TM20 on page 97 to read: “[Create] Explore the creation of a formal structure to
8 manage transportation demand and provide for managed provision of trip reduction measures
9 and other transportation alternatives within the Transit District.

10 **REVISION 17:**

11 Revise Strategy TM20.1 on page 97 to read: “[Pursuant to Sec. 20A-204, the County Council
12 should authorized and establish a Prince George’s Plaza Transportation Demand Management
13 District (TDMD).] The Planning Department will retain an experienced TDM consultant to assist
14 the County, municipalities, property owners, and the community in designing a TDM District
15 that will be effective, with particular focus on timing, scope, funding, and administration. The
16 County Council should consider the recommendations of this analysis, including, if needed,
17 amendments to Subtitle 20A of the County Code.”

18 **REVISION 18:**

19 Revise Strategy TM20.2 on page 97 to read: “[To expedite the establishment of a Transportation
20 Management Association, and p] Provide transportation alternatives to residents of, workers in,
21 and visitors to the Transit District[, t] .The County Council should consider using its discretion
22 through Sec. 20A-204 to implement the provisions of the TDM[D] District prior to failure of an
23 intersection or other congestion-related trigger.”

24 **REVISION 19:**

25 Revise Strategy TM20.3 on page 97 to read: [All property owners should belong to the
26 Transportation Demand Management District.] “Upon creation of a Transportation Demand
27 Management District, all eligible property owners should be required to participate.”

28 **REVISION 20:**

29 Revise Strategy TM20.4 on page 97 to read: “Within [30 days of approval of the TDDP] six
30 months of completion of the TDM Feasibility Study, if so recommended, the City of Hyattsville
31 [or the Planning Board] should petition the County Council to establish a Transportation

1 Demand Management District.

2 **REVISION 21:**

3 Revise Strategy NE1.1 on page 98 as follows: “Conduct a Transit District-wide study of the
4 flood control volumes that exist currently and that will need to be addressed during
5 redevelopment of the Transit District. Determine appropriate Transit District-wide measures that
6 address shared solutions for handling stormwater volumes, including, if feasible, a regional
7 stormwater management facility.”

8 **REVISION 22:**

9 Add a Strategy NE2.5 on page 99 to read: “To the maximum extent practicable, discourage or
10 prohibit development within the Primary Management Area as defined by the County Code,
11 Section 24-101(b)(22).”

12 **REVISION 23:**

13 Revise Strategy HD1.1 on page 105 as follows: “Limit the size of blocks to 500 feet maximum;
14 smaller blocks are strongly encouraged. Require separation of blocks by streets, and encourage
15 the subdivision of blocks by streets, public open spaces, or pedestrian promenades.”

16 **REVISION 24:**

17 Add a new Strategy HD4.3 under Policy HD4 on page 106 as follows:

18 “Strategy HD4.3: Create a linear Central Plaza between the proposed new western entrance to
19 the Metro Station and the main entrance of The Mall at Prince Georges. North of MD 410 (East
20 West Highway), this plaza would be bounded by a one-way pair of Downtown A Streets. South
21 of MD 410 (East West Highway), this plaza would be narrower to accommodate Downtown A
22 Street frontage zones and bus traffic. At the Mall at Prince Georges, this plaza may be bisected
23 by cross streets. Construction of this plaza may be phased as redevelopment north of MD 410
24 (East West Highway) is anticipated to occur before redevelopment south of MD 410 (East West
25 Highway).”

26 **REVISION 25:**

27 Renumber existing Strategy HD4.3 and revise it to read as follows: “Strategy HD4.[3]4: In
28 addition to the public parks and open spaces identified in Strategy PR1.1, create publically
29 accessible open spaces, through the use of public use easements where necessary, at the
30 following locations:

31 [1. The existing entrance to the Mall at Prince Georges.]

1 [2]1. Public facilities constructed within the Transit District.

2 [3]2. Integrated with any new multifamily buildings in the R-10 or R-18 zones.

3 [4]3. A significant common or green at a central location on the site of the Mall at Prince
4 Georges.”

5 **REVISION 26:**

6 Renumber existing strategies HD4.4 through HD4.9 as shown below:

7 “Strategy HD4.[4]5: Encourage the construction, throughout the Transit District, of tot lots,
8 playgrounds, climbing opportunities and other features geared towards children.

9 Strategy HD4.[5]6: Consider the strategic location of dog parks and other pet amenities
10 throughout the Transit District.

11 Strategy HD4.[6]7: Create a greenway (with a shared use path) between Dean Drive and Adelphi
12 Road, to be located generally south of Northwestern High School and Wells Run. This greenway
13 should include, encompass, or parallel, as appropriate, any stormwater management features or
14 facilities draining into Wells Run.

15 Strategy HD4.[7]8: Work closely with targeted property owners to relocate interior or inward-
16 facing retail and commercial tenants to new ground-level spaces fronting key streets.

17 Strategy HD4.[8]9: Modify landscaping standards to permit urban-appropriate landscaping and
18 environmental features and discourage the creation of suburban landscape features in the
19 Downtown Core. See also Strategies PR1.1, PR1.8, PR3.1, and PR4.3.

20 Strategy HD4.[9]10: Wherever feasible, utility structures, equipment, and transmission lines
21 should be placed underground.”

22 **REVISION 27:**

23 Move the language addressing Urban Design Features on page 236 and Map 33 on page 237 to
24 page 107 under Policy HD5.

25 **REVISION 28:**

26 Add a master plan map of public facilities on page 112, showing the location of all existing and
27 proposed libraries, Fire/EMS stations, and public schools.

28 **REVISION 29:**

29 Add language to the Foreword and the first paragraph on page 6 to indicate that this TDDP
30 amends the 1998 *Adopted and Approved Functional Master Plan for Public School Sites*. Revise
31 the strategies under Policy PF2 on page 112 as follows:

1 “Strategy PF2.1: Adjust school attendance boundaries within the Transit District and surrounding
2 communities to reflect shifts in current and anticipated population growth.

3 Strategy PF2.2: Amend the 1983 Adopted and Approved Functional Master Plan for Public
4 School Sites and the 1994 Approved Master Plan for Planning Area 68 to add a floating symbol
5 to the master plan map for a PreK-8 school site within the Transit District.

6 Strategy PF2.[2]3: Construct a PreK-8 public school within the Transit District. Offer a height or
7 density bonus in exchange for the construction of, or conveyance of land for, a new school
8 operated by Prince George’s County Public Schools within the Transit District. A new school
9 within the Transit District should be multistory and have either onsite recreational facilities or be
10 colocated with a public playground.

11 Strategy PF2.4: Construct the improvements to area schools recommended in the Prince
12 George’s County Public Schools Master Plan Support Project.

13 Strategy PF2.5: Construct additional PreK-8 public schools in Planning Subregion 2.

14 Strategy PF2.6: Continue to explore opportunities to alleviate school overcrowding throughout
15 northwestern Prince George’s County.”

16 **REVISION 30:**

17 On page 114, replicate floating symbol 9 on the south side of MD 410 (East West Highway).

18 **REVISION 31:**

19 On pages 115-116, revise the description of Park and Recreation Facility 9 in Table 18 as
20 follows:

Location	Park Type	Ownership	Comments
Main Entrance to the Mall at Prince Georges	“Plaza or [Square] <u>Linear Park</u> ”	“[The Mall at Prince Georges] <u>TBD</u> ”	“This plaza or square is intended to create a central outdoor gathering place [outside of] <u>and connect</u> the main entrance to the mall <u>to the Metro Station.</u> ”

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REVISION 32:

On page 137, add the following row to Table 22: Action Items: Transportation and Mobility

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time-Frame
“ <u>Identify intersection design and operational solutions to accommodate the proposed Central Plaza</u> ”	<u>TM3.2, HD4.3</u>	<u>Property owners, WMATA, SHA</u>	<u>M-NCPPC, City of Hyattsville, DPW&T, Management Entity</u>	<u>Mid-Term”</u>

REVISION 33:

On page 140, revise Table 25 as follows:

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time-Frame
Relocate interior or inward-facing retail and commercial tenants to new ground-level spaces in buildings fronting A Streets	HD4.7	Property Owners	<u>PGCEDC</u>	Ongoing

REVISION 34:

Add revised Strategies PF2.2 through PF2.6 to Table 26 on page 142. The lead agency for each item is Prince George’s County Public Schools. The Potential Party Involved for Strategies PF 2.2 and 2.3 is The Maryland-National Capital Park and Planning Commission. The timeframe for Strategies PF2.1-2.4 is Ongoing. The timeframe for Strategies PF2.5-2-6 is Mid-Term.

REVISION 35:

On page 144, add the following row to Table 27: Action Items: Parks and Recreation

Proposed Action Steps	Strategies Implemented	Lead	Potential Parties Involved	Time-Frame
<u>“Work collaboratively to construct the proposed Central Plaza</u>	<u>TM3.2, HD4.3</u>	<u>Property owners, WMATA</u>	<u>M-NCPPC, City of Hyattsville, Management Entity</u>	<u>Mid-Term”</u>

REVISION 36:

On page 196, delete the third paragraph under “Public Improvements.”

REVISION 37:

On page 201, add Exemption E20 as follows: “E20: Temporary advertisements or public art displays in vacant or under-construction ground-floor windows.”

REVISION 38:

On page 210, revise the last Transit District Standard under Street and Block Standards to read:
 “• Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3.”

REVISION 39:

Add the following new guideline under General Frontage Standards and Guidelines on page 212:
 “• Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.”

REVISION 40:

Add the following new text and table from PGCPB No. 15-123 to page 213 to read

“Minimum Build-To-Lines are as follows:

<u>Existing Street or New Street Type</u>	<u>Minimum Build-to-Line (distance in feet from curb)</u>
<u>Northwest Drive and Dean Drive</u>	<u>25</u>
<u>MD 410, Toledo Road, Toledo Terrace, and New Downtown Core A Street</u>	<u>20</u>
<u>Belcrest Road</u>	<u>20 feet on east side; 28 feet on west side</u>
<u>Adelphi Road, New Downtown Core Pedestrian Street and New Neighborhood Edge A Street</u>	<u>18</u>
<u>New Downtown Core B Street</u>	<u>15</u>
<u>New Neighborhood Edge B Street</u>	<u>13</u>
<u>Alley</u>	<u>4”</u>

REVISION 41:

On page 229, revise the Frontage Element Minimum Width table to permit a minimum three-foot residential or retail zone.

REVISION 42:

Add a new design guideline under Green Infrastructure on page 240 to read:

“To the maximum extent practicable, no development should be permitted within the Primary Management Area as defined by Section 24-101(b)(22) of the County Subdivision Regulations.”

REVISION 43:

Revise the 10 Stories table on page 245 as follows:

“[Except where located in the 32-story maximum height area:]

- All buildings zoned R-10.
- [All buildings north of Toledo Road Extended, south of Toledo Terrace]
- All buildings east of America Boulevard south of Toledo Road.”

Amend Map 34 accordingly.

REVISION 44:

Revise the 16 Stories table on page 245 as follows:

“Except where located in the [32]28-story maximum height area:

[• All buildings north of MD 410 (East West Highway) east of Toledo Terrace and south of Toledo Road Extended.]

• All buildings north of MD 410 (East West Highway) east and south of Toledo Terrace, and west of Belcrest Road.

• Portions of, or entire, buildings south of MD 410 (East West Highway) east of Editors Park Drive, greater than 250 feet north of Oliver Street, except the Mosaic development on Belcrest Road.

• All buildings west of, and fronting, Belcrest Road north of the Metro station entrance and south of Toledo [Road Extended] Terrace.

• Portions of, or entire, buildings east of Belcrest Road and north of Toledo Road greater than 500 feet west of Adelphi Road.

• All buildings east of Belcrest Road, north of MD 410 (East West Highway), and west of America Boulevard.”

Amend Map 34 accordingly.

REVISION 45:

On page 247, add a third paragraph under General Standards, labeled “Applicability” which states: “This section establishes a Public Facility Density and Height Bonus Program for the Prince George’s Plaza Transit District. Upon enactment of enabling legislation by the District Council, the Planning Board or District Council may approve additional height and density bonuses in exchange for dedications of land for, and/or construction of, the public facilities and amenities described in this section.”

REVISION 46:

On page 247, revise the first Major Amenity Bonus-eligible facility to read: “A regional stormwater management facility operated by the Department of Public Works and Transportation, or other entity.”

REVISION 47:

Revise the list of amenities eligible for an up-to-20-percent density bonus on pages 247 and 248 as follows:

“5. Day care for children, [or] senior adults, [and] or persons with disabilities.

6. Public art.

7. Provision of moderately-priced dwelling units; at least ten percent of total approved dwelling units shall be available for rent or sale at 80 percent of area median income.

8. Provision of solar or green roofs.

9. Certification of green building construction or neighborhood development at a LEED® Silver or equivalent level (equivalency to be determined by the Planning Board).”

REVISION 48:

On page 248, revise the text of the second paragraph under Requirements to reflect the first sentence in bold type, to make a clarifying technical amendment, and to add a requirement of the Height/Density Bonus program, as follows: “**No height or density bonus shall be granted for the construction of building, or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way or 250 feet of the northern boundary of the Oliver Street right-of-way.** However, height and density bonuses may be granted for the construction of, or conveyance of land for, amenities to be constructed in those transition areas. All public agency capital improvements eligible for this program must be added, through action of the appropriate body following a duly-advertised public hearing, to the appropriate Capital Improvement Program.”

REVISION 49:

Add a third standard under Articulation on page 257 to read:

“To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:

• Colonnades;

• Gables;

- 1 • Hip roofs;
- 2 • Towers;
- 3 • Dormers;
- 4 • Archways;
- 5 • Covered entries;
- 6 • Repetitive window openings;
- 7 • Arched and corbelled parapets
- 8 • Cornices;
- 9 • Transoms; or
- 10 • Other design elements deemed appropriate by the Planning Board.”

REVISION 50:

Delete the third guideline under Articulation on page 257.

REVISION 51:

On page 259, delete the Transit District Standard for Transportation Demand Management.

REVISION 52:

Insert the following new design guideline under Downtown Core Blocks on page 266 as the first bullet to read:

- 18 “• Blocks should range in size from 200 to 400 linear feet on each side.”

B. REVISIONS TO THE ENDORSED TRANSIT DISTRICT OVERLAY ZONING MAP

AMENDMENT

REVISION 53:

Reclassify Tax Account 1859479 from R-18 to T-D-O/R-20. Update maps and tables accordingly.

REVISION 54:

Revise Table 50, Table of Uses Permitted: Residential Zones, to reflect Amendment 52 and to clarify footnotes as follows:

...

USE	R-O-S	R-O-S in TDOZ	O-S	O-S in TDOZ	R-80	R-80 in TDO	R- 20	R-20 in TDO
...								
Dwelling, multifamily:								
(A) In general (CB-37-2005)	X	X	X	X	X	X	X	X ^c
(B) Subject to applicable bedroom percentages	X	X	X	X	X	X	X	X ^c
(C) In excess of applicable bedroom percentages	X	X	X	X	X	X	X	X ^c
(D) Restricted to one-bedroom and efficiency apartments	X	X	X	X	X	X	X	X

a Signs within the Prince George’s Plaza Transit District are subject to the Transit District Standards as well as certain provisions of Part 12 of the Zoning Ordinance. See Applicability clause SG2 to determine which standards apply.

[b Provided that the multifamily dwelling units were in existence on the date the property was placed in the T-D-O/R-20 Zone. New multifamily dwelling units may be built to a maximum density of 16.33 dwelling units per acre.]

1 [c]b Use is not permitted above the second story above grade in a multifamily building.

2 [d]c Use is permitted and not nonconforming within the Prince George’s Plaza Transit District if
3 legally existing on the date of approval of the Prince George’s Plaza Transit District
4 Development Plan. Use may continue to operate and may be reconstructed or restored pursuant
5 to the Transit District Standards up to a density equal to the dwelling units per acre in existence
6 on the date of approval of this TDDP. New uses of this type are prohibited within the Transit
7 District.

8 [e]d Permitted pursuant to an approved detailed site plan valid on the date of approval of the
9 TDDP/TDOZMA. Otherwise, only multifamily dwelling units are permitted in the T-D-O/M-X-
10 T zone. All other dwelling unit types are prohibited.

11 [f]e Accessory structures and uses are subject to Transit District Standards.

12 [g]f Driving instruction limited to classroom instruction; no on-site driving course permitted.

13 [h]g Airport, airpark, airfield, airstrip, and heliport prohibited within the Transit District.
14 Helistop permitted.

15 [i]h Permitted only:

- 16 1. On lots that abut, or are directly across a street from, lots in the R-80 zone, or,
- 17 2. Public parkland

18 [j]i Use is only permitted on the top floor or roof of a multifamily building.

19 [k]j Pursuant to the Transit District Standards.

20 Revise footnotes throughout Tables 49–50 to reflect the renumbering of footnotes in this
21 Amendment and in the Planning Board’s Resolution of Adoption.

22 * * * * *

23 BE IT FURTHER RESOLVED that the Planning Board staff is further authorized to make
24 appropriate textual, graphical, and map revisions to correct identified errors, to reflect updated
25 information and revisions, and to incorporate the zoning map change reflected in this Resolution.

26 BE IT FURTHER RESOLVED that this Transit District Overlay Zoning Map Amendment
27 is an amendment to the Zoning Ordinance and to the official Zoning Map for the Maryland-
28 Washington Regional District in Prince George’s County. The zoning changes approved by this
29 Resolution shall be depicted on the official Zoning Map of the County.

30 BE IT FURTHER RESOLVED that it is hereby the legislative intent of the District Council
31 that the provisions of this Resolution are severable. Thus, if any provision, sentence, clause,

1 section, zone, zoning map, or part thereof is declared illegal, invalid, unconstitutional, or
2 unenforceable by a court of competent jurisdiction, then it is the further legislative intent of the
3 District Council that any such illegality, invalidity, unconstitutionality, or unenforceability shall
4 not affect or impair any of the remaining provisions, sentences, clauses, sections, zones, zoning
5 maps, or parts hereof, or their application to other zones, persons, or circumstances, and this
6 Resolution shall have been adopted as if such illegal, invalid, unconstitutional, or unenforceable
7 provision, sentence, clause, section, zone, zoning map, or part had not been included herein.

Adopted this 19th day of July, 2016.

COUNTY COUNCIL OF PRINCE GEORGE’S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON REGIONAL
DISTRICT IN PRINCE GEORGE’S COUNTY,
MARYLAND

BY: _____
Derrick Leon Davis
Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council

KEY:
Underscoring indicates language added.
[Brackets] indicate language deleted.