The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
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Detailed Site Plan DSP-20053-02
Departure from Design Standards DPT-2025-0003
West Hyattsville Phase 2 - ETOD

REQUEST	STAFF RECOMMENDATION
A residential building consisting of 342 multifamily dwelling units and associated parking garage and plaza.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-20053-02 • APPROVAL of Departure from Design Standards DPT-2025-0003 • APPROVAL of Type 2 Tree Conservation Plan TCP2-2025-0074 • DISAPPROVAL of Alternative Compliance ACL-2025-0008

Location: On the east side of Little Branch Run, 250 feet west of its intersection with Ager Road.

Gross Acreage:	8.04
Zone:	LTO-C
Prior Zone:	M-X-T/T-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	342
Gross Floor Area:	N/A
Planning Area:	68
Council District:	02
Municipality:	Hyattsville

Applicant/Address:
WHPC Block 3, LLC & WHPC Block 4, LLC
1100 North Glebe Road, Suite 1000
Arlington VA, 22201

Staff Reviewer: Jill Kosack, RLA
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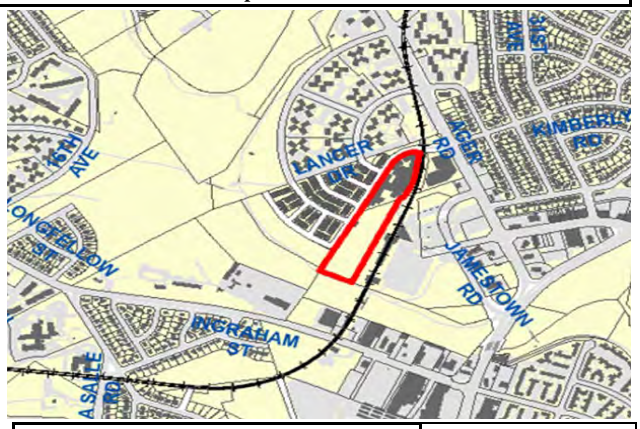

Planning Board Date:	02/19/2026
Planning Board Action Limit:	02/19/2026
Staff Report Date:	02/05/2026
Date Accepted:	11/03/2025
Informational Mailing:	06/04/2025
Acceptance Mailing:	10/30/2025
Sign Posting Deadline:	12/23/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20053-02
Departure from Design Standards DPT-2025-0003
Type 2 Tree Conservation Plan TCP2-2025-0074
Alternative Compliance ACL-2025-0008
Expedited Transit-Oriented Development (ETOD) Project
West Hyattsville Phase 2

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The subject property is located within the Local Transit–Oriented Core (LTO-C) Zone. However, this application is being evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1704(b) of the Zoning Ordinance, a development project approved and remaining valid pursuant to the prior Zoning Ordinance and prior Prince George's County Subdivision Regulations may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance. The subject property received prior development approvals that are still valid, including Preliminary Plan of Subdivision 4-20040 and Detailed Site Plan DSP-20053. Therefore, this application is being reviewed and decided under the prior Zoning Ordinance. Under the prior Zoning Ordinance, the property is subject to the standards of the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones, which applied to this property prior to April 1, 2022. Therefore, staff considered the following in reviewing this detailed site plan:

a. The requirements of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*

b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones, and Expedited Transit-Oriented Development (ETOD) Projects;

c. The requirements of Preliminary Plan of Subdivision 4-20040;

d. The requirements of the 2010 *Prince George's County Landscape Manual;*

e. The requirements of the Prince George's County 2010 Woodland and Wildlife Habitat

Conservation Ordinance;

f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and

g. Referral comments

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommend the following findings:

1. Request: The subject detailed site plan (DSP) is for approval of a residential building consisting of 342 multifamily dwelling units and an associated parking garage and plaza on proposed Parcel 2.

The applicant also requests a departure from design standards (DPT) of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), for a reduction in the bufferyard provided along the eastern property line.

2. Development Data Summary:

	EXISTING	**EVALUATED**
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Multifamily and commercial retail	Multifamily and commercial retail
Gross Acreage	8.04	8.04
Commercial Gross Floor Area	3,213 sq. ft.	3,213 sq. ft. (0 proposed)
Total Multifamily Dwelling Units	293	635 (342 proposed)
Studio	-	0
1-Bedroom Unit	-	212
2-Bedroom Unit	-	125
3-Bedroom Unit	-	5

Parcel 2 Parking

With 0.25 mile of West Hyattsville Metro Station	**MAX. PERMITTED***	**PROPOSED**
Residential at 1.5 spaces per dwelling unit	513	-
Total	**513**	**379****
Of which Standard handicap-accessible spaces		8
Handicap-accessible van spaces		1

Notes: *There is no minimum number of off-street parking or loading spaces within the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning*

Map Amendment for the West Hyattsville Transit District Overlay Zone (West Hyattsville TDDP), only a maximum number of surface parking spaces, as specified on page 118.

**Total off-street parking spaces are in a garage, which is surrounded by the building on three sides. An amendment to change the standard parking space size from 9.5 by 19 feet to 8.5 by 18.5 feet is required and discussed in Finding 7 below.

Parcel 2 Loading

	REQUIRED	PROPOSED
Loading Spaces*	2	2**

Note: *The Transit District Overlay (T-D-O) Zone does not prescribe a minimum number of loading spaces. The requirement is in accordance with the Prince George's County Zoning Ordinance.

**The site plan does not correctly reflect the number of required or provided loading spaces and should be revised to do as conditioned herein.

Parcel 2 Bicycle Parking Spaces

	REQUIRED BY TDOZ	PROVIDED
Residential (342 Units @ 1 space/20 Units)	18	20 (in garage)
Total	**18**	**20**

3. **Location:** The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and 250 feet west of its intersection with Ager Road, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.

4. **Surrounding Uses:** The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the West Hyattsville TDDP. The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Local Transit–Oriented Core (LTO-C) Zone; to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the LTO-C Zone; and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space (ROS) Zone.

5. **Previous Approvals:** The West Hyattsville TDDP retained the subject property in the T-D-O and Mixed Use-Transportation Oriented (M-X-T) Zones.

The recently adopted 2025 *Approved West Hyattsville-Queens Chapel Sector Plan and Sectional Map Amendment* (West Hyattsville-Queens Chapel Sector Plan) replaces the 2006 West Hyattsville TDDP per the language in Prince George's County Council Resolution CR-137-2025. However, per Section 27-548.02 of the prior Zoning Ordinance, in each T-D-O

Zone, a "Transit District Development Plan must be approved by the District Council." The Transit District Development Plan must contain: "Transit District Standards intended to implement the goals of the Transit District Development Plan and the T-D-O Zone for physical development within the Transit District" (Section 27-548.07(c)). These development standards can supersede the underlying zone standards, as well as the Landscape Manual and parking and loading standards (Section 27-548.06). The Transit District Development Plan can also alter the uses allowed in underlying zones (Section 27-548.05(a)). Therefore, the 2006 West Hyattsville TDDP is zoning, at least, in that it provides the development standards and permitted uses for the prior T-D-O Zone. As a planning document, the 2025 West Hyattsville-Queens Chapel Sector Plan cannot amend zoning regulations. Therefore, the 2006 West Hyattsville TDDP still applies for this grandfathered application, pursuant to the prior Zoning Ordinance.

The site was the subject of Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Prince George's County Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant in that case; however, the project never came to fruition. The conditions of the previous approvals do not apply. It should be noted that a new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01, for Expeditated Transit Ordinated Development, of the prior Zoning Ordinance, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

On March 7, 2017, the Planning Board approved PPS 4-15020 (PGCPB Resolution No. 17-42), for 183 lots and 32 parcels for development of a mixed-use development including single-family attached and multifamily residential, and 10,000 square feet of gross floor area for commercial development.

DSP-16029, for infrastructure for 183 townhouse lots and rough grading for a future multifamily building, was approved by the District Council on April 25, 2017, for the overall 18.45-acre property, including the subject parcel.

DSP-17044, which is an umbrella architecture DSP, was approved by the Planning Board on July 19, 2018 (PGCPB Resolution No. 18-69), for 183 single-family attached (townhouse) dwelling units for development across Little Branch Run to the west of the subject site. A revision to this approval, DSP-17044-01, to adjust the approved townhouse models, was approved administratively.

DSP-20004 was approved by the Planning Board on May 28, 2020 (PGCPB Resolution No. 2020-88), for a 44,362-square-foot medical office building, for a site that is on the eastern side of the WMATA rail lines and in the southwest quadrant of the intersection of Little Branch Run and Ager Road.

On October 7, 2021, the Planning Board approved PPS 4-20040 (PGCPB Resolution No. 2021-122) for the subject site, which includes the existing Parcels 2, 3, and 114. This new PPS was approved to subdivide the three parcels into proposed Parcels 1 and 2 that are included in this DSP.

On December 16, 2021, the Planning Board approved DSP-20053 (PGCPB Resolution No. 2021-144) for the subject site, which proposed a mixed-use building on Parcel 1, and infrastructure on Parcel 2, subject to one condition. This DSP was then amended by the Prince George's County Planning Director on October 17, 2024, to add solar panels on the parking garage and modify signage. The proposed building on Parcel 1 has been fully constructed and is operational today.

The site also has an approved Stormwater Management (SWM) Concept Plan (3816-2021-00) which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on October 13, 2024, and is valid through October 13, 2027.

6. **Design Features:** This DSP application proposes to develop a five-story residential building with 342 multifamily dwelling units on proposed Parcel 2, with an associated parking garage and plaza improvements. The northern end of the property, Parcel 1, contains an existing vertical mixed-use building consisting of 293 multifamily dwelling units and 3,213 square feet of commercial retail space and the southern end includes an existing compensatory SWM facility on Parcel 2, as approved with DSP-20053.

The proposed building will occupy the entire Parcel 2 outside of the SWM facility. The main residential entrance to the building is located in the middle of the length fronting on Little Branch Run, which also includes the access to the proposed parking garage and internal loading and trash area. The proposed parking garage sits in the middle eastern portion of the building and is surrounded on three sides by it. A public art theme used on the eastern exposed elevation of the parking garage has also been featured in the main entrance area. Two internal courtyards will provide private recreational facilities for the residents.

Architecture

The subject site is in close proximity to the West Hyattsville Metro Station, which offers an opportunity to create a sense of place and identity for this developing area of Hyattsville. The 342-unit, 5-story, flat-roof building complex is designed around a 5-level parking structure and constitutes Phase 2 of a two-phase project. When complete, the second phase will form the southern edge to the plaza developed in Phase 1, that has direct connection to the West Hyattsville Metro Station.

The building articulation includes vertical divisions of the massing to match that of the townhouses to the west, the selection of a matching color scheme, a combination of brick, vertical, and horizontal siding, and cementitious panels that result in a uniform development with the existing adjacent buildings. Visual interest is provided by façade variations, balconies, and colorful accents.

The eastern elevation, along the Metrorail lines, shows a different treatment from the main elevation along Little Branch Run. The parking garage occupies a large portion of this elevation and features precast concrete panels that are decorated with artwork that creates a colorful accent similar to that on the main entrance plaza. The rest of the elevation carries the typical residential architectural treatments, including fenestration and building materials, of the main elevation.

Lighting

A photometric plan has been included in this application that shows the foot-candle

readings of the entrance areas, as well as the immediate surrounding outdoor areas of the building with three types of light fixtures, including pole bollard and wall mount lighting. All of the proposed light fixtures are light-emitting diode (LED) and full cut-off optics, consistent with those used in the Phase 1 development. Sufficient lighting has been provided in accordance with the requirements of the West Hyattsville TDDP.

Signage
A uniform signage plan (shown on Sheets A304 and A305) has been submitted with this DSP that includes signs for the residential use and entrances. The specific sign types and locations have been shown on each elevation of the building complex, and specific sign face areas have also been provided. A summary sign face area calculation table has been provided that shows a total of 395 square feet of signage for the entire project. However, sign lettering, color, style, materials, and installation details have not been provided and should prior to certification, as conditioned herein.

The proposed signs are generally consistent with the applicable T-D-O Zone signage standards, except for the method of illumination, for which the applicant has requested an amendment, and staff has recommended approval, as discussed in Finding 7 below.

Recreational Facilities
This application for development of Parcel 2 is required to provide on-site private recreational facilities in fulfillment of the mandatory dedication of parkland requirements pursuant to PPS 4-20040.

On-site private recreational facilities have been provided by the applicant in this DSP to serve future residents, including a fitness space, club room, an outdoor kitchen and seating areas, and a fifth-floor terrace. The larger northern courtyard features landscaping and a walking path with seating and the outdoor kitchen. The southern courtyard includes a walking path and seating areas. The pedestrian promenade, along the northern part of Parcel 2, varies in width from 20 to 60 feet, creating an inviting pedestrian space that provides direct access from the townhouse and multifamily neighborhood to the pedestrian tunnel under the West Hyattsville Metro Station.

Staff have evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines*, and find that the applicant's proposal of on-site recreational facilities is acceptable, with revisions to add more details, as conditioned herein. As part of the approved DSP, the recreational facilities will be required to be built as part of the development.

COMPLIANCE WITH EVALUATION CRITERIA

7. 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone: The West Hyattsville TDDP envisions three distinct neighborhoods in the West Hyattsville Transit District: Hamilton Square, North Park, and Queenstown. The subject site is located within the North Park neighborhood, which is located just north of the Metro tracks. The main character and attributes of the North Park neighborhood include, but are not limited to, a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest

Branch stream valley park. Small, neighborhood-focused retail should be at the intersection of the primary internal streets, within two blocks of the Metro station.

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the building envelope, streetscape, architecture, and parking. The applicant's submitted statement of justification (SOJ) (pages 17–70 and 87–106) includes an analysis of all T-D-O Zone standards. The subject DSP has been reviewed for conformance and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the prior Zoning Ordinance.

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a SOJ to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

Amendment to the Preferred Land Use Plan Category (page 36)
To change the Preferred Land Use Plan category from Structured Parking and Townhouses: 2–4 stories to Condominiums: 4–6 Stories for the entire subject property, and to add multifamily dwellings with no ground-floor retail as an allowed use for the subject property.

The West Hyattsville TDDP/TDOZMA divides the area into small blocks, which are shown on Map 13, Block Registration Plan (page 35). The subject property, proposed Parcel 2, consists of Blocks DD, EE, and a portion of CC. These blocks were then designated with preferred land use categories, which determine which uses are permitted within each block. On the Preferred Land Use Plan (Map 14, page 36), Blocks DD and EE are designated as "Condominiums: 4–6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "Structured parking" and "Townhouses: 2–4 stories". The proposed development of multifamily dwellings with structured parking and no ground-floor retail is not in conformance with all of the land use categories on the Preferred Land Use Plan, specifically the Townhouses: 2–4 stories category which does not permit this use. Hence, the applicant requests an amendment to the Preferred Land Use Plan category for the subject property to the Condominiums: 4–6 Stories category for the entirety of proposed Parcel 2 with this DSP. The applicant's proposed amendment to the Preferred Land Use Plan Category reflects the current development pattern of the surrounding property and takes into account the contemporary real estate market and the difficulty of executing the development concept of the West Hyattsville TDDP. The alternative design continues established neighborhood block patterns benefiting the development and meets the vision

and goals of the TDDP, in regard to land use, so it does not impair implementation of the TDDP.

For these reasons, staff find that the proposed change to the Preferred Land Use Plan will not substantially impair implementation of the TDDP. Accordingly, staff recommend **approval** of the changes to the Preferred Land Use Plan category for the subject property.

Amendment to the List of Allowed Uses
In the Condominiums: 4–6 Stories Preferred Land Use Plan category, multifamily dwellings are permitted, but only with ground-floor retail uses. The proposed multifamily residential building will not include commercial retail uses on the ground floor. Thus, the applicant requests an amendment to the list of allowed uses to allow multifamily dwellings without ground-floor retail uses. To approve this amendment, in accordance with Section 27-548.09.01(b) of the prior Zoning Ordinance, the District Council must find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the TDDP, and meets applicable site plan requirements. This application does meet applicable site plan requirements, as discussed in multiple findings herein. However, the proposed use does not conform with the purpose of the West Hyattsville TDDP/TDOZMA, which is to create moderate- to higher-density development within an easy walk of the transit stop, with a mix of uses.

The TDDP intentionally excludes multifamily buildings without ground-floor retail from its list of permitted uses. For the North Park neighborhood, where the property in question is located, the plan clearly aims for a transit-oriented, compact, walkable, mixed-use environment, featuring small retail spaces that serve local residents, all within a short distance from the Metro station. Although the area is intended to be mostly residential, this would still be true even if every 4–6 story multifamily building included retail on the ground floor. Therefore, the applicant's claim about residential dominance is mistaken because having both residential and retail uses together does not create a conflict. In addition, the applicant's reasoning for amending the permitted uses is incorrect; they rely on findings from PPS 4-20040, which involved ground-floor retail in Phase 1. This application does not propose any retail space and therefore, this proposed development does not conform with the purposes and recommendations of the TDDP.

The applicant references the 2025 sector plan data in its SOJ without recognizing its nuance. The study used historic, business-as-usual growth projections, for example, estimating just 1,000 new residents (412 households) in the area from 2021 to 2045. However, both phases of this development alone add 635 new dwelling units in just one block, surpassing those estimates. While the applicant claims the 2025 plan says the area is over-retailed, the reality is more complex: there is no Class A retail, and there is a significant retail and food service gap with $18 million in spending leaving the area. Additional retail development could capture more local spending, especially as residential or office growth accelerates. Currently, 40 percent of retail inventory is Grade "C" and does not meet modern standards, underscoring the need for upgrades (2025 West Hyattsville-Queens Chapel Sector Plan). Actual demand for retail space depends on future residential/office expansion and local investment.

The applicant also states in the SOJ that attracting retail tenants is currently challenging due to limited residential support and market risks. However, development decisions should align with long-term goals. Ground-floor retail distinguishes urban centers, increases foot

traffic, boosts property value, and encourages complementary uses. Without it, the area could become a single-use space, undermining the Transit-Oriented Development strategy. Success relies on early participation from all developers. Allowing opt-outs for retail use would result in no retail at this transit center, preventing plan vision and goals from being realized. Therefore, staff do not support the proposed amendment to the table of permitted uses, as it does not conform with the purposes and recommendations of the TDDP. The City of Hyattsville also indicated their opposition to the requested use amendment.

Staff recommend that the Planning Board recommend to the District Council **disapproval** of the change to allow multifamily dwellings without ground-floor retail use as an allowed use for the subject property.

Building Envelope and Block Standards

Amendment 1: Ground Floor Retail (page 67)

6. **Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., ... commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.**

   In accordance with the applicant's SOJ, no commercial retail space is proposed in this building. The applicant states that because the building is internal to the Riverfront at West Hyattsville community there would not be sufficient vehicular traffic to support a substantial amount of retail use. In DSP-20053, retail use was limited to a small portion of the first-floor elevation of the building on Parcel 1. The applicant stated that their experience in attempting to lease out the space already constructed in Phase 1 has caused them to conclude that additional retail will not be supported.

   As discussed above, staff are not in support of the requested use amendment to allow no retail use on the ground floor of the building and has conditioned that retail be added to the development. Staff is in agreement that retail does not need to be provided on all ground floor elevations, but only in the northernmost portion of the building, adjacent to the pedestrian promenade. The retail space should be focused on this area with the highest foot traffic that is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. Small-scale retail presence in this project would be consistent with the TDDP vision for this neighborhood. An amendment to support a small amount of ground-floor retail along the northern portion of the building will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 2: Shared Parking (page 68)

8. **Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.**

   Off-street parking is provided in a parking garage accessed directly from Little Branch Run, but located away from the street behind the residential building. The parking garage will be a secure facility exclusively used by the residential tenants and will not be shared with other users or owners. Other buildings in the vicinity, including the multifamily to the north and townhouses to the west, have their own integral parking garages. The retail use conditioned to be located along the northern façade of this building is primarily intended to serve residents of the development and pedestrians and bicyclists utilizing the trail system incorporated into the project. It is anticipated that a small number of vehicles will utilize the retail space. However, there are on-street parking spaces available on Little Branch Run that will be available to the general public. This amendment request, to not share the parking garage with other users and owners, will be beneficial to the future residents as secure and convenient parking and, therefore, will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP, as the provided parking is still limited and not impactful on the transit district. Staff support this amendment request.

Amendment 3: Residential Street (page 75)

1. **Building Street Façade: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.**

   Proposed Parcel 2 has frontage on Little Branch Run and meets the build-to-line requirement for at least 75 percent of the frontage. The street façade is in a single plane, but façade jogs of greater than 24 inches are included. In addition, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 4: Residential Street (page 75)

5. **Rear Yard Line: On sites with no alley access, there shall be a 12-foot setback from the rear yard line.**

The building backs up to the right-of-way of WMATA Metro train tracks, along the rear property line to the east. In most locations, the building is set back more than 12 feet. However, along the northeastern edge the setback is only 10 feet. In all other locations, a 12-foot setback is provided. The narrowness of the parcel and the large setback on the adjoining WMATA property to the train tracks, over 60 feet, adjacent to the 10-foot setback, meet the intent of the rear yard setback. Given the specifics of the property and adjacent use, this amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Streetscape Standards:

Amendment 5: Landscaping of Building Fronts (page 82)

7. Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.

The applicant is not proposing planters and window boxes within two feet of the building. However, landscaping is provided along the building base area fronting the streetscape of the entire Little Branch Run. The applicant intends to provide flowering shrubs and perennials similar to those along the building in Phase 1. The perennial and shrub planting shown on the landscape plan meet the intent of this standard. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 6: Location of Mechanical Equipment (page 82)

9. Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street…air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.

As noted on the DSP, the transformers are located within 25 feet of the build-to line to conform to Potomac Electric Power Company standards. The transformers will be attractively screened to ensure that they are not prominently visible from the streetscape. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 7: Streetscape (page 83)

2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials

shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.

Lead walks are provided from the building entrance to the sidewalks. In lieu of brick or precast pavers, the DSP proposes to utilize stamped concrete to be constructed to the City of Hyattsville standards. Compared with brick or pavers, stamped concrete requires less maintenance and has the same visual effect that meets the intent of the West Hyattsville TDDP. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 8: Public Street Lighting (page 90)

6. **Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.**

   The applicant proposes LED lighting rather than incandescent, metal halide, or halogen lighting. As the cost of LED lighting has lowered, it became the common replacement for old-fashioned incandescent lighting, because LED lights not only last much longer, but also use far less electricity than standard lighting. LED lighting is proposed for all fixtures in this project. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 9: Blocks and Alleys (page 91)

4. **Alleys: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.**

   Due to the narrow and elongated shape of the property, and the presence of the WMATA train tracks to the east, no alleys are proposed with this DSP. There is no adjacent development which could access or benefit from providing an alley. The site is oriented toward Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 10: Blocks and Alleys (page 91)

5. **Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear setback**

to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

a. Sodding and providing routine landscape maintenance to the area.

b. Keeping the area clear of debris, litter, stored materials, and vehicles.

As discussed above, no alley is proposed, nor alley right-of-way is dedicated to the rear of the proposed building, because the site is too narrow to physically accommodate it and there is no development to the east that would benefit from the right-of-way. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 11: Sod, Groundcover and Mulch (page 93)

4. Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.

In DSP-16029, the District Council approved an amendment to remove the requirement for an automatic irrigation system with the support of the City of Hyattsville provided that native plant species be used. An amendment was also approved with DSP-20053. Consistent with the prior approvals, an irrigation system is not proposed for sod or groundcover areas. However, native species will be used throughout the development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Architecture Standards:

Amendment 12: Windows/Doors and Entrances (page 106)

1. All Windows:

- **Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).**

  Windows have been placed on the building elevations based on functional furniture layout and to allow maximum daylight for healthy living. Some windows are closer than 30 inches to exterior building corners. The proposed building is attractive and well-functioning to serve future residents. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 13: Windows/Doors and Entrances (page 106)

2. **Ground Floor Windows:**

- **Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.**

  While the ground-floor windows allow for 60 percent of surface view for a depth of at least 20 feet in the lobby area, they do not allow for this depth in the residential units. The requested amendment is to only apply this standard to the ground-floor windows within the lobby area of the building. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 14: Signage (page 108)

1. **Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration.**

   The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Visibility from the Metro station is also desired for placemaking purposes, as the building is not readily accessible from Ager Road. As a result, some signs will also be internally illuminated. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Parking Standards

Amendment 15: Off-Street Parking (page 112)

Materials:

The following is a list of permitted and prohibited material:

1. **Permitted: Brick and tile masonry; Native Stone (or synthetic equivalent); Precast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (for trim elements only); Metal (for beams, lintels, trim elements and ornamental only); Wood lap siding (horizontal configuration), smooth or rough-sawn finish; Hardie-plank equivalent or better siding.**

2. **Prohibited: Stucco/EIFS (cementitious finish); Split-faced block; Concrete (except for parking deck surface); Concrete Masonry Units; Faux wood grain.**

3. **Façade Treatments for Parking Structures: Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural façades along both the front and side streets.**

   Three sides of the parking garage will be surrounded by the residential building. The only parking garage elevation that is visible to the public views is oriented toward the WMATA Metro train tracks to the east. That elevation will be constructed of precast concrete to be painted with artwork to provide visual interest and tie into the other colorful elements of the building. In addition, landscaping is also provided along the entire length of the eastern property line. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 16: Off-Street Parking (page 113)

4. **Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.**

   The parking garage is integral to the building and will be fully screened from the street, except for the entry doors and on the eastern elevation, which will be visible from the WMATA station. The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. With the proposed design of the parking garage, the minimum openings of 75 percent transparency cannot be met. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 17: Off-Street Parking (page 114)

9. **Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and**

openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.

The parking structure is part of the proposed building complex and can only be accessed by residents, their guests, and staff. Illumination of the stairwells will comply with standards. The design of the stairwells will be in conformance with the governing building and fire codes. However, the steps are precast and are not open risers. Due to the limited access and use of the garage, pedestrian security will still be achieved. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 18: Off-Street Parking (page 114)

10. Parking Structure Elevators: Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

Residential units and the private parking garage share a common elevator. The illumination level of the elevator will comply with this standard; however, the elevator will not be glass enclosed. Pedestrian safety will be provided as the garage and elevators are only accessible to residents, their guests, and staff. As discussed above, the entire design of the building complex, including the parking structure and vertical transportation inside the building, will be in conformance with the governing building and fire codes. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 19: Off-Street Parking (page 115)

11. Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:

a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

c. Perimeter or core uplight wall fixture

d. 250W metal halide

e. 10-foot 6-inch parking structure ceiling

f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls

The parking structure will provide adequate lighting to meet the above standards, but the lights will be LED and not metal halide. The parking structure ceiling is designed to allow each level of the parking garage to access a residential floor in the mixed-use building. The gross ceiling heights in the garage comply with the 10-foot, 6-inch minimum requirement and are designed in accordance with the prevailing practices in the areas. However, after deducting the structural elements, the clear height in the garage for vehicles is nine feet on the first floor, and eight feet on all other levels of the garage. In fact, the governing building code (Section 406.22, Clear Height, International Building Code) limits the clear height of each floor level in vehicle and pedestrian areas to no less than seven feet. The proposed eight and nine feet are above the minimum clear height required by the building code. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 20: Parking Space Size in Parking Garage
Section 27-558(a) of the prior Zoning Ordinance governs the size of surface parking spaces and provides that nonparallel standard parking spaces shall measure 9.5 feet by 19 feet, but permits up to one-third of the required spaces to be compact measuring 8 feet by 16 feet. This DSP proposes the use of 8.5 feet by 18.5 feet parking spaces within the garage for all 370 standard spaces, excluding handicap-accessible parking spaces. No compact parking spaces are proposed.

The subject property is located within the West Hyattsville T-D-O Zone. In a T-D-O Zone, Section 27-548.06(d)(1) of the prior Zoning Ordinance provides that "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to the number of parking spaces, but do not modify the size of parking spaces. Section 27-548.06(d)(2) of the prior Zoning Ordinance further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3), states the following:

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

The difference between the required standard parking space size and the 8.5-foot by 18.5-foot space, as a universal size, allows for more efficient

layout and circulation within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space, as opposed to combining standard and compact-sized spaces, has become more common in modern zoning ordinances. It should also be noted that the same parking space size was requested, approved and constructed within the Phase 1 parking garage.

The use of the universal-sized parking space allows the applicant to place the required number of parking spaces in the structure to meet future residents' needs. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the Transit District, which generally seeks to limit the visual impact of parking. The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

8. Prior Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the Mixed Use-Transportation Oriented (M-X-T) and T-D-O Zones and the requirements for Expedited Transit-Oriented Development (ETOD) projects of the prior Zoning Ordinance, as follows:

a. In accordance with Section 27-107.01(a)(242.2)(A) of the prior Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

(A) the subject property is located entirely within a Transit District Overlay Zone ("TDOZ"),

The subject site is located entirely within the T-D-O Zone.

Section 27-290.01 sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) of the prior Zoning Ordinance provides the requirements for the uses and design of ETOD projects, as follows:

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

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most

intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The subject application is located within 0.25 mile of the West Hyattsville Metro Station platform. This building, in combination with the existing mixed-use building on Parcel 1, is considered high-density development at approximately 107 dwelling units per acre.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

The overall Riverfront at West Hyattsville development, which includes this proposed building, provides a mixture of uses that allow multiple trips to take place within the community. This will be further enhanced by the provision of retail uses in this building, as conditioned herein. Landscaping, pedestrian pathways, and building architecture create a quality streetscape along Little Branch Run, and this DSP includes no new surface parking, while limiting on-site parking. The building is connected to the Metro station via a pedestrian promenade with amenities and public art that encourage walking and bicycling.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind the sidewalk and public utility easements. There are increased setbacks at the main entrance plaza and along the building façade to allow for variations in the elevation, which staff find improves the streetscape design.

(D) Utilizing pedestrian scale blocks and street grids;

The subject site is located at the easternmost of the North Park neighborhood right against the WMATA Metro train tracks that makes it not practical to create any vehicular

connection to the east of proposed Parcel 2. However, this DSP contributes to creating a high-quality promenade, originally approved with DSP-20053, leading to the existing tunnel to the entrance of the West Hyattsville Metro Station, which helps to create pedestrian scale blocks. The design of the promenade focuses on human scale that makes it comfortable for pedestrians.

(E) Creating pedestrian-friendly public spaces; and

The public space in this DSP consists of a pedestrian promenade that connects the neighborhood to the West Hyattsville Metro Station. The promenade allows the general public to access the Metro station through the proposed project.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 of the prior Zoning Ordinance has general design principles of urban centers as stated below:

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

The development proposed in this DSP contains one use, multifamily residential. The DSP occupies the entire block of Parcel 2, except for the existing stormwater management (SWM) facility at the southern end, and designs two attractive elevations with the main one fronting Little Branch Run. The building is sited closely to the street, except for where the SWM facility and promenade are located. The building design takes into the consideration the massing and style of the existing townhouse community to the west and makes the shared street of Little Branch Run a complete street while proportionally arranging the vertical divisions of the multifamily family elevation. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape. The eastern elevation is conceived as a secondary elevation, but features a large, proposed mural that strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety consideration by providing "eyes on the street" with windows, active fronts, and clear territorial demarcation. The pedestrian promenade will be full of amenities and inviting to encourage pedestrian traffic, with the addition of some amenities, such as bike racks and wayfinding signage, as conditioned herein.

The design of Little Branch Run, and other streets in the adjacent neighborhood, were reviewed and approved with DSP-16029 and have already been constructed adjacent to this property. Multi-modal facilities, such as on-street parking, wide sidewalks and bikeshare locations, were incorporated into the designs.

With Preliminary Plan of Subdivision (PPS) 4-20040 and Type 1 Tree Conservation Plan TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire primary management area on-site, which covers 4.73 acres. These impacts have already occurred on-site pursuant to the DSP-20053 and subsequent permit approvals. No new impacts to regulated environmental features (REF) are proposed with this application.

The storage of vehicles in the parking garage is concealed, as well as other site-serving utilities, which are interior or behind screening fences. The parking garage is in the middle of the building and is surrounded on three sides by the residential units. The screening of the mechanical equipment is also functional and is consistent with the applicable regulations.

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

The subject DSP proposes just a residential use. However, staff recommend a condition, which is included herein, for the applicant to add retail uses to the ground floor, adjacent to the pedestrian promenade. The DSP, if revised as conditioned, when combined with the previously approved mixed-use building in Phase 1 and existing commercial uses along the adjacent Ager Road and Hamilton Street area, will meet this requirement.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above uses are included on this DSP.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

(c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger

stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development, and the creation of a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses on the subject property, but only require private utilities to serve this project.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

This DSP is generally compatible with the governing TDDP requirements, and where it deviates, the applicant has filed amendment requests, in accordance with the requirements of the T-D-O Zone. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP, as discussed in Finding 7 above.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

b. Section 27-546(d), Site Plans, of the prior Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

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

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

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

The site is within 0.25 mile of the West Hyattsville Metro Station. The property is in the West Hyattsville Metro local transit center, as stated in the Prince George's County Growth Policy Map of the 2014 *Plan Prince George's 2035 Approved General Plan.* Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. The proposed multifamily with integrated parking aligns with the General Plan's vision for development in a Local Transit Center.

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

The West Hyattsville TDDP recommends a mix of townhouses, four- to six-story condominiums, tower residential, and open space on the subject property. The TDDP identifies the subject property as part of the North Park neighborhood, described as follows:

> "Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several low-impact development streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller 'pocket' parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park."

The subject development is the second phase of the overall development, which, if revised as conditioned, will ultimately fulfill the vision of the area, as described above.

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

The proposed development plan with high-density residential takes full advantage of the development potential in the M-X-T Zone and will conserve the value of the land.

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

The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation that a person may not need an automobile, due to the convenient access to the Metro station. The proposed site layout further facilitates walking and bicycling and transit use.

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

The proximity of the site to the West Hyattsville Metro Station, medical office building, parkland, and multifamily residential and retail development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

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

The proposed layout of the development occupies the majority of Parcel 2 with a five-story building. A promenade at the northern edge of the parcel with proximate retail uses, as conditioned herein to be provided, will blend harmoniously with the existing mixed-use development on the subject site.

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

This DSP shows a residential project with a distinctive visual character that, if revised as conditioned herein to provide retail uses, will blend with the existing mixed-use building and townhouses to create a memorable place adjacent to the West Hyattsville Metro Station.

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

This DSP represents the second phase of a two-phase development that features high-density, compact, urban development around the West Hyattsville Metro Station. The site design of the subject DSP, revised as conditioned, and existing development will result in a mix of uses that will promote optimum land utilization.

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

The subject application is one phase of a mixed-use development that was envisioned by the West Hyattsville TDDP. This development will further rejuvenate the area on the west side of the West Hyattsville Metro Station and create the neighborhood as planned by the West Hyattsville TDDP.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The applicant has requested a number of amendments to the West Hyattsville TDDP, which staff support to give the applicant freedom of architectural design.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The subject property was placed in the M-X-T Zone prior to 1994, and the 2006 West Hyattsville TDDP retained the subject property in the T-D-O/M-X-T Zones. Therefore, this requirement is not applicable to the subject project, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development is the second phase of a two-phase development that is oriented mainly toward Little Branch Run, but also fronting on Maryland-National Capital Park and Planning Commission parkland to the south. A promenade is provided between the two phases that provides

direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation, which will integrate with the development of the surrounding neighborhood. The appearance of the project from the Metrorail line is equally important, and a very lively appearance has been achieved through proposed artwork on the garage.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

This DSP for a multistory building has been designed to be compatible with the existing townhouse community and mixed-use building by use of a common contemporary style, color scheme, and building finish materials.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The multifamily use, if revised as conditioned herein to include retail uses, will complement the existing townhouse community to the west, the mixed uses to the north, and the Metro station to the east. The pedestrian promenade provides a direct connection to link the two communities on both sides of this project that will create a cohesive larger community, as envisioned by the West Hyattsville TDDP.

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

The DSP is itself the second phase of a two-phase development. The proposed development in this phase has 342 multifamily dwelling units of various sizes designed as a self-sufficient entity that is integrated into previous phases via similar architecture, streetscape, and pedestrian spaces.

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

This project is designed to be pedestrian-friendly with sidewalks along the Little Branch Run frontage with street trees and a pedestrian promenade that closely links the larger community to the West Hyattsville Metro Station and the office use to the east. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the entire transit district.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of

materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The site will have a main pedestrian path in between the existing and proposed buildings, which functions as a promenade, leading to the West Hyattsville Metro Station. The pavement of the promenade and the surrounding buildings has been designed to pay attention to human-scale and pedestrian friendly elements. However, after a site visit, staff find that the promenade itself has not been sufficiently designed to create a high-quality urban design. There are bike racks, lighting, and some specialty paving, landscaping and benches. However, the promenade is lacking in seating options, trash receptacles, and a focal feature, such as artwork, a fountain, or similar feature. Therefore, a condition is included herein requiring the site plan to be revised to show these features.

(9) 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, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, 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.

This finding does not apply to the DSP.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

The governing PPS 4-20040 was approved on October 7, 2021, pursuant to PGCPB Resolution No. 2021-122, in which an adequacy finding was made, and this proposal is consistent with that approval.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

The subject site is not a proposed mixed-use planned community.

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

Section 27-544. Regulations.

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Section 27-544 of the prior Zoning Ordinance is modified by the West Hyattsville TDDP, which is reviewed above.

Section 27-547. Uses permitted.

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

The subject site is within a T-D-O Zone and proposes only residential dwellings. However, if revised as conditioned herein to provide retail uses, the DSP will meet the required mix of uses. In addition, the property is surrounded by an existing mix of all three categories of uses, including residential uses across Little Branch Run, a mixed-use building on Parcel 1, and a medical office use to the east of the Washington Metropolitan Area Transit Authority (WMATA) train tracks.

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

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

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposal.

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

The subject DSP includes two parcels that have direct frontage on Little Branch Run, which is a public street.

d. Pursuant to Section 27-548.08(c)(2) of the prior Zoning Ordinance, the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a high-density multifamily residential use, which is generally consistent with the land use vision of the North Park neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the West Hyattsville Metro Station to provide significant residential opportunities and appropriate retail space. The DSP conforms to most of the mandatory requirements of the TDDP, except for those standards to which the applicant has requested amendments in accordance with the prescribed procedure allowed by the prior Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested amendments, except relative to ground level retail uses, will benefit the proposed development and the transit district and will not substantially impair the implementation of the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The subject site is within the North Park neighborhood of the West Hyattsville TDDP that is also within the walking distance of the West Hyattsville Metro Station, and the development proposal is consistent with the development standards and guidelines for the North Park neighborhood.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-X-T Zone and

applicable T-D-O Zone standards, except for amendments that staff have recommended approval, as discussed above. Staff conclude that the subject DSP meets the requirements of both the T-D-O and M-X-T Zones.

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

The proposed building is surrounded on two sides, by Little Branch Run and WMATA Metro train tracks, and the main entrance is oriented towards Little Branch Run. The eastern elevation, fronting the WMATA train station, will have an exposed elevation of the parking garage and the rest of the multifamily units. This elevation is decorated with artwork that creates a lively and energetic appearance, which can be seen from the Metro station. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site. The two courtyards, where all outdoor amenities are located, are surrounded by the residential units and fitness and club rooms. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

The subject DSP is for a residential building on the property that is part of a larger mixed-use development within walking distance of the West Hyattsville Metro Station in the North Park neighborhood of the West Hyattsville TDDP. If revised as conditioned herein to include retail uses, this high-quality development will improve the appearance of the area significantly and reinforce a high-quality standard for all future adjacent developments.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

The T-D-O Zone has a maximum allowed parking requirement for this site. There is no required minimum number or ratio of off-street parking spaces in the West Hyattsville TDDP. The proposed parking is below the maximum allowed and will satisfy the parking demand of this project.

e. **Departure from Design Standards DPT-2025-0003:** The applicant has submitted a DPT to allow reduction in the Section 4.7 bufferyard required in the 2010 *Prince George's County Landscape Manual* (Landscape Manual), along the eastern property line. Alternative Compliance ACL-2025-0008 was recommended for disapproval by

the Prince George's County Planning Director on January 22, 2026. Specifically, a Type D bufferyard with a 50-foot minimum building setback, 40-foot minimum landscaped yard, and 160 plant units is required per 100 linear feet of property line adjacent to the above ground rail lines to the east. The landscape plan provides a building setback and landscaped yard width of 10 to 19 feet and 331 plant units, when 904 is required.

The applicant has submitted a statement of justification to address the required findings for a DPT indicated in Section 27-239.01(b)(7)(A) of the prior Zoning Ordinance:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The applicant intends to develop a vibrant, pedestrian-oriented, mixed-use site, and due to site constraints such as size, configuration, topography, and regulated environmental features (REF), the applicant is seeking relief from the strict conformance to the Landscape Manual. The purposes of the Subtitle will be better served by fulfilling the purposes of the sector plan and concentrating development within 0.25 mile of the Metro station. Specifically, the reduction in the bufferyard width and plantings required by the Landscape Manual allows for the subject development which maximizes public and private development potential inherent in the location of the zone, promotes effective and optimum use of transit and facilitates walking, bicycle and transit use. The purpose of the prior M-X-T Zone was to permit a flexible response to the market and promote economic vitality and investment. Strict application of the Landscape Manual's Section 4.7 buffering requirement would result in a substantial reduction of dwelling units and jeopardize the viability of the project adjacent to a Metro station.

One of the purposes of the TDOZ is to ensure developments possess a "desirable urban design relationship with one another, the Metro station, and adjoining areas." The proposed development accomplishes this purpose due to its proximity and connectivity to the Metro station. The requested departure ensures that the purposes of the prior M-X-T and T-D-O Zone are equally well or better served.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The subject property was acquired from WMATA, and the boundary was determined based on the needed setback from the Metro station platform. This creates a substantial setback (60–94 feet) from the subject property to the adjacent station and tracks. However, the

subject property is then approximately 292 feet wide, which does not leave sufficient width for a viable development and the required 50-foot building setback and landscaping required by Section 4.7 of the Landscape Manual. The departure requested is the minimum necessary, given the specific circumstances of the request outlined above.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Staff agree that the departure is necessary to alleviate circumstances specific to the site. Existing floodplain reduces the overall developable area of the subject property by approximately 40 percent and the narrow width created by the needs of WMATA makes it impractical to provide the full bufferyard width. The existing floodplain along the eastern property line makes it difficult to provide additional plantings that would be able to be maintained.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Staff find that the departure will enhance the visual and functional quality of this community and the surrounding neighborhoods by providing a walkable community in close proximity to the West Hyattsville Metro Station. The departure will allow for a dense development immediately adjacent to parkland and a transit station. The impacts of the departure on the environmental quality of the neighborhood will be minimized. The adjacent rail lines that trigger the buffer requirement are actually the station itself which sits at the second story or higher of the proposed building. The submitted Phase 2 noise study indicates that the interior noise levels will be mitigated as required, without the provision of the buffer.

(B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

The Planning Director recommends disapproval of ACL-2025-0008, as no feasible proposal for alternative compliance was found due to the narrowness of the property and size of the building.

Based on the analysis above, staff support Departure from Design Standards DPT-2025-0003, for a departure to allow a reduction in the Section 4.7 bufferyard along the eastern property line, in accordance with the Landscape Manual.

9. **Preliminary Plan of Subdivision 4-20040:** The property is the subject of PPS 4-20040, which was approved by the Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122), including two parcels of 8.1 acres for development of 750 multifamily dwelling units and 15,000 square feet of commercial space, subject to 23 conditions. This subject DSP proposes 342 multifamily dwelling units on proposed Parcel 2 only. The conditions that are relevant to the review of this DSP warrant the following discussion:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The PPS was evaluated for development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. The prior DSP approved 293 multifamily dwelling units and 3,213 square feet of retail commercial space, while the current application proposes 342 multifamily dwelling units, totaling 635 multifamily units. No commercial space is proposed with this development plan. The proposed development is within the established trip cap. If retail square footage is added as discussed above and conditioned herein, it must remain within the limits of the trip cap established with the PPS.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

With the review and approval of DSP-20053, the applicant submitted an exhibit of the off-site pedestrian and bicycle facilities approved with PPS 4-20040, in fulfillment of this condition. These facilities, including widening and providing lighting for a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, have already been constructed.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

The extension of the 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail is identified on Sheets 3 and 4 of the DSP. The bicycle parking in the parking garage, for residential uses and on-site or in the right-of-way for nonresidential uses that are consistent with the standards of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP), and the bicycle fix-it station proposed within the garage is identified on Sheet 4. Continental style crosswalks crossing the garage and loading zone access points are identified on Sheet 4. The pedestrian and bicycle shared-use path through Parcel 1, from the western side of the subject site near Emerald Branch Drive, to the pedestrian tunnel to the West Hyattsville Metro Station, is identified on Sheets 3 and 4. This condition has been met.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

In accordance with the review by the Environmental Planning Section (Meoli to Kosack), the submitted Type 2 Tree Conservation Plan, TCP2-2025-0074, is consistent with the previously approved TCP2 and Type 1 tree conservation plan (TCP1).

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

The DSP is in conformance with Stormwater Management (SWM) Concept Plan 3816-2021-00.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

A noise analysis, dated July 18, 2025, was provided with this DSP submittal. Per the study, outdoor noise levels in all outdoor activity areas, which consists of courtyards internal to the building, are maintained between 54.8 to 57.9 day-night average decibels (dBA Ldn). In addition, the study indicates that the interior of all buildings will not exceed 43 dBA Ldn, if upgraded balcony doors and windows are used. The building elevations reflect the facades where doors and windows of higher Sound Transmission Class rating are required for noise mitigation. Therefore, this condition is met.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

An outdoor and indoor recreational facility breakdown has been provided on the coversheet of the submitted DSP. Timing for construction of the private on-site recreational facilities, which needs to be established with the DSP pursuant to this condition, has not been proposed by the applicant. Therefore, a condition is included herein relative to the timing for construction of the recreational facilities that should be noted on the site plan.

10. Detailed Site Plan DSP-20053: DSP-20053 was approved by the Planning Board on December 16, 2021 (PGCPB Resolution No. 2021-144), for development of a mixed-use building on Parcel 1 and infrastructure only on Parcel 2, subject to one condition, which was fully addressed prior to the certification of the DSP.

11. 2010 Prince George's County Landscape Manual: The proposed development is within the West Hyattsville TDDP which is subject to the standards as contained under the Landscape Section of the TDDP. However, for those landscaping requirements not covered by the standards, the applicable Landscape Manual regulations govern. The DSP demonstrates conformance to the applicable requirements, except for Section 4.1, Residential Requirements for Multifamily, which is conditioned herein to be provided, and Section 4.7, Buffering Incompatible Uses, for which Alternative Compliance ACL-2025-0008 has been submitted and reviewed, as follows:

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the above ground West Hyattsville Metro Station and Metrorail lines along the eastern property line. Alternative compliance is being requested from the minimum requirements of Section 4.7 for the building setback, buffer width, and planting units. A Type D bufferyard is required along the entire shared property line with the high impact rail line use, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet. The applicant seeks relief from the requirements as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Minimum Building Setback Width	50 feet
Minimum Landscaped Yard Width	40 feet
Plant Units (160 required per 100 linear feet of property line)	904

PROVIDED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Building Setback	10–19 feet
Landscape yard	10–19 feet
Plant units	331

Justification of Recommendation

The subject application is Phase 2 of the overall development in the subdivision entitled West Hyattsville. A similar Alternative Compliance, AC-21021, was approved from Section 4.7 along the eastern property line of Parcel 1, Phase 1 of the development. The subject Phase 2 site is a narrow site and is also an urban infill site built in the floodplain, which limits the amount of planting that can occur. There are several site constraints that prohibit planting trees within the landscape buffer, including the existing floodplain and an existing stormdrain between the proposed shrubs and the property line. The submitted proposal provides less than 50 percent of all 3 requirements, specifically, an average of 28 percent of the required building setback, an average of 35 percent of the required landscape yard, and 37 percent of the required plant units. In addition, no trees are proposed as required plantings, only shrubs are proposed. The abutting WMATA property contains only a limited number of existing trees, which do not provide adequate buffering as

specified by Section 4.7 of the Landscape Manual. Due to the proposed building location, limited buffer yard width, and other site constraints, it is infeasible to provide sufficient additional planting units, especially trees, or other alternative designs such as fencing, berms, etc. The applicant offered no other justification for how the proposed design is equally effective, except that noise impacts will be mitigated by the proposed architecture.

Based on the above analysis, the Planning Director does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.7 of the Landscape Manual, to create a transition between incompatible uses. Therefore, the Planning Director concludes that the proposed alternative design solution fails to meet the approval criteria. The applicant has filed a departure from design standards, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance, which is discussed earlier in this technical staff report and is recommended for approval.

Recommendation
The Planning Director recommends DISAPPROVAL of Alternative Compliance ACL-2025-0008, for West Hyattsville, from the requirements of Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual because the property has previously approved tree conservation plans. TCP1-012-2016-01 was approved with PPS 4-20040, and TCP2-2025-0074 was submitted with the subject application.

    The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01) which correctly shows the existing conditions of the property. The NRI covers both Parcels 1 and 2. No specimen or historic trees are associated with this site. This site is not associated with any REF, such as streams, wetlands, or associated buffers. However, a good portion of the area covered by this NRI is associated with an area of previously developed 100-year floodplain within Parcel 2. The DSP is consistent with the NRI.

    The previously approved DSP-20053 and TCP2-001-2017-02 developed a phased plan for the West Hyattsville development. TCP2-2025-0074 is companion to the subject application and updates the phased tree conservation plan with the layout for the proposed multifamily development. Development of Parcel 2 is identified as Phase 3 within the woodland conservation worksheet. The woodland conservation threshold is 15 percent, and the 3 phases have a total woodland conservation requirement of 1.41 acres, which are proposed to be met with 1.41 acres of off-site woodland conservation credits. TCP2-2025-0074 requires technical corrections which are included in the recommended conditions herein.

13. **Prince George's County Tree Canopy Coverage Ordinance:** In accordance with Section 25-127(a)(4) of the Prince George's County Tree Canopy Coverage Ordinance, a 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, as that was the regulation in place at the time of approval of the grandfathered DSP-20053. This DSP covers a total of 8.04 gross acres of land; however, the proposed development is only on the proposed 4.98-acre Parcel 2. The applicant has applied the TCC requirement to Parcel 2 only, as the requirement for the remaining acreage was reviewed and approved

with DSP-20053. The subject application provides a schedule showing that the 0.50-acre (21,693 square feet) TCC requirement is not met on the subject property. Only 4,095 square feet (1.8 percent) is provided and a waiver from the requirements has been requested, in accordance with Section 25-130(a) of the Tree Canopy Coverage Ordinance, which reads as follows:

(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;

The subject property is long and narrow running between Little Branch Run and the West Hyattsville Metro Station, and a 40-foot-wide stormdrain easement extends along the northern boundary of the property. The entire property was also within the floodplain prior to development, and a large portion of the southern end, approximately 1.86 acres, will remain with the floodplain and provide compensatory storage and SWM for the development. The stormdrain easement, floodplain, and SWM areas have restrictions on tree plantings. The applicable T-D-O Zone establishes build-to-zones to have buildings close to the street with wide sidewalks, which further limits the available space for tree planting. Given these site limitations and conditions, full compliance is not practical.

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and or soil volume to accommodate healthy tree growth.

Landscape plans show that the provision of additional trees on-site is not possible due to a lack of space to accommodate healthy tree growth outside of existing easements, stormwater features, and the proposed building.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

This criterion does not apply as there is no existing pavement on the subject property, and no surface parking is proposed with this application.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27 of this Code; and

Proposed parking and loading spaces are not in excess of the minimum requirements, as there is no minimum requirement within this T-D-O Zone. However, there is a maximum parking limit of 513 spaces, and the DSP only proposes to provide 379 spaces. Therefore, there is no excess of parking or loading spaces on the property.

(5) The waiver is the minimum necessary based on the criteria above.

Given the above criteria and discussion, staff find the requested waiver to be the minimum necessary, as site limitations and lack of soil volume restrict the ability to provide anymore tree plantings.

Given the above discussion, staff recommend that the Planning Board **approve** the request for a partial waiver from Section 25-128(b) of the Tree Canopy Coverage Ordinance, as shown on the submitted plans.

14. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:

a. **Community Planning**—In a memorandum dated December 24, 2025 (Parks to Kosack), the Community Planning Division stated that pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that, if amended as conditioned herein, benefit the proposed development and the transit district and does not substantially impair the TDDP.

b. **Historic Preservation**—In a memorandum dated December 8, 2025 (Stabler to Kosack), the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. The West Hyattsville TDDP contains minimal goals and policies related to historic preservation, and these are not specific to the subject site or applicable to the proposed development.

c. **Transportation Planning**—In a memorandum dated December 18, 2025 (Wilson to Kosack) the Transportation Planning Section provided the following discussion:

The TDDP includes general streetscape standards, of which the development was evaluated. No new streets are being proposed with this application, as the property fronts and has access to the multifamily buildings along Little Branch Run, with an approved streetscape per DSP-16029. Frontage improvements include standard sidewalk and shared-use paths, curb extensions, street parking, street trees, streetlights, marked crosswalks, and Americans with Disabilities Act (ADA) curb ramps. All existing and proposed pedestrian facilities on-site are consistent with prior approvals and convenient throughout the site with connections to the West Hyattsville Metro Station. However, staff recommend a continental-style crosswalk and ADA curb ramps be provided crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails. The proposed and recommended designs are consistent with the transit district's goals of providing marked and attractive pathways for pedestrians.

Standards for vehicle and bicycle parking are also described in the TDDP and were evaluated. Access to the parking structure is provided via a two-way driveway along Little Branch Run and includes 379 parking spaces, which is below the maximum of 513 spaces. Two loading spaces are required and provided with separate access and signage along Little Branch Run. In addition, 20 bicycle parking spaces and a bicycle repair station are proposed in a secure storage room on the first level of the garage and meet the minimum requirements.

Given the analysis of the Transit District Development Standards provided above, staff find that the submitted site plan is acceptable and meets the transportation requirements and standards per Section 27-548.06 of the prior Zoning Ordinance, with a recommended condition included herein.

d. **Subdivision Review**—In a memorandum dated December 5, 2025 (Monoar to Kosack), Subdivision staff provided a review of this DSP's conformance with the applicable conditions attached to the approval of PPS 4-20040 and concluded that the proposed DSP is within the development limits of the approved PPS. The Subdivision Section's recommended conditions have been included herein.

e. **Environmental Planning**—In a memorandum dated December 19, 2025 (Meoli to Kosack), the Environmental Planning Section stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Preservation of Regulated Environmental Features
The site does not contain REF as defined in the prior Zoning Ordinance but does contain 100-year floodplain. At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire primary management area on-site, which covers 4.73 acres to raise the proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

Since no further impacts to on-site REF are proposed, staff find that the REF have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires a SWM concept approval prior to acceptance of a DSP. An approved SWM Concept Plan (3816-2021-00) was submitted with the application, showing the use of one submerged gravel wetland. This SWM plan was initially approved October 13, 2021, but was extended on October 13, 2024, and is valid until October 13, 2027. The site was previously issued a floodplain waiver (Case No. 1762-2020) dated November 20, 2020; however, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) requires an updated waiver to be approved for the proposed development, which now includes a retaining wall within the floodplain. The development is required to obtain an updated floodplain wavier for proposed development and the retaining wall within the floodplain, which is pending. Prior to the certification of the DSP, the approved updated floodplain waiver shall be provided.

Soils
In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions at the time of PPS. The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include

Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

A retaining wall with approximately 12 feet in maximum height is proposed to support the planned fire lane and the building structure south of the proposed building. A letter for the wall stability analysis, titled MSE [mechanically stabilized earth] Wall Feasibility Analysis, prepared by ECS Mid-Atlantic, LLC and dated September 29, 2025, was submitted. An MSE wall reinforced with geo-grid has been analyzed for the global stability. The factor of safety of the global stability analysis has met the minimum required value (1.5) per Techno-Gram 002-2021. The final wall design package including plans, drawings, calculations, and geotechnical reports will be reviewed and approved by DPIE prior to the issuance of building and grading permits.

The Environmental Planning Section recommends approval of DSP-20053-02 and TCP2-2025-0074, subject to two conditions that have been included in the Recommendation section of this technical staff report.

f. **Prince George's County Fire/EMS Department**—In a memorandum dated December 14, 2025, the Fire Department asked that the locations of any proposed fire department connections (FDCs) and fire hydrants be shown on the site plan. Any FDC must be within 200 feet of a fire hydrant as hose is laid, in accordance with Subtitle 4-167 of the Prince George's County Code. The most remote portion of the proposed building must be within 500 feet of a proposed or existing fire hydrant.

g. **Prince George's County Department of Parks and Recreation (DPR)**—DPR indicated they had no comments on the subject application.

h. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.

i. **Prince George's County Health Department**—In a memorandum dated November 20, 2025 (Adepoju to Myerholtz), the Health Department indicated they had completed a desktop health impact assessment and provided four comments on the subject application that have been transmitted to the applicant.

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.

k. **City of Hyattsville**—In a letter dated December 30, 2025 (Croslin to Barnes), the City of Hyattsville indicated that the City Council voted in support of the DSP at their December 15, 2025 meeting, subject to conditions that they believe will provide benefits to the property and its users. They also identified City opposition to two and support for four requested TDDP amendments, which have been included in the discussion in Finding 7 above. The following is a discussion of the City's recommended conditions (in **bold**):

1) **The City recommends extending the West Hyattsville Connector Trail towards the south end of Outparcel 1, at the rear of the proposed building, to connect with the Northwest Branch Trail. This extension would increase connectivity to the Metro while enabling path users to view the proposed art installation on the parking structure.**

There is insufficient room on Parcel 2 to extend the 8-foot-wide trail along the eastern property line as there is approximately 10 feet between the building and property line at the narrowest point. A sidewalk and path provide connection to the Northwest Branch Trail along the western side of the building. The only possibility of a trail along the eastern side would be off-site within WMATA property.

2) **The City recommends the installation of wayfinding signage consistent with City of Hyattsville design standards, directing residents, bike users, and visitors to the Metro, Northwest Branch Trail, retail, Kirkwood Neighborhood Park, etc.**

Staff agree with the City that additional wayfinding signage, especially within the main plaza, could enhance the character of the neighborhood, in accordance with the requirements of the M-X-T Zone, and is conditioned herein.

3) **The City recommends the applicant to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.**

Staff encourage the applicant to explore financing programs that would support affordable housing within the development. However, there is no means of requiring the applicant to do so.

4) **The City recommends the installation of City branded bicycle racks on the northwest side of the building, along the promenade, and in front of the main entrance to the building to promote transit-oriented development.**

The site plan does not show any proposed bike racks outside of the building. Therefore, a condition is included herein requiring the plan to be revised to provide a minimum of two bike racks on the north side of the building, near the conditioned retail uses and in front of the main entrance to the building, to serve customers and visitors.

5) **The City recommends that an updated traffic impact analysis be considered to ensure that current and future conditions are adequately assessed and are aligned with the evolving needs of this community.**

The proposed development is within the trip cap established with PPS 4-20040 when it was approved in 2021. This is in conformance with the prior Zoning Ordinance requirements as discussed in Finding 7 above and no further traffic impact analysis is required at this time.

l. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not offer comments on the subject application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and further recommend APPROVAL of this application to the District Council, as follows:

A. Recommend to the District Council DISAPPROVAL of the property owner's request to permit the use of multifamily dwellings with no ground-floor retail uses on proposed Parcel 2.

B. APPROVE Departure from Design Standards DPT-2025-0003, for West Hyattsville Phase 2, to allow a reduction in the Section 4.7 bufferyard, of the 2010 *Prince George's County Landscape Manual*, provided along the eastern property line, as described herein.

C. APPROVE the following amendments to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, as follows:

1. **Amendment to the Preferred Land Use Plan category (page 36)**—To change the Preferred Land Use category from Structured Parking and Townhouses: 2–4 stories to Condominiums: 4–6 Stories for the entire subject property.

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground-floor retail only in the northernmost portion of the building, adjacent to the pedestrian trail.

2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.

3. **Residential Street - Build-to line (page 75):** To allow various building façade jogs of more than 24 inches, as shown on the detailed site plan.

4. **Residential Street - Rear Yard Line (page 75):** To allow a setback of only 10 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

5. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.

6. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards, to be less than 25 feet from the build-to line, as shown on the detailed site plan.

7. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete.

8. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.

9. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.

10. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro property.

11. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

12. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.

13. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground-floor residential windows to have less than 60 percent surface view for less than 20 feet in depth.

14. **Signage (page 108):** To allow signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

15. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.

16. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.

17. **OFF-STREET PARKING - Stairwells (page 114):** To allow the parking garage stairwells to not include glass facades or open risers.

18. **OFF-STREET PARKING - Elevators (page 114):** To allow the parking garage elevators to not be constructed of glass walls.

19. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure to use light-emitting diode (LED) lighting and have varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.

20. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet, 6 inches by 18 feet, 6 inches in the proposed parking garage.

D. APPROVE Detailed Site Plan DSP-20053-02 and Type 2 Tree Conservation Plan TCP2-2025-0074, for West Hyattsville Phase 2, including a waiver of the tree canopy coverage requirement, and DISAPPROVE Alternative Compliance ACL-2025-0008 as described herein, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Revise General Note 17 to state that a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations was approved with Preliminary Plan of Subdivision 4-20040.

   b. Revise the landscape plan and schedule to indicate a partial waiver from the Prince George's County Tree Canopy Coverage Ordinance has been approved.

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove the last line entry of the TCP2 Approval History Table (tree conservation plan associated with this DSP-20053-02 application).

      (2) Correct Line 6 (TCP Number) of the Woodland Conservation Worksheet to "TCP2-2025-0074."

      (3) Update Line 20 (TCP Number for this Phase or Section) of the Woodland Conservation Worksheet to identify the companion tree conservation plan for each of the plan phases.

   d. Revise the loading schedule and plan to indicate two loading spaces required and provided.

   e. Provide layout plans, details, and itemized lists for all proposed private recreational facilities, including proposed furniture, equipment, and features.

   f. Revise the site plan to show the locations of any proposed fire department connections and fire hydrants, in accordance with Subtitle 4 of the Prince George's County Code.

   g. Provide an updated approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.

h. Provide a continental-style crosswalk and Americans with Disabilities Act curb ramps crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails.

i. Revise the landscape plan to demonstrate conformance to Section 4.1 of the 2010 *Prince George's County Landscape Manual*.

j. Revise the design of the promenade to include more seating options, decorative lights, trash receptacles, and a focal feature, such as artwork, a fountain, or a similar feature, to be reviewed by the Urban Design Section as designee of the Prince George's County Planning Board.

k. Revise the plan to include locations for wayfinding signage within the plaza promenade, consistent with City of Hyattsville design standards, directing all users to local destinations, to be reviewed in coordination with City of Hyattsville staff.

l. Provide a minimum of two bike racks on the north side of the building, along the promenade and in front of the main entrance to the building.

m. Revise the signage package to provide details for each proposed sign.

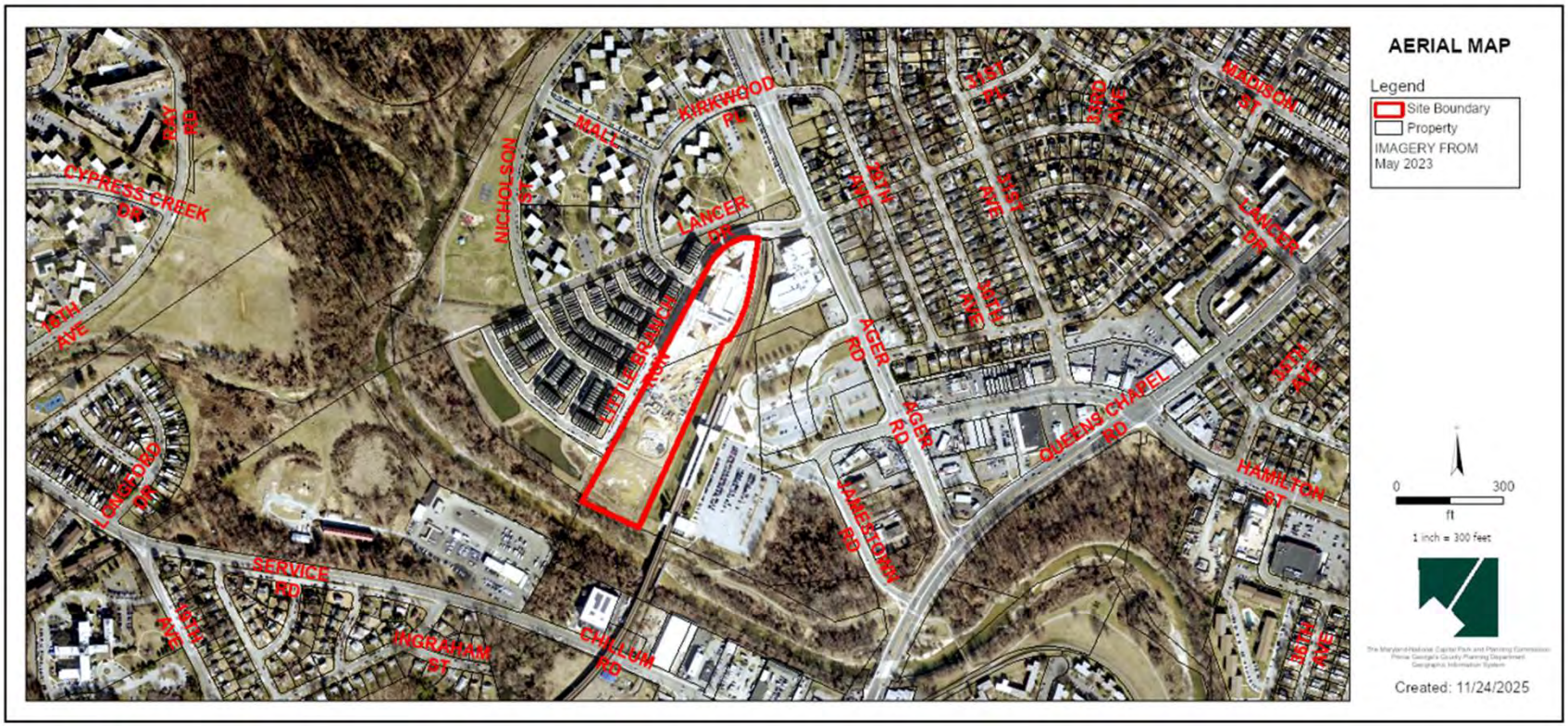
n. Revise the architecture and site plans to show the provision of ground-floor retail space along the northern side of the building.

2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

WEST HYATTSVILLE PHASE 2 - ETOD

Detailed Site Plan w/Departure
ACL-2025-0008 & TCP2-2025-0074

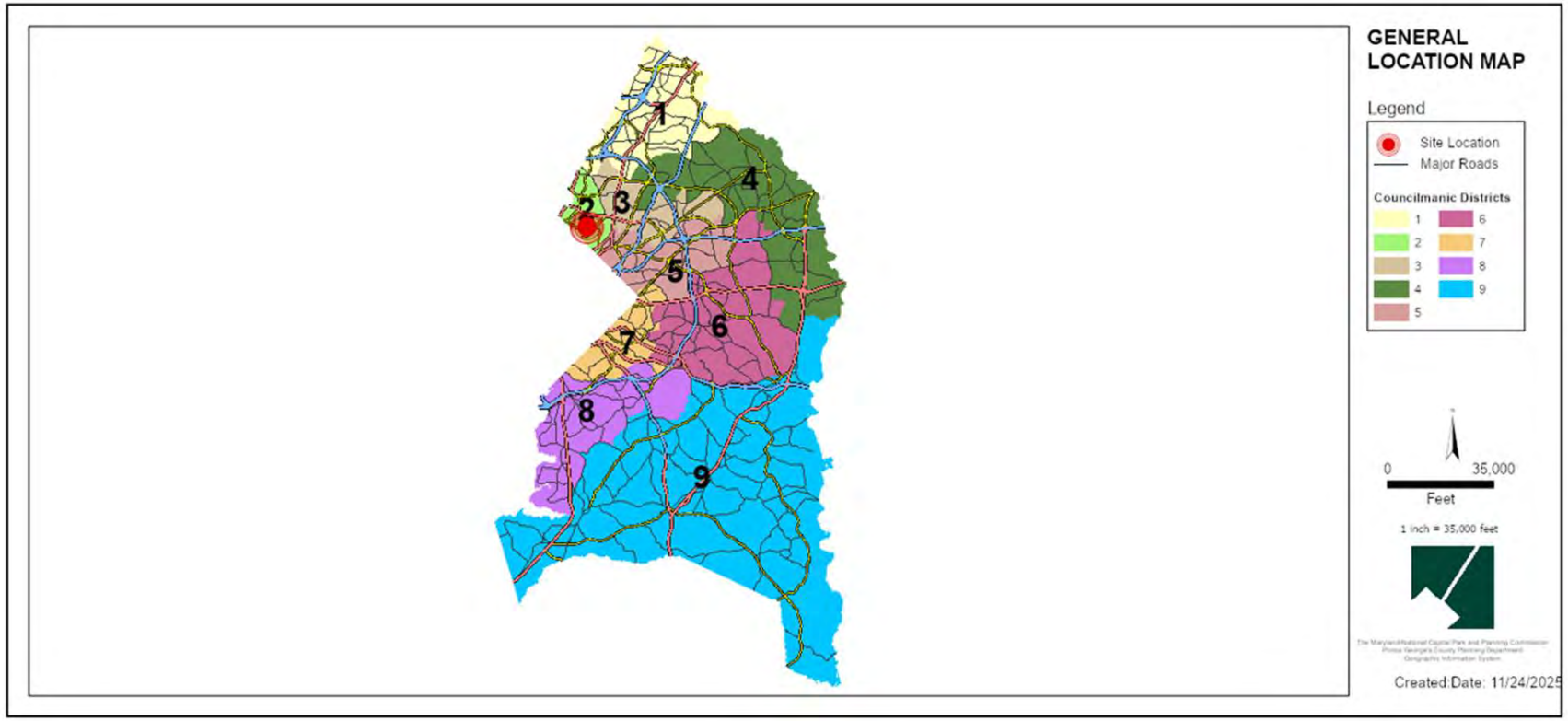
Staff Recommendation: APPROVAL with Conditions



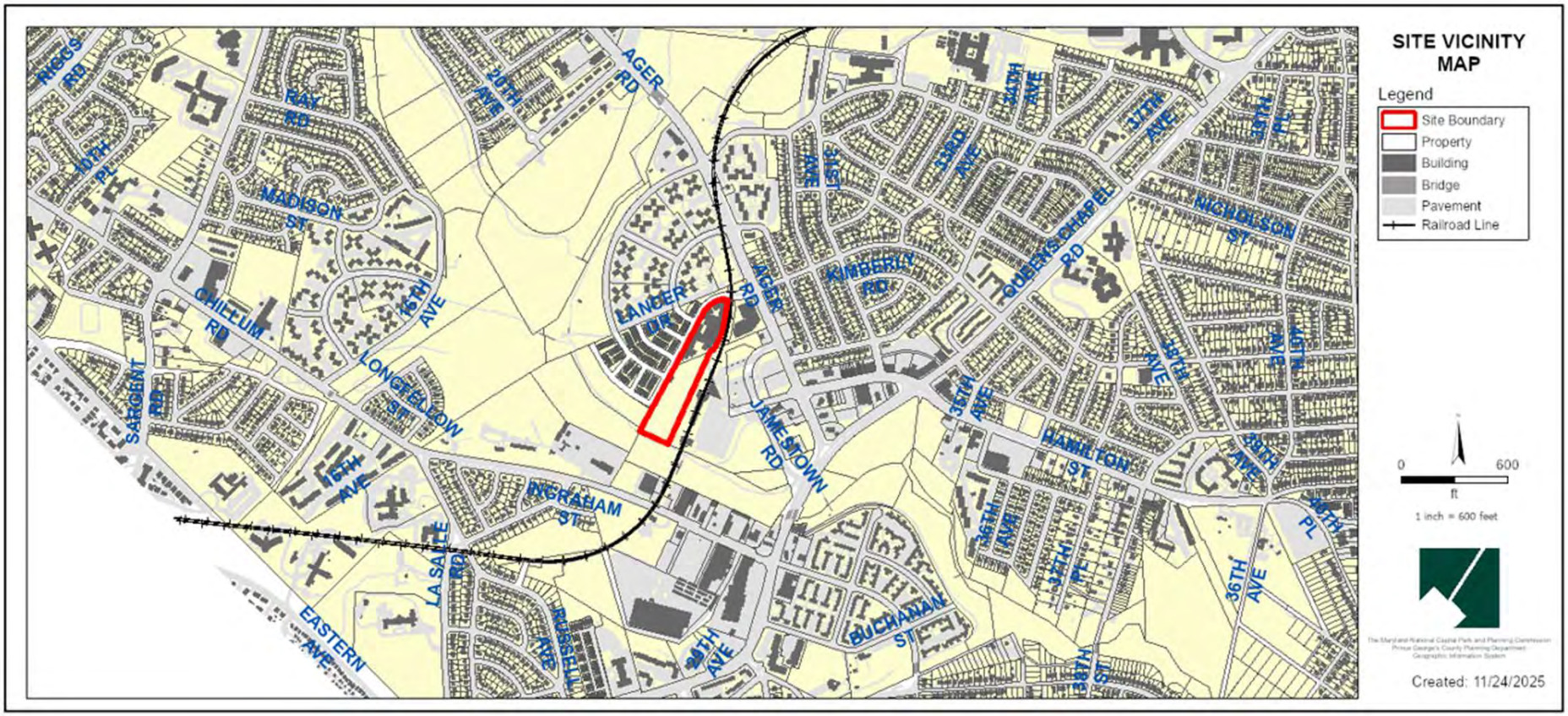
GENERAL LOCATION MAP

Council District: 02

Planning Area: 68

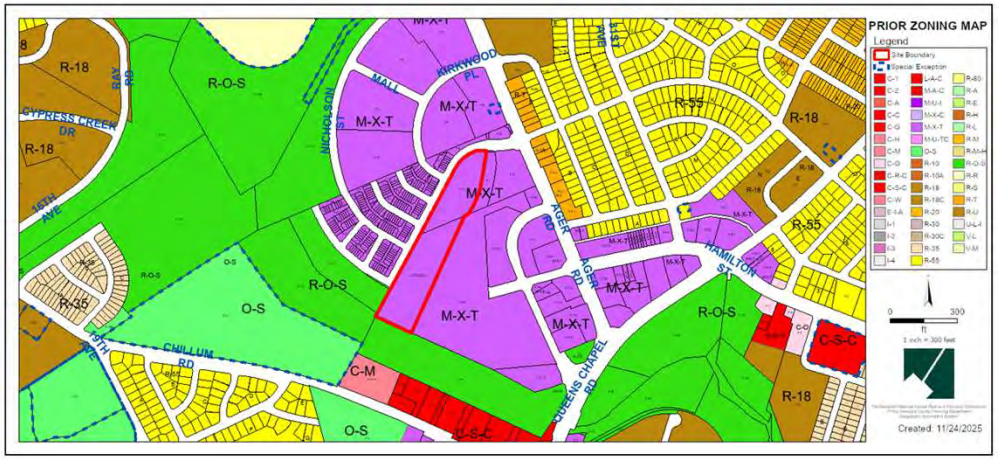


SITE VICINITY MAP

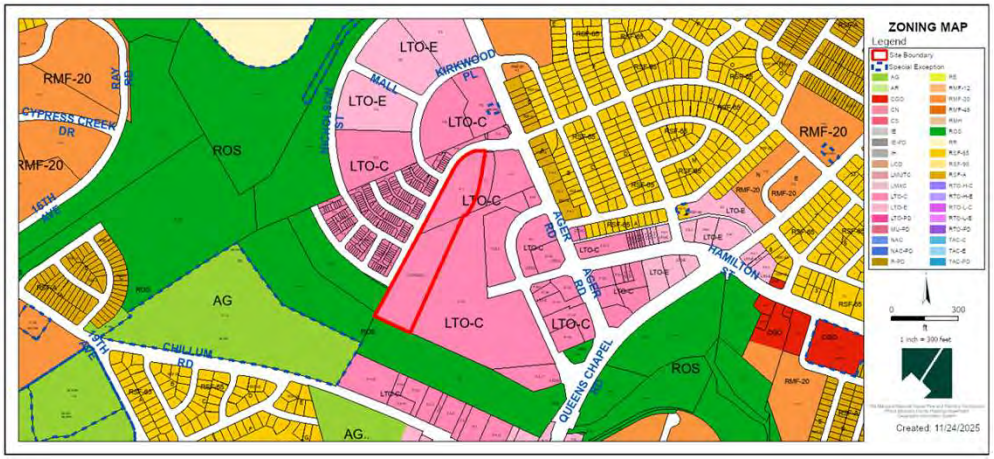


ZONING MAP

PRIOR ZONING MAP: M-X-T

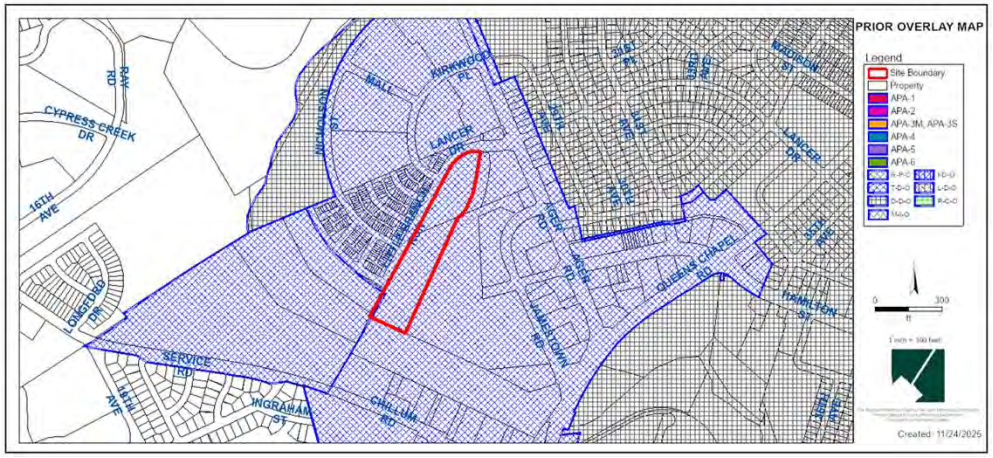


CURRENT ZONING MAP: LTO-c



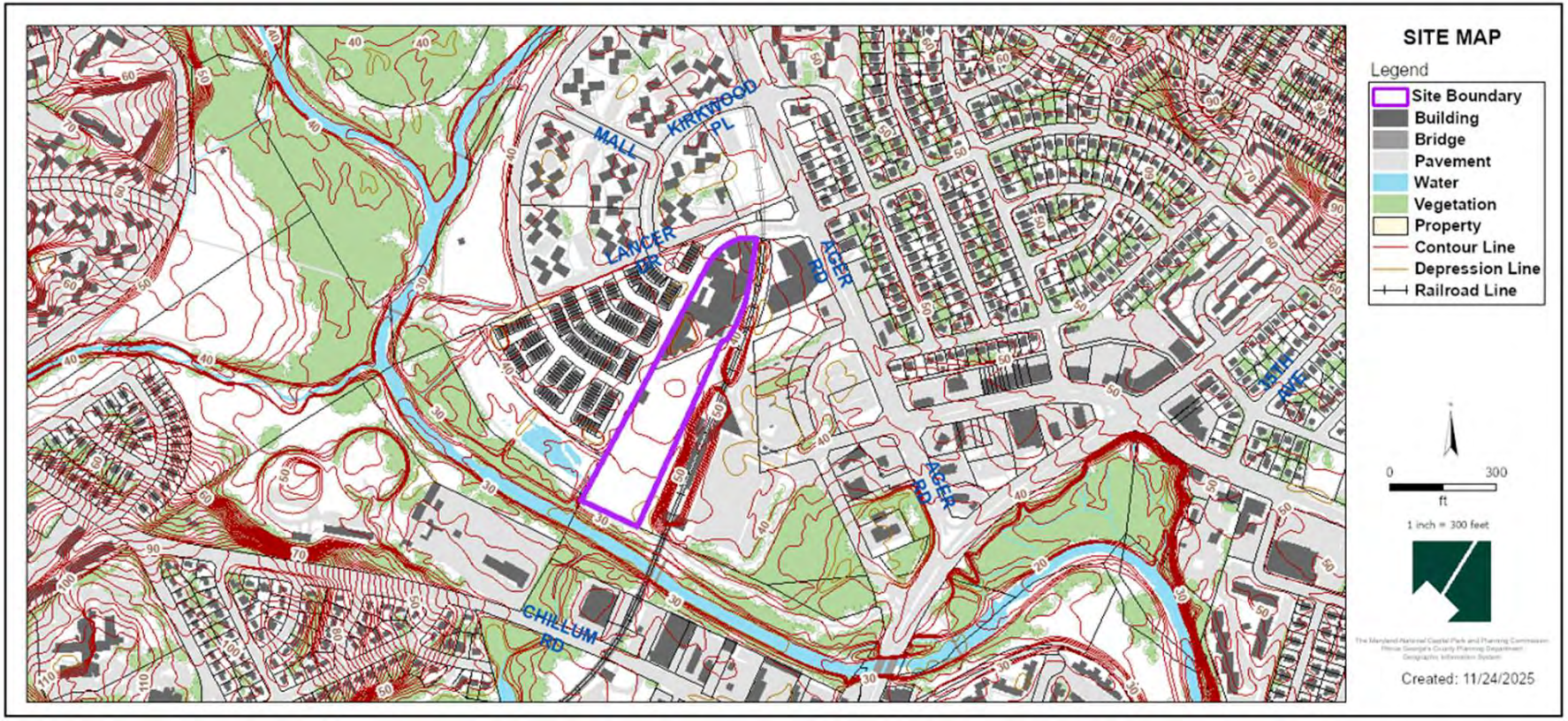
OVERLAY MAP

PRIOR OVERLAY MAP

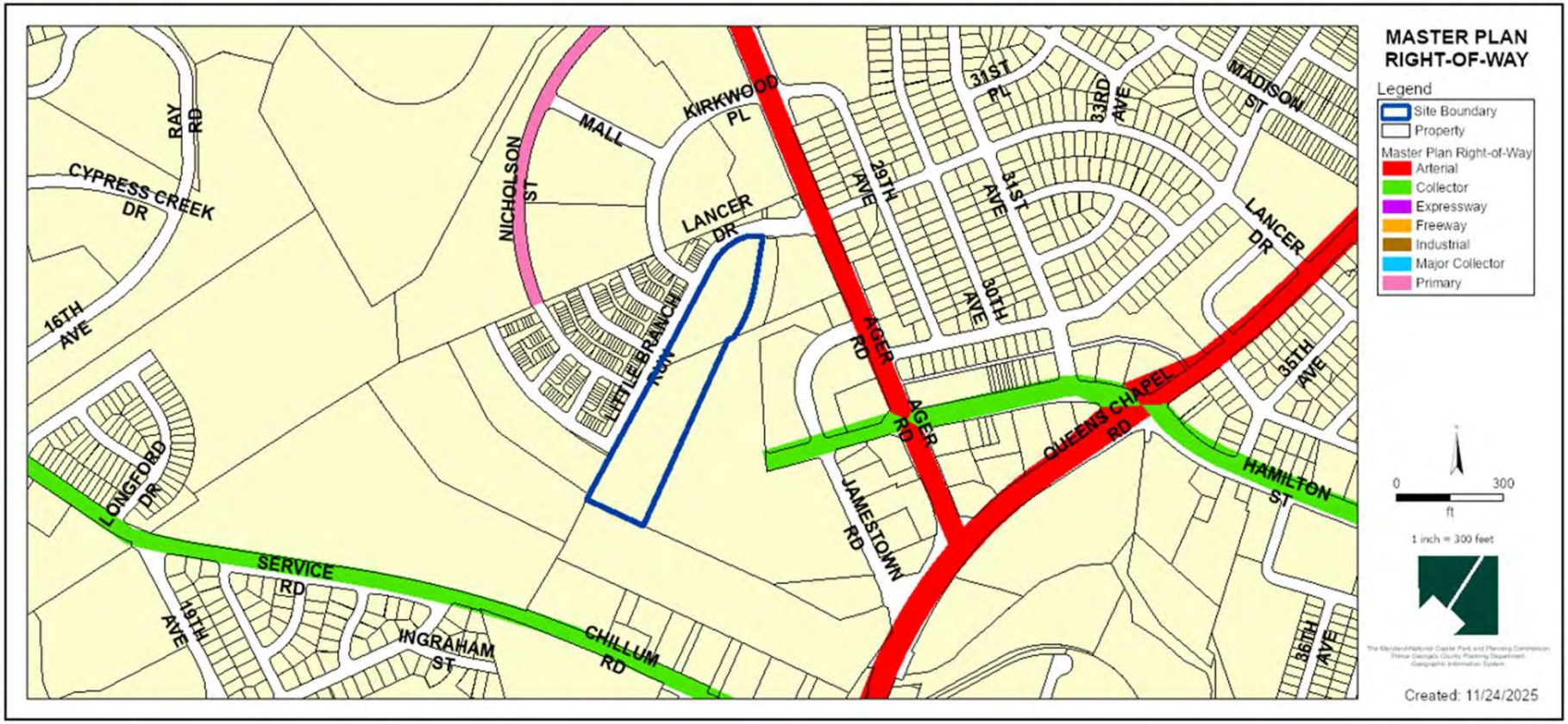


CURRENT OVERLAY MAP

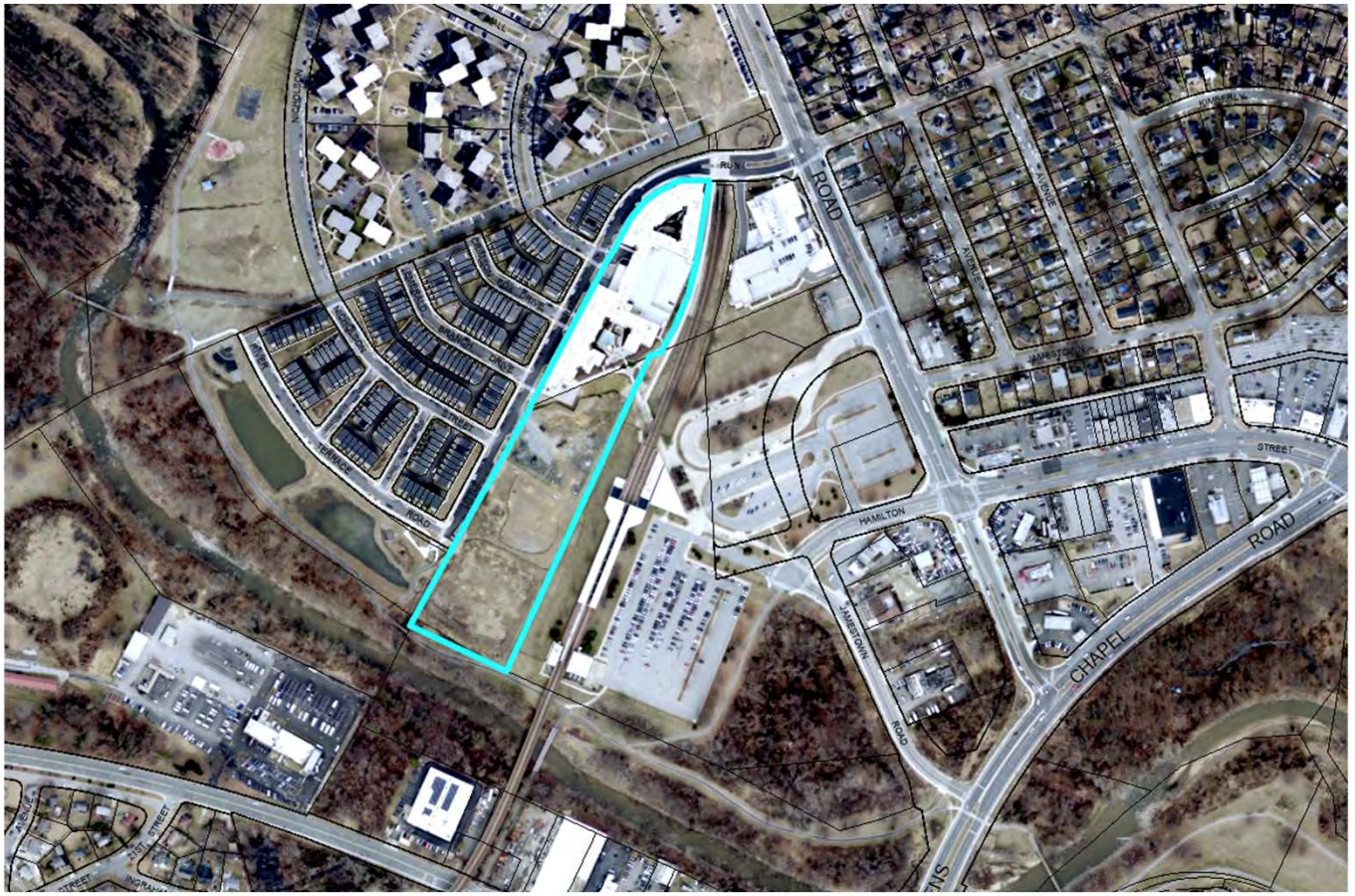
SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
MALL
KIRKWOOD PL
LANCER DR
AGER RD
AGER RD
SOUTH AVE
CHILLUM RD
0
300
ft
1 inch = 300 feet
Created: 11/24/2025

MASTER PLAN RIGHT-OF-WAY MAP

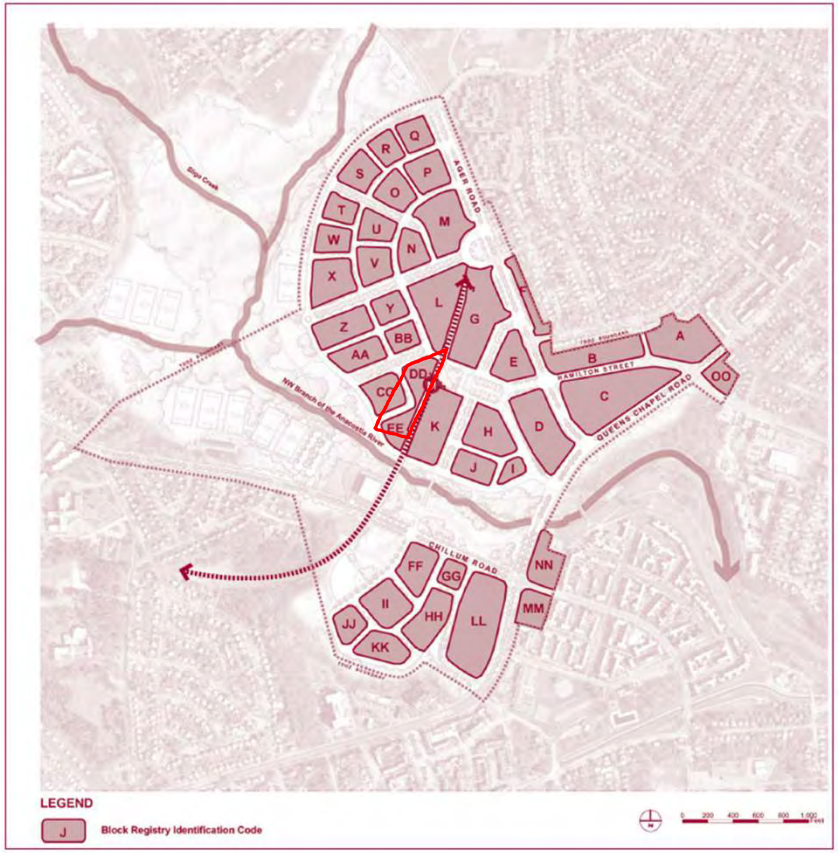


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

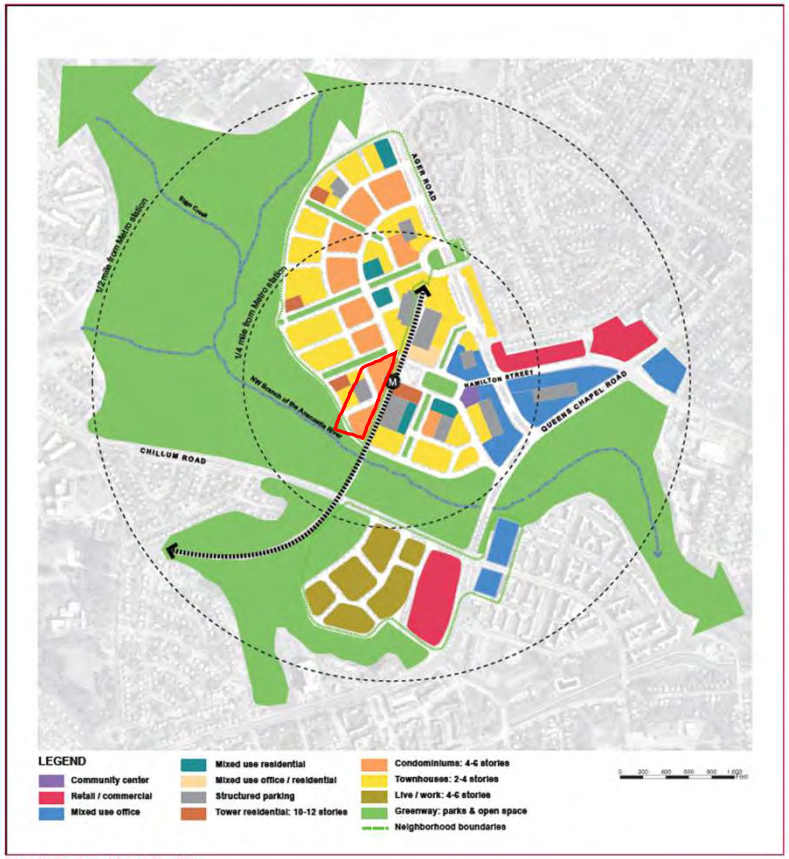


DETAILED SITE PLAN

PREFERRED LAND USE CATEGORY

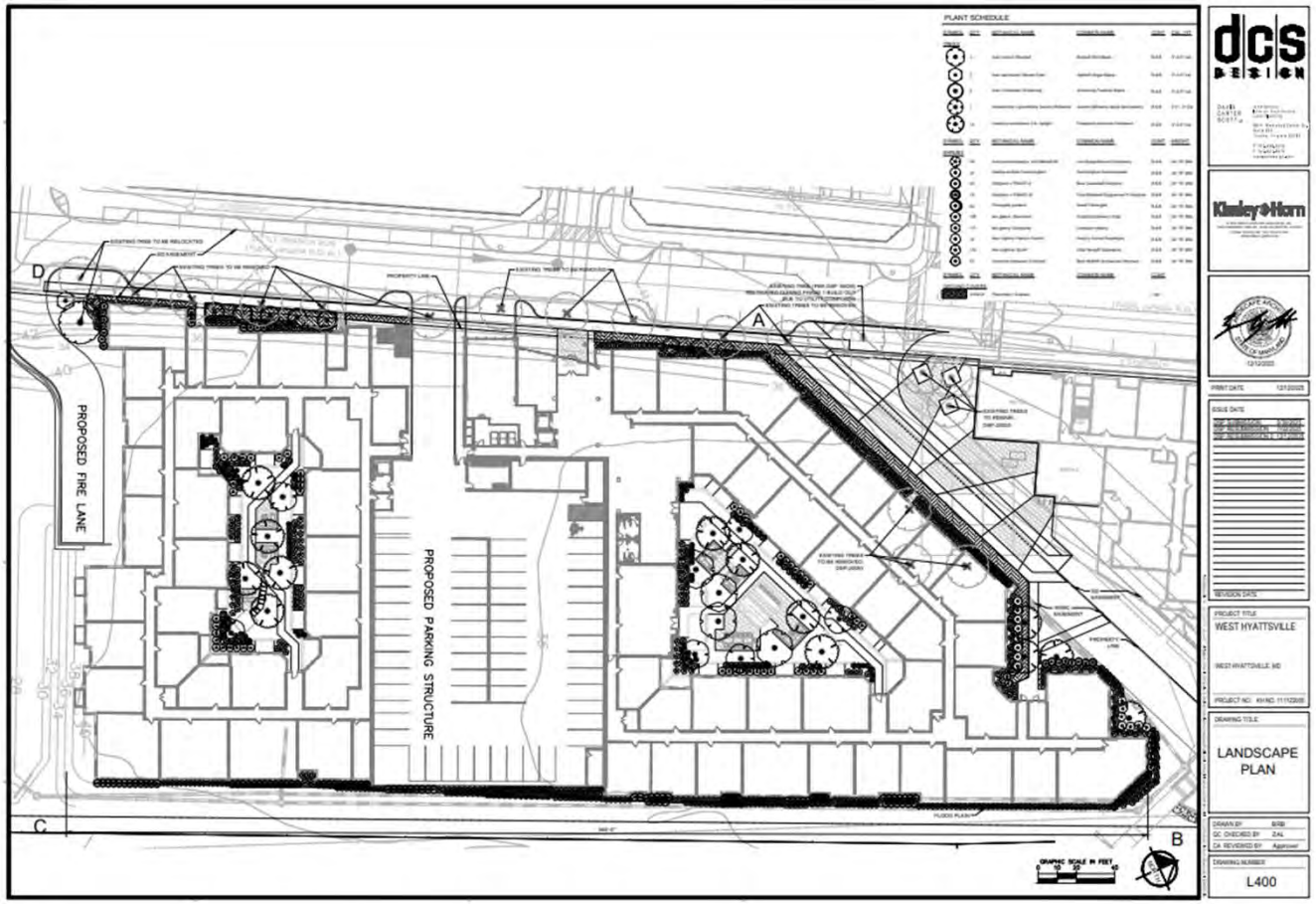


Map 13 Block Registration Plan



Map 14 Preferred Land Use Plan

LANDSCAPE PLAN



ARCHITECTURAL ELEVATIONS

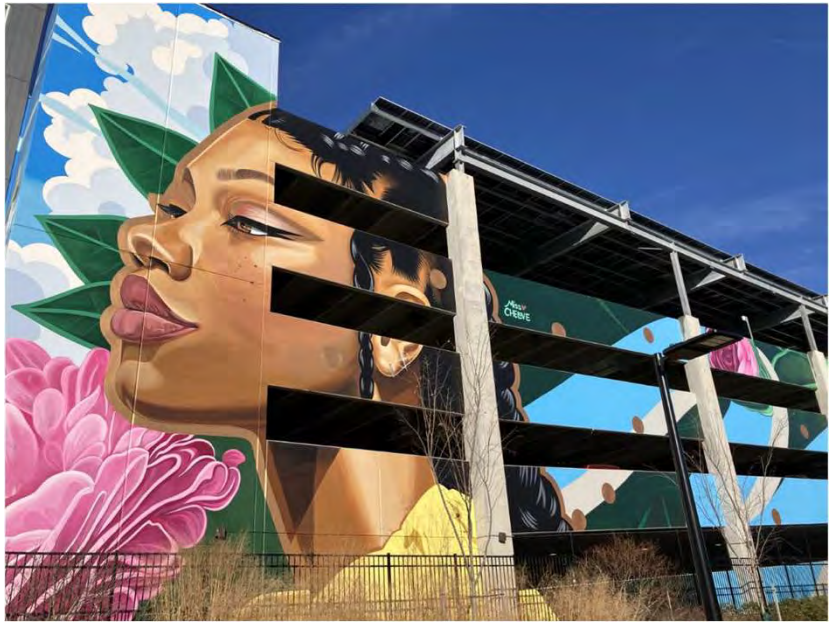
ARCHITECTURAL ELEVATIONS

SITE SECTION

PHOTO OF SITE RELATIONSHIP TO WMATA STATION

SITE PHOTOS

EXISTING PEDESTRIAN PROMENADE



MURAL ON EXISTING PHASE 1 BUILDING

STAFF RECOMMENDATION

- DSP-20053-02 - **APPROVAL** with conditions
- DPT-2025-0003 – **APPROVAL**
- ACL-2025-0008 - **DISAPPROVAL**

Issues:

- Use amendment for ground-floor retail uses

Applicant Required Mailings DSP-20053-02

- Informational Mailing: 06/04/2025
- Acceptance Mailing: 10/30/2025
- Sign Posting: 12/23/2025

- **Applicant Required Mailings**: DPT-2025-0003
- Information Mailing: 12/31/2026
- Acceptance Mailing: 1/9/2026
- Sign Posting: 1/20/26

Statement of Justification
Riverfront at West Hyattsville
Detailed Site Plan, DSP-20053-02
Multifamily Residential
Expedited Transit-Oriented Development
December 10, 2025

RIVERFRONT AT WEST HYATTSVILLE
DETAILED SITE PLAN DSP-20053-02
ARCHITECTURE FOR MULTIFAMILY DEVELOPMENT
EXPEDITED TRANSIT-ORIENTED DEVELOPMENT
AT WEST HYATTSVILLE METRO STATION
STATEMENT OF JUSTIFICATION
MAY 25, 2025
REVISED JULY 8, 2025
REVISED DECEMBER 10, 2025

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I. INTRODUCTION

WHPC BLOCK 4, LLC (the "Applicant") presents this Detailed Site Plan application for construction of a multifamily development containing 342 dwelling units. The proposed development will be constructed within the Riverfront at West Hyattsville project and is the final phase of the Riverfront at West Hyattsville project and will be constructed on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

The proposed Detailed Site Plan represents a revision to DSP-20053, which was approved on December 16, 2021.The property included in DSP-20053 consisted of two proposed parcels. Those parcels are now described as Parcel 1 and Outparcel 1, as depicted on a plat of subdivision entitled "West Hyattsville", which plat is recorded among the Land Records of Prince George's County at Plat Book ME 252 Plat 21. These parcels are outlined in red on the image below taken from the recorded plat:

Detailed Site Plan DSP-20053 approved the construction of 293 multifamily units and up to 3,213 square feet of ground floor retail on Parcel 1, which contains 3.05 acres, and infrastructure

improvements on Outparcel 1. This Detailed Site Plan revision now proposes the development of a multifamily building on Outparcel 1, which contains 4.9853 acres.

II. PROPERTY HISTORY

The Riverfront as West Hyattsville develop began in 2015 with the acquisition of the former Ginn Paper warehouse, which occupied 18.45 acres of land on the west side of Ager Road. The warehouse, located adjacent to the West Hyattsville Metro Station was vacant and in disrepair, as is evident on the 2014 arial below:

The Riverfront at West Hyattsville development has completed several stages of the Prince George's County approval process. Development of the project was impeded by fact that much of the property, even though developed and utilized, was impacted by 100-year floodplain. Thus, preparation of the property for development required the approval of a floodplain waiver and the construction of a compensatory storage facility. The initial application filed was Preliminary Plan of Subdivision 4-15020, which included the entire 18.45 acre parcel. The

subdivision was approved in 2017. Following the approval of the Preliminary Plan of Subdivision, a Detailed Site Plan for Infrastructure Only (DSP-16029) was filed and approved. The 18.45 acres included in the initial preliminary plan and detailed site plan for infrastructure are shaded in blue on the image below. The area shaded in green is where compensatory floodplain storage is located. This property had been previously dedicated to the Maryland-National Capital Park and Planning Commission ("(M-NCPPC") by the prior owner of the Ginn Paper Warehouse property.

Both the initial preliminary plan infrastructure detailed site plan included a portion of the land included in DSP-20053 (Parcel 1), which is being revised by this application. These approvals established the lotting and parcel pattern, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations for the overall development. The primary purpose of the infrastructure detailed site plan was to allow for the grading of the development, since much of the land was impacted by 100-year floodplain. The compensatory storage facility was reviewed pursuant to Mandatory Referral Application MR-

1700F. The construction of this facility included the reconstruction and lighting of a trail leading to the Metro Station. The compensatory story area also includes an amphitheater.

Following the approval of the initial applications, Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses, which were constructed by Stanley Martin and are fully occupied. Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also completed and occupied. At the time these approvals were obtained, there was a 5-acre parcel of land located adjacent to the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. In October 2020, the Applicant acquired this 5-acre parcel to be incorporated into the overall development, and increased the total area of the development to 23.49 acres. That 5-acre parcel has now been platted as Outparcel 1 and is outlined on the current aerial photo below:

To incorporate the WMATA property into the development, Preliminary Plan of Subdivision 4-20040 was filed and approved on October 28, 2021 pursuant to Prince George's County Planning Board Resolution PGCPB No. 2021-122. This application included 8.1 acres and proposed two parcels, Parcel 1 and Outparcel 1. A total of up to 750 dwelling units and 15,000 square feet of commercial space were approved with this application. The dividing line between Parcel 1 and Outparcel 1 is also the location of an existing storm drain easement and a WSSC easement, which became the natural division between the parcels. Detailed Site Plan DSP-20053 included the infrastructure improvements for all the land included in the Preliminary Plan and the architecture for Parcel 1. The building approved for Parcel 1 consisted of 293 dwelling units and 3,213 square feet of ground floor commercial space (the GLA of the commercial space actually constructed is 2,572 square feet). That building, now known as Sovren, is constructed and is currently being leased. DSP-20053-01 was approved to allow the addition of solar panels on the roof of the parking garage.

This application, DSP-20053-02, proposes the construction of a multifamily building with 342 dwelling units on Outparcel 1. Following the approval of this Detailed Site Plan, the property will be re-platted to remove the Outparcel designation.

III. PRIOR APPROVALS

A. Conceptual Site Plan CSP-05006

Conceptual Site Plan CSP-05006 was approved on the Property in 2008. Preliminary Plan 4-15020 was approved in 2017. This application constitutes a new application under the Expedited Transit Oriented Development ("ETOD") regulations contained in Section 27-290.01 of the Zoning Ordinance. Pursuant to Section 27-290.01(a)(1), ETOD projects located in a mixed use zone are exempt from the requirement to obtain approval of a Conceptual Site Plan. As such, the development of the Subject Property will proceed without a CSP and the prior CSP conditions will not be applicable to the proposed development and analysis of compliance with prior conditions of approval is not required.

B. Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. However, Preliminary Plan 4-20040 was approved to incorporate the land acquired from WMATA into the development and superseded the prior subdivision. Conformance with the condition of approval for Preliminary Plan 4-20040 will be addressed in greater detail below.

C. Detailed Site Plan DSP-16029

Detailed Site Plan DSP-16029 was approved by the Planning Board on March 23, 2017 for infrastructure only. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan.

D. Detailed Site Plan DSP-17044

Detailed Site Plan DSP-17044 was approved by the Planning Board on March 23, 2017 for the townhouse architecture. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan. DSP-17044-01 was approved by the Planning Director to reflect the Stanley Martin architecture which was used in the construction of the townhouses.

E. Detailed Site Plan DSP-20004

Detailed Site Plan DSP-20004 was approved by the Planning Board on May 28, 2020 for a medical office building containing 44,362 square feet. Planning Board Resolution PGCPB 2020-88 contained no conditions applicable to this Detailed Site Plan.

F. Preliminary Plan 4-20040

Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Since this preliminary plan is the basis for the pending detailed site plan application, it is applicable to this project. Conformance with the conditions is addressed in greater detail below.

G. Detailed Site Plan DSP-20053

Detailed Site Plan DSP-20053 was approved by the Planning Board on December 16, 2021, subject to 1 condition, which required revisions to the architecture of the building on Parcel 1. None of the required revisions are applicable to the Subject Property, Outparcel 1.

IV. PROPOSED DEVELOPMENT

The Applicant proposes to construct a multifamily building on Outparcel 1 consisting of 342 multifamily dwelling units. As noted above, this is the final piece of the Riverfront at West Hyattsville project. The boundaries of the Subject Property were set by prior development and approvals. The Subject Property is bounded by the Metro rail line to the east, the Northwest Branch Stream Valley Park owned by M-NCPPC to the south, Little Branch Run to the west and Parcel 1 (now improved with the Sovren apartments) to the north. On the north, the Subject Property comes to a point as Little Branch Run crosses over the Metro rail line and then curves to the south. The southern boundary of the Subject Property abuts land owned by the Maryland-National Capital Park and Planning Commission ("M-NCPPC") as part of the Northwest Branch Stream Valley Park.

The Subject Property was previously impacted by 100-year floodplain. A waiver was granted to fill the floodplain and the property has now been substantially graded in accordance with those prior approvals. Upon completion of the final development, the portion of the Subject Property proposed for the multifamily building will no longer be impacted by 100-year floodplain. The compensatory storage for the floodplain fill will be satisfied in the western portion of Outparcel 1 in accordance with the approved floodplain waiver and an approved Site Development Concept Plan.

The development proposed on Outparcel 1 allows for medium to high density development immediately abutting the West Hyattsville Metro Station in accordance with the recommendations of the TDDP. One of the important elements of the proposed DSP is connectivity to the Metro Station. At the time that Preliminary Plan 4-15020 and DSP-16029 were previously approved, the Planning Board noted that an existing pedestrian sidewalk exists on WMATA property which provides access to a underpass which leads to the Metro Station. The Planning Board emphasized the importance of connecting the Riverfront at West Hyattsville development to the Metro Station. Condition 2 of DSP-16029 required as follows:

> **A permanent and direct sidewalk connection from the end of either Kirkwood Place, Crimson Fox Drive, or Emerald Branch Drive to the existing tunnel to the West Hyattsville Metro shall be provided at the time of approval of a full-scale detailed site plan for the multifamily parcel(s).**

In addition, a temporary pedestrian connection was shown in the same location on the certified DSP. With the approval of DSP-20053, the Applicant formalized this direct sidewalk connection by proposing the construction of a pedestrian promenade. The pedestrian promenade was to be integrated with the building layout to provide a safe, well lit and attractive passage for pedestrians and bicyclists, not only those that live in the development but also those accessing the Metro from the Northwest Branch trail. This pedestrian promenade is located between the southern end of the building on Parcel 1 and the norther end of the proposed building on Outparcel 1. The promenade was predominantly constructed with the Sovren and is currently in use by residents of the development to provide access to the Metro Station, as can be seen on the aerial below:

This pedestrian promenade ties into the existing WMATA sidewalk which extends along the east side of the Sovren. The Applicant worked extensively with WMATA to widen and upgrade this existing pedestrian connection so that it could better accommodate the level of use and the bicyclists who currently use it. The sidewalk originally constructed by WMATA was substandard in poorly lit. It has since been widened and new lighting has been installed.

The Applicant has filed a separate request for Alternative Compliance to locate the building closer to the property line to achieve this goal. As currently written, the Landscape Manual treats at grade rail lines as a high intensity use and the building would need to be set back 50 feet with a 40' landscape buffer yard. A separate statement of justification is filed to support the request for alternative compliance, but it is important to note that the 2018 Landscape Manual drafted in conjunction with the new Zoning Ordinance, eliminates such a buffer requirement within the core of a transit district. As such, since the Subject Property is located in the core of the West Hyattsville Metro transit district, an alternate to this buffer is proposed.

V. RELATIONSHIP TO THE GENERAL PLAN

In 2014, the County Council approved *Plan Prince George's 2035* ("Plan 2035"), the County's new General Plan. The Growth Policy Map, (Map 1; p. 18) includes the following six policy areas:

Regional Transit Districts
Employment Areas
Local Centers
Established Communities
Future Water and Sewer Service Areas
Rural and Agricultural Areas

Plan 2035 also includes a growth boundary. The first five policy areas are found generally within the growth boundary, with most future development recommended for the Regional Transit Districts and Local Centers. Rural and Agricultural Areas are found mostly outside the growth boundary.

The Property is identified on the Growth Policy Map as the West Hyattsville Local Center. Local Centers are recommended "**as focal points for development and civic activity based on their access to transit or major highways.**" Plan 2035 includes **"recommendations for directing medium- to medium-high residential development, along with limited commercial use, to these locations, rather than scattering them throughout the established**

communities." The centers, it continues, **"are envisioned as supporting walkability, especially in their cores and where transit service is available."** (p. 19)

Plan 2035 further describes Local Centers as areas ripe for development including:

- Mid-rise and low-rise multifamily and townhomes at a density of 15 to 30 dwellings per acre.
- Limited new Commercial development at an FAR of 1.5 to 3.0
- Metrorail or Light Rail with connections to bus services.

(p. 108)

As currently approved and developed, the Riverfront at West Hyattsville project is a mixed-use development consisting of for-sale townhouses, a medical office building and multifamily rental apartments with ground floor retail in the first multifamily building constructed. All of the development, with the exception of the building proposed in this application, are constructed.

Plan 2035 presents a Vision of Prince George's County of **"strong, green, and healthy communities"** in a **"competitive, innovative, and adaptive economy"** with **"vibrant and walkable mixed-use centers; quality open space; restored ecosystems; and iconic destinations"** (p. 11). The overriding Land Use Goal, and, indeed, the overarching theme of Plan 2035 is to:

> **"Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources"** (p. 93).

In fact, citing a 2011 study by the George Mason University Center for Regional Analysis (GMU), Plan 2035 adopted its recommendation that **"a majority of new housing be located in compact developments with convenient access to jobs and transportation options to meet the workforce's growing demand for mixed-use, walkable, transit-accessible communities"** (p. 104).

Consistent with the recommendations of the General Plan, the Countywide Sectional Map Amendment changed the zoning of the Subject Property to the LTO-c (Local Transit Oriented Center-Core) zone, which permits a density range of 20-150 dwelling units per acre. Since all of

the prior approvals were obtained under the provisions of the M-X-T Zone, this Detailed Site Plan is also processed under the provisions of the M-X-T Zone. However, it will be consistent with the goals and policies of the General Plan.

The prior detailed site plans approved for this Riverfront at West Hyattsville (DSP-16029 for Infrastructure, DSP-17044 for townhouse architecture, DSP-20004 for the medical office building and DSP-20053 for the Sovren) advanced this Vision and Land Use Goal by providing just the type of walkable, transit accessible community promoted throughout Plan 2035. This Detailed Site Plan for a multifamily development with structured parking is the final step in achieving the General Plan goal of a transit-oriented, mixed-use center in West Hyattsville, that expands the commercial tax base and capitalizes on existing and planned infrastructure.

VI. MASTER PLAN AND ZONING

The Subject Property is subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP") which sets forth development regulations addressed later in this statement of justification. Three distinct neighborhoods are examined in the TDDP: North Park, Hamilton Square, and Queenstown. Riverfront at West Hyattsville straddles the North Park and Hamilton Square neighborhoods; the Subject Property sits north of the tracks in North Park. The Vision for North Park is:

> **North Park: Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller "pocket" parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.** (p. 10)

The proposed new development, supplementing the project components already approved, implements this vision. The development which has been constructed to date includes the construction of a neighborhood park which also functions as the floodplain compensatory storage facility and provides stormwater management. The entire project is designed with low impact

design stormwater management techniques. A pedestrian connection to the stream valley park has been created to further connect pedestrians and bicyclists to the Metro Station, and BPIS improvements implemented pursuant to Preliminary Plan 4-15020 saw the existing stream valley trail widened, repaved and lighted from the development to the Metro Station. All if these improvements contain and minimize stormwater runoff into Northwest Branch, provide facilities for active use by younger children and their parents and increase the safety and utility of the park. The upgrading of the WMATA pedestrian connection and the construction of the pedestrian plaza as depicted onDSP-20053 further connect the community to the Metro Station and enhance the pedestrian experience.

The TDDP also encourages the use of Low Impact Development (LID) techniques in the construction of buildings and infrastructure to trap and filter stormwater runoff in the same way that natural environments do. Since the adoption of the TDDP, the State of Maryland implemented new regulations to mandate the use of LID techniques in all stormwater treatment. The entire Riverfront at West Hyattsville development has been designed in accordance with these new regulations. The development of the Riverfront at West Hyattsville project has resulted in a vast improvement in terms of trapping and filtering stormwater runoff. First, the former warehouse and associated parking and loading areas was razed as part of the development, eliminating a use that was constructed with no stormwater management. The construction of the compensatory storage facility, in conjunction with submerged gravel wetlands and on site bioretention area have and will continue to improve water quality treatment and mitigate the potential for future flooding. The TDDP also encourages the use of green roofs on the buildings as another method to contribute to the reduction in stormwater runoff. However, the use of green roofs is not a mandatory Development Standard, and the Applicant is not proposing to incorporate green roofs in the design of the proposed multifamily building.

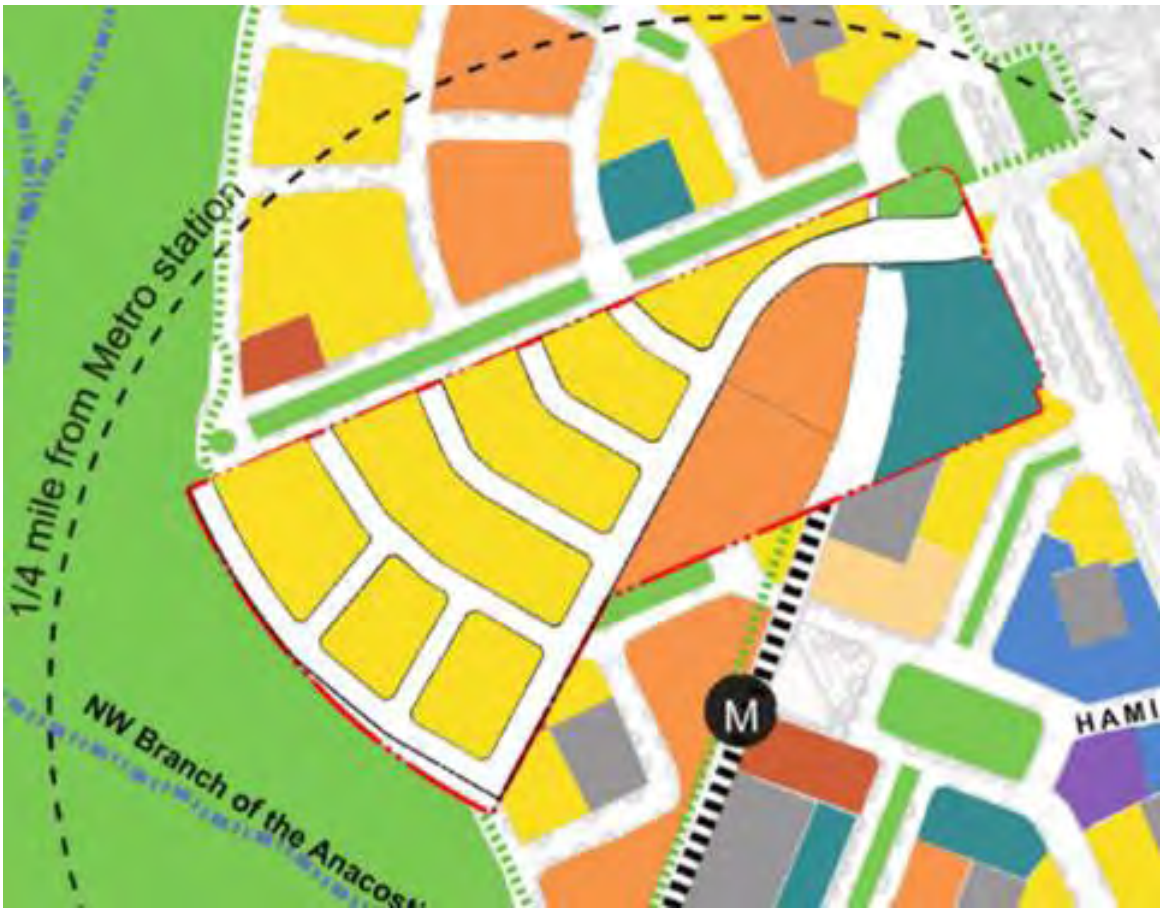
As noted above, the Subject Property is located within the Approved Transit District Development Plan ("TDDP") and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone ("TDOZ"). The TDOZ placed the Property in the M-X-T zone. However, as required for all TDOZ's, the TDDP includes a Detailed Use List which determines the uses permitted on each property. Further, the West Hyattsville TDDP contains a

Block Registration Plan (Map 13) and a Preferred Land Use Plan (Map 14), which are used to determine which uses are permitted within a particular land area.

As it relates to the Riverfront at West Hyattsville project, the Applicant has processed prior applications which addressed the Preferred Land Use requirements of the TDDP. Specifically, DSP-16029 was approved for infrastructure improvements required for the development of the Riverfront at West Hyattsville Development. As can be seen below, the Bock Registration Plan divides the Transit District into very small blocks which do not conform to property lines and which created confusion as to compliance with the Preferred Land Use Map:

The image above shows an overlay of the property included in DSP-16029 over the Preferred Land Use Map. The Applicant proposed the construction of townhouses and multifamily

residential with ground floor retail. As can be seen from the overlay, since several of the blocks included within the boundaries of the property only showed one preferred land use, there were blocks where the use proposed by the Applicant were not permitted (even though the proposed development generally conformed to the uses recommended for the land area included in the project). As a result, the Applicant requested that the Preferred Land Use Plan be amended to clearly permit the proposed uses. The image below shows the Preferred Land Use Map as amended by DSP-16029:



Since the Subject Property was not included in DSP-16029, the amendment approved in that application did not affect the Subject Property. The Subject Property contains all of two blocks shown on the Block Registration Plan (Blocks DD and EE and a portion of a third Block (Block CC), as can be seen below:

As can be seen from the Preferred Land Use Plan reproduced above, Blocks DD and EE are clearly labeled on the Preferred Land Use Plan as "condominium 4-6 stories." Block CC contains three separate use designations—structured parking, townhouse:2-4 stores and tower residential: 10-12 stories.

The Applicant is proposing to construct a multifamily residential building and an integrated parking garage on the Subject Property. During the processing of Preliminary Plan 4-20040, the Community Planning Division requested that the Applicant submit an analysis of conformance with the Preferred Land Use Plan. The Applicant submitted that information and argued that the proposed development conforms to the Preferred Land Use Map set forth in the TDDP. In its Resolution approving the Preliminary Plan, the Planning Board made the following finding regarding Overlay Zone Conformance:

Overlay Zone Conformance.

The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP. (PGCPB No. 2021-122, p. 9-10)

In summary, when DSP-16029 was processed, there were some discrepancies between the Preferred Land Use Map and the proposed development. Each of the Preferred Land Use categories has a corresponding list of permitted uses. To ensure that the uses proposed conformed to the Preferred Land Use Map, the Applicant sought an amendment. As noted above, only Parcel 1 created by 4-20040 was included in DSP-16029. Thus, the modification of the Preferred Land Use Map approved by the District Council did not apply to the Subject Property, Outparcel 1. While staff found that for the purpose of addressing Section 24-121(a)(5) of the subdivision regulations the Preliminary Plan conformed to the purpose and intent of the TDDP, it deferred a determination as to whether the proposed use on Outparcel 1 conforms to the Preferred Land Use Map.

While the Applicant believes that the proposed development could be found to be in conformance with the Preferred Land Use Map without seeking amendment, the Applicant notes that the proposed development includes only multifamily dwellings with no ground floor retail. The land use category approved for Parcel 1 by DSP-16029—and the predominant land use category applicable to the Subject Property is "Multifamily (Tower and condo)". In the Detailed Use Table set forth in the TDDP, the only multifamily use which is permitted in any of the

preferred land use categories is "Multifamily dwellings with ground-floor retail". Thus, it is the Applicant's understanding that unless ground-floor retail is proposed, an amendment to the list of permitted uses is required. Assuming this is a correct interpretation, Section 27-548.09.01(b)(1) provides that "A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan." The Applicant has included a request for an amendment to the list of permitted uses in this application.

The TDDP created a number of standards for the transit district. Many of the requirements, which relate to streetscape and other infrastructure matters, were addressed when the Infrastructure Detailed Site Plan was approved and have been implemented through the construction of the infrastructure. Such instances are noted in the matrix below. Those standards applying to the proposed multifamily building and structured parking are addressed below.

VII. TRANSIT DISTRICT STANDARDS

The TDDP includes design standards for Building Envelopes and Blocks, Streetscapes, Architecture, and Parking. Below are the standards applicable to Architecture and structured parking. Development Standards are listed in *italics* in the column on the left below, with the Applicant's response in the right column.

Building Envelope and Block Standards- General Design Principles and Intent (Page 67)	
I. Intent The TDDP identifies the building envelope standards for all building sites within the West Hyattsville Transit District. The intent of the building envelope standards is to create a vital public realm through well designed street space. Deviations from the building envelope standards can be reviewed through the appropriate process as outlined in the Transit District Development Plan (Applicability of Site Plan Requirements). The building envelope standards set the specifications for building sites along street, siting, elements and use.	
1. Buildings shall be aligned and close to the street	The building is set as close to the street as possible, with setbacks of 1.1 to 6 feet to allow for pedestrian and landscape zones. The main entrance is set back 5.5 to 11 feet along a 39-foot section (see Drawing A102). A variation to eliminate the PUE along Little Branch Run was approved with Preliminary Plan 4-20040 to support the TDDP goal of placing buildings closer to the street.
2. Buildings shall be consistent forms on both sides of the street and shall provide public space between buildings fronting the street.	The building features a consistent architectural language on all façades, supporting a unified streetscape. Public space is provided along the north edge of the building, adjacent to the Metro station access, creating a direct connection between the building and the street.
3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.	The building is designed to front both the street and plaza, consistent with the intent of the standard to create an active and engaging public realm. Ground level retail is not proposed on the Subject Property due to limited

	pedestrian traffic at this location. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
4. Buildings shall define the property lines. Public and private space shall be clearly defined as public with open views and surveillance, or private and protected.	The building envelope is shaped by site constraints, including the road right-of-way, Metro tracks, and a storm drain line, with the structure positioned near these boundaries. The design separates public and private spaces: public areas offer open views for safety, while private spaces are screened for privacy.
5. Buildings shall be designed to orient views towards the street and public realm.	The building is designed to orient views towards the public realm, with the front along Little Branch Run featuring balconies (see Drawing A301) that offer views of the street and surrounding public spaces. This approach enhances the connection between the building and its environment, fostering a stronger relationship with the community.
6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.	Retail is not proposed on ground floor elevations in the proposed second multifamily building. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
7. Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.	The building's vehicle storage and service areas, including those for garbage and mechanical equipment, are located internally within the building

	and away from the street. These facilities must be accessed from Little Branch Run, as it is the only available access to the building.
8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.	Off-street parking is provided in a parking garage accessed from Little Branch Run. The parking garage is exclusively for the residential tenants and will not be shared. A Modification is requested. Justification is provided in Modification 1(b), Section X of this document.
9. Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor.	As noted above, the Applicant is not proposing any retail use on the ground floor. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
General Design Principles and Intent-Building Street Types (Page 68)	
Intent *The TDDP identifies the building street type for all streets within the West Hyattsville Transit District. The building street types are provided to regulate building height requirements, parking structure height, ground story height, upper story height, and transitions in height for the specific street types of* ***Boulevard*** *(Ager, Chillum, and Queens Chapel Roads),* ***Main Street*** *(Hamilton Street),* ***Park Drive, Residential Street, LID Street, Local Access Street, and Alley****. Deviations from the building street type requirements shall be reviewed through the appropriate process as outlined in the transit district development Plan (Applicability of Site Plan Requirements).*	
COMMENT: The hierarchy of roadways was determined at the time of the Detailed Site Plan for Infrastructure (DSP-16029) for the Riverfront at West Hyattsville project. No new street infrastructure is required to access Parcel 114. The Property fronts on Little Branch Run, a Residential Street. Below are the design principles for Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.	

Residential Street	The Property has frontage on Little Branch Run, a Residential Street, the main entrance into the Riverfront at West Hyattsville development, connecting Ager Road with River Terrace Road.
Height Specifications ***1. Building Height:*** *Principal building height is measured in stories. All buildings shall be a minimum of four stories and a maximum of six stories in height, except where otherwise noted in the TDDP. No accessory building shall be more than 18 feet to its eaves.*	The building stands five stories tall, in accordance with the height specification. The entrance lobby and loading area are only one story high, designed to highlight the building's entrance. It is understood that this small component does not necessitate an amendment to the building height.
2. Parking Structure Height and Block Coverage: *No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.*	The parking structure does not exceed the eave height at elevation +245 within 54 feet of the structure and is not visible from Little Branch Run.
Siting Specifications ***1. Building Street Façade:*** *The facades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street facade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.*	The Subject Property includes approximately 395 feet of frontage along Little Branch Run. The building is constructed at the build-to line for 343.32 feet—equating to 86.92% of the street frontage—and therefore exceeds the 75% minimum requirement. While the specification calls for the street façade to be a single plane with façade jogs limited to less than 24 inches, the proposed design incorporates intentional jogs greater than 24 inches.

	These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. A modification is requested. Justification is provided in Modification 2(a), Section IX and Modification 2, Section VIII of this document.
2. Maximum Block Length: *Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).*	The Subject Property has a Block Length of approximately 343.32 feet, which is within the 400-foot maximum permitted. A Modification was previously approved in for Parcel 1 but is not needed for the Subject Property.
3. Buildable Area: *Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All single-family residential buildings are required to be located two feet back from the build-to line to provide additional room for a front porch as stated below in the element specifications. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan.*	The proposed building is fully contained within the lot area delineated in the siting specifications and complies with the West Hyattsville TDDP. Sidewalk locations and widths were previously approved in DSP 16029 and align with the applicable streetscape sections and roadway segments of the TDDP.

4. Side Yard Line: *The minimum side setback is five feet.*	The building is set back more than five feet from the adjacent side property line.
5. Rear Yard Line: *On sites with no alley access, there shall be a 12-foot setback from the rear yard line.*	At its nearest point, the building is set back 13 feet from the rear property line
STREETSCAPE STANDARDS (Page 81)	
GENERAL DESIGN PRINCIPLES AND INTENT NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	
Intent The West Hyattsville Transit District Development Plan is designed as "blocks" with respect to land use. Blocks contain buildings, which are located along the street edge to form a street wall. The streetscape standards ensure the design conformance of development along those streets. The standards define the parameters for development. The standards aid the applicant, owner, and building manager in understanding the design relationship between the street and their building lot. These standards promote pedestrian activity at the street level by requiring buildings to have a front entrance orientation along the primary street(s). More specifically, the streetscape standards are intended: • To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets. • To enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. • To provide safe pedestrian and bikeway access along all streets. • To develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	

1. Street trees : *Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.*	Street trees were approved under the infrastructure DSP # 16029.
2. Street lights: *Street lights shall be installed on both sides of the street along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of the development, the developer is responsible only for the installation of the street lights on the side of the street that is being developed.*	Street lights were approved under the infrastructure DSP # 16029.
3. Sidewalks: *At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of the proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.*	Sidewalks were approved under the infrastructure DSP # 16029.
4. Building Orientation: *The Street and building façade shall be the primary focus of the development. All buildings shall front the Primary street (s) and dual frontage shall be maintained along all corner lots*	The design of the building meets the criteria outlined in the TDDP

5. Consistency of Design Elements: *Streetscape elements, such as paving, street furniture, and street trees, shall be consistent within a development project and shall be consistent along the street wall.*	The proposed site plan satisfies this requirement.
6. Public Art: *Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.*	A mural is incorporated at the building entrance, enhancing pedestrian activity and adding a public art element to the façade facing the public plaza. This feature contributes to the streetscape by creating visual interest. Similar treatments are proposed for the rear façade of the parking garage, visible from Metro trains, further enriching the public art component.
7. Landscaping of Building Fronts: *Building fronts (Public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.*	The applicant is not proposing planters and window boxes within two feet of the building, but is providing locations for flowering plants. A Modification is requested. Justification is provided in Modification 3(a), Section X of this document.
8. Screening of service/Loading Areas From Public View: *Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to allow residents to enjoy private open space areas.*	There is no alley along the rear of the building.
9. Location of Mechanical Equipment: *the following mechanical equipment shall be a minimum of 25 feet away from any build-to line and shall not be stored or located within any street: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans,*	As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-

storage tanks, or any other similar mechanical equipment.	safety requirements. A Modification is requested. Justification is provided in Modification 3(b), Section X of this document.
10. Roof-Mounted Mechanical Equipment: *Roof mounted mechanical equipment shall be located away from the building façade edge adjacent the build-to line and shall be screened from pedestrian and vehicular views of the street.*	The proposed site plan satisfies this requirement.
GENERAL STREETSCAPE STANDARDS (Page 83) NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	
Streetscape ***1. Streetscape Paving: All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.***	Sheet 6 of the Detailed Site Plan for Infrastructure (DSP-16029) included detailed specifications for all sidewalks and ramps, curbs and gutters, and crosswalk painting. The proposed DSP is consistent with the approved streetscape paving and no modifications are proposed.
2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.	Lead walks are provided from the building entrance to the sidewalks. The Applicant desires to utilized stamped concrete in lieu of brick or precast pavers. A Modification is requested. Justification is provided in Modification 4, Section X of this document.

3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.	The streetscape improvements are substantially complete at this time and will be completed prior to use and occupancy permits for the proposed building.
4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter	All streetscape elements for Little Branch Run were shown on DSP-16029. The proposed DSP is consistent with the prior approval, although there are minor modifications to the spaces and landscaping to accommodate site access.

5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk paving system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows: • ***Boulevards – Green Vase Zelkova (zelkova serrata "Green Vase') or Northern red Oak (quercus rubra)*** • ***Main Street – Shademaster Honey Locust (gleditsia triancanthos 'Shademaster')*** ***Park Drive – Red Maple 'October Glory' (acer rubrum 'October Glory') or Willow Oak (quercus phellos)***	Little Branch Run is a Residential Street and is not subject to this Design Standard.

6. Street Trees (Residential Streets): Street trees shall be planted along all residential streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in a connected six foot-wide minimum landscape strip or five square feet dimension per isolated tree, limbed up to six feet above finished grade, provide a minimum 500 cubic feet of soil, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows: □ ***Residential Streets – Marshall's Seedless Ash (pennslvanica fraxinus 'Marshall's Seedless')*** □ ***LID Streets – Black Tupelo (nyssa sylvatica), Willow Oak (quercus phellos), Red Maple 'October Glory' (acer rubrum 'October Glory'), London Plane Tree (platanus acerifolia 'Bloodgood')*** □ ***Local Access Streets – Sweetbay Magnolia (magnolia virginiana), Chinese Scholar Tree (sophora japonica), Golden Rain Tree (koelreuteria paniculata)***	The Residential Street Trees were addressed in DSP-16029. Modifications to allow wider spacing and alternate street tree varieties was approved.

7. TDDP Street Tree Placement: *Wherever the TDDP does not show street tree placement, street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.*	A modification to the street tree placement was approved with DSP-16029.
8. Curb Extension for DSP Submittal: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for providing curb extensions along streets according to the TDDP and streetscape sections. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all curb extension standards in the TDDP.*	To the extent applicable, curb extensions were shown on DSP-16029 and will be provided as necessary.
9. Curb Extension Locations: *Curb extensions shall be located at all intersections and shall be in accordance with all curb extension standards and dimensions of the TDDP. Curb extensions shall narrow the roadway corridor as specified in the TDDP to calm vehicular traffic and provide pedestrian safety.*	This requirement was addressed at the time of DSP-16029 and will be provided as necessary.
10. Curb Radii: *Curb return radii on all intersections shall be 15 feet.*	This requirement was addressed at the time of DSP-16029.

11. Crosswalks for DSP Submittal: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for crosswalk improvements along the entire length of the property frontage where street intersections occur. Crosswalks shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits and shall be in accordance with all crosswalk standards and dimensions of the TDDP. No building or grading permits shall be issued without a detailed site plan that conforms to crosswalk standards in the TDDP.*	This requirement was addressed at the time of DSP-16029 and crosswalks are provided.
12. Crosswalk Locations/Dimensions: *Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum width of 14 feet with red brick crosswalk with a two-foot width concrete banding constructed along each outer edge of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum distance of ten feet from the crosswalk area and shall be painted with a white reflective paint for high visibility to prevent vehicles from entering the crosswalk area upon stopping at traffic lights.*	Crosswalks are shown in these locations on DSP-16029 and are retained as part of this Detailed Site Plan.

13. Crosswalk with Median Refuge for DSP Submittal: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for pedestrian cross-walks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in this section for crosswalk locations/dimensions. Crosswalks with median refuge areas shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits.*	No median is specified in the TDDP for a residential street such as Little Branch Run
14. Medians. *A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrian refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs, and groundcover. Large expanses of concrete, lawn area, and mulch are prohibited.*	No median is specified in the TDDP for a residential street such as Little Branch Run

Public Street Lighting (Page 89)

NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. Preliminary Plan of Subdivision 4-20040 approved the elimination of the PUE to allow the proposed buildings on Parcels 1 and 2 to be constructed closer to the street, as envisioned in the Design Standards.

Intent

To provide the optimum level of lighting for public safety while minimizing adverse environmental impacts such as glare and light pollution and to ensure a safe and attractive nighttime pedestrian environment. Lighting shall be incorporated into the design of a project so that it reinforces the pedestrian environment, provides continuity to an area, and enhances architectural

Configurations and Techniques *1. At the time of the first detailed site plan submission within the TDDP, the M-NCPPC Urban Design staff shall select and specify the lighting fixture(s) to be used for all subsequent development phases within the transit district. A coordinated lighting plan shall be submitted with each detailed site plan. Lighting fixtures are encouraged to be equal or similar to the lighting details shown in the TDDP.*	This proposal includes full cutoff, decorative street lighting as shown on the Landscaping and Lighting Detail Sheet of the Detailed Site Plan.
2. Lighting levels shall be: *a. Minimum public/private space light levels shall be:* *(1) 1.25 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot candles for walkways.* *(4) 0.5 foot –candles for trails.* *(5) 1.25 foot candles for all other outdoor areas.* *b. Maximum public/private space lighting levels shall not exceed:* *(1) 2.0 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot-candles for walkways.* *(4) 1.25 foot-candles for trails.* *(5) 1.5 foot-candles for all other outdoor areas.*	The proposed lighting conforms to these lighting levels
4. Building Façade Lighting: *Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.*	Building façade lighting is directed down and the mounting heights fall within this range above grade in this submission.

6. Lighting Fixtures: *Lighting fixtures shall be incandescent, metal halide, or halogen only. No high pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.*	LED lighting is proposed for all fixtures. A modification is requested. Justification is provided in Modification 5(a), Section X of this document.
7. Light Glare and Sky Glow: *Full cut-off light fixtures shall be used to shield the disbursement of light to prevent light glare and sky glow. A note referencing compliance with full cut-off light fixtures shall be provided in the general notes of the detailed site plan and building permit.*	All fixtures are full cutoff. See fixture cut sheets for compliance.
8. Lighting for Walkways: *Pedestrian walkway lighting shall include step lights; well lights and lighted bollards shall be provided along all courtyard lanes, alleys and off-street bike and pedestrian pathways.*	The detailed site plan conforms to this requirement.
9. Security CPTED Lighting: *Security lighting shall be provided to illuminate landscaping, parks, and special features and shall be in accordance with Crime Prevention Through Environmental Design (CPTED) standards.*	A photometric plan is provided for light levels on horizontal surfaces and the site will be adequately lit to ensure a secure environment in conformance with this requirement.
10. Parking Structure Lighting: *Lighting for parking structures shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.*	The detailed site plan conforms to this requirement.
Blocks and Alleys (Page 91)	

Intent To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets. Enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. Provide safe pedestrian and bikeway access along all streets. Developer walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	
1. Building Siting: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.*	This building has been sited according to the West Hyattsville TDDP. Any modifications to the building siting have been addressed in the modification section below.
2. Lot Frontages: *All lots shall share a frontage line with a street.*	The lot shares a frontage line with a street.
3. Block Size: *Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.*	Proposed Parcel 2 will create a block length of 458 feet, greater than 400 feet length recommended. A modification to this standard is requested. Justification is provided in Modification 6(a), Section X of this document.
4. Alleys: *Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.*	No alleys are proposed with this detailed site plan. A modification is requested. Justification is provided in Modification 6(a), Section X of this document.

5. Dedicated Right-Of-Way For Alleys: *Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear set-back to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:* *a: Sodding and providing routine landscape maintenance to the area.* *b: Keeping the area clear of debris, litter, stored materials, and vehicles.*	No Alley is proposed or required. A modification is requested. Justification is provided in Modification 6(b), Section X of this document.
6. Shade Trees: *At least one canopy shade tree per 200 square feet of the required open (unpaved) area shall be planted in the rear lot area and no closer than five feet to any common lot line. Trees shall be a minimum of four-inch caliper and ten feet in height. Tree species shall be as specified in the TDDP street tree list.*	There is no required open area on the Property.
7. Existing Trees: *Buildings shall be sited to preserve existing healthy trees, minimum two-inch caliper, when such siting does not conflict with the approved West Hyattsville TDDP for urban street grid, building footprint, streetscape requirements, or parking. All trees to be preserved shall be delineated on the detailed site plan and building permit(s).*	No such trees exist on the Property.
8. Curb Cuts: *Curb cuts shall be prohibited on Boulevard and Main Street development sites.*	The Property does not fronton a Boulevard or Main Street.
Sidewalks (Page 92)	
1. TDDP Designated Sidewalks: *All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the streetscape*	This requirement was addressed at the time of DSP-16029.

sections in the TDDP. Streetscape sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local Access Streets.	
***2. TDDP Nondesignated Sidewalks:** Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet county specifications.*	There are no nondesignated sidewalks.
***3. Paving Materials for Primary Sidewalks:** All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.*	There are no primary sidewalks.
***4. Americans with Disabilities Act (ADA):** All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.*	All sidewalks are designed to meet ADA standards.
Sod, Groundcover and Mulch (Page 93)	
***1. Sod:** All turf grass areas shall provide solid sod areas at installation. Seeding, springs, or sod plugs shall be prohibited. All disturbed areas not proposed for construction shall be sodded. Sod specifications shall be provided on the landscape plan.*	Solid sod areas will be used at installation. Specifications are provided on the Landscape Plan.
***2. Groundcover:** Groundcover may be used in place of turf grass. Groundcover specifications of name, species, quantity, and spacing shal1 be planted at a minimum spacing of our inches on center.*	Separate ground cover to replace turf grass is not envisioned at this time.
3. *Mulch: Mulch shall be shredded hardwood mulch that is brown in color and shall be specified as a minimum four-inch depth on landscape plans. Red cedar mulch or rubber mulch shall be prohibited.*	Mulch used shall meet these specifications.

Irrigation: *All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.*	An irrigation system is not proposed for sod or groundcover areas. A Modification is requested. Justification is provided in Modification 7 Section X of this document.
Landscape (Page 93)	
Intent To ensure the overall visual and physical character of the area will be maintained and enhanced. Landscaping should serve as an amenity, screen, or buffer to enhance the appearance of structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.	
1. Plant List: *A plant list shall be included on the landscape plan and shall specify the plant species (botanical and common name), size/caliper, spacing, quantity, construction details (for trees, shrubs, evergreens, and street trees) and method of irrigation and illumination in accordance with the West Hyattsville TDDP streetscape, street tree master plan/plant list, and with the Crime Prevention Through Environmental Design (CPTED) standards promulgated by the National Crime Prevention Council, U.S. Department of Justice. Unplanted mulch beds shall not exceed ten square feet in area; large mulch beds shall be prohibited.*	The plant list and planting specifications are included on the Landscape Plan.
2. Pedestrian Safety with Crime Prevention Through Environmental Design: *Landscape plants provided as buffers and screening shall not impose a safety problem for pedestrians and shall be in accordance with CPTED standards for public safety.*	Landscaping is not intended as a buffer or screening.

3. Landscape Screening for Parking Lots: All off-street surface parking lots shall be screened from view of roadways by the use of a three-foot high solid masonry wall and a maximum three-foot high evergreen hedge (at plant maturity). The wall and hedge shall be located adjacent to all streetscapes/roadways. Metal, split-face block, chain link, cinder block, and concrete construction shall be prohibited.	There are no surface parking lots.
4. Landscape Screening for Loading and Service Areas: *All loading and service areas shall be screened with landscape plantings and a six-foot high opaque wood or masonry fence and shall not be visible from streets and shall be located a minimum of 50 feet away from public sidewalks. Chain-link fencing is prohibited.*	The proposed loading areas are internal to the building and meet the requirement for screening.
5. Parking Lot Trees: *Trees shall be planted along all parking lot perimeters and shall be spaced at 30 feet on center in a five-foot minimum width planting area or a tree grate unless shared parking is provided behind buildings accessible from alleys.*	There are no parking lots.
6. Parking Lot Interior Landscaping: *All surface parking lots shall provide interior landscaping. All interior parking lot landscaping shall comply with the requirements of the Prince George's County Landscape Manual. Shrub and ground cover beds shall be a minimum of three feet wide and three feet deep. Trees and shrubs shall be fully protected from potential damage by vehicles by the use of curb stops, a raised planter box, a low wall, or*	There are no parking lots.

Parks and Plazas (Page 95)	
Parks ***Intent*** To regulate the form and appearance of public parks to help ensure a safe and attractive public realm.	
1. Park and Plaza Elements: *At the time of preliminary plan of subdivision and detailed site plan, the Department of Parks and Recreation shall review the detailed site plan for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (e.g., artwork, lighting, and irrigation. The detailed site plan shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreation/children's play equipment, and artwork.*	The TDDP (Map 5) contains an Illustrative Parks and open Space Plan which depicts neighborhood parks and plaza locations. One park symbol and one plaza symbol are contained within the boundaries of the Riverfront at West Hyattsville development—including the land later acquired from WMATA that is the subject of this application. The Applicant worked extensively with the Department of Parks and Recreation at the time 4-15020 and DSP-16029 were approved to provide and design public park and plaza elements to satisfy these public improvement requirements. These improvements were provided within and adjacent to land owned by M-NCPPC and were approved as part of a Mandatory Referral application (MR-1700F). Significant improvements were made to upgrade access to the stream valley park, to improve safety through additional lighting and to provide a trail head and access to the Metro station. A public promenade was provided along River Terrace Road. Open play areas and an amphitheater were located on M-NCPPC property for use by the residents, pedestrians and bicyclists in the area. As a result, the requirements related to parks and plazas have been satisfied in relation

	to the property included with this application. Notwithstanding, two features were incorporated into DSP-20053 which, although not subject to the specific standards set forth in the TDDP, built upon and enhanced the public amenities already provided. First, similar to the prior approvals, compensatory storage will be provided on the western portion of Parcel 2 and will be designed as a continuation of the amenity area incorporated into the Park property—but is not proposed to be dedicated to M-NCPPC. While this area will be privately owned, it will include an overlook of the Northwest Stream Valley Park and the amphitheater previously constructed on M-NCPPC land. This amenity has been integrated with the amenities included with this application. In addition, providing a pedestrian link from the stream valley park was an important feature of the overall development. To enhance this pedestrian link, the Applicant included with the development of Parcel 1 the infrastructure for the pedestrian promenade along the trail connecting the Riverfront at West Hyattsville development and the stream valley trail to the metro station. This pedestrian promenade lies between the existing mixed-use building and the proposed multifamily building, which will frame the plaza. This pedestrian promenade will be privately owned (although publicly accessible through a public use easement). It is the Applicant's understanding that these privately owned amenities are not subject to the standards in the TDDP, although the standards will be addressed for comparison.

2. Park and Plaza for Crime Prevention Through Environmental Design: *Parks and plazas shall be designed in accordance with the CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this standard shall be placed in the general notes section of the detailed site plan.*	All of the proposed additional facilities constructed in conjunction with this development will be designed for conformance to these requirements.
3. Plazas in Commercial Areas: *Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.*	The term "Plazas" as used in the TDDP are envisioned to abut public rights of way as was the plaza on River Terrace Road. No public plaza is proposed. However, a privately owned (but publicly accessible) pedestrian promenade extends between Parcel 1 and the Subject Property provides a pedestrian connection between the parcels to the existing WMATA tunnel accessing the Metro station. The commercial space included within the building on Parcel 1 fronts this plaza.
4. Plaza Size: *A minimum plaza distance to building height ration of 2:1 shall be provided to eliminate claustrophobic and unsafe pedestrian spaces.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However the promenade will activate the pedestrian corridor, improve the viability of the abutting commercial space developed on Parcel 1 and enhance pedestrian safety. While not a "plaza" as envisioned in the TDDP, it serves a similar function.
5. Park and Plaza Lighting: *Parks and plazas shall be illuminated to a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with the Americans with Disabilities Act requirements for parks and recreation spaces.*	The "plaza" area is lit to ensure pedestrian and resident safety.

6. Park and Plaza Safety: *Parks and plazas shall be free of automobile traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan and shall be in accordance with the TDDP details. A note indicating compliance with this standard shall be placed in the general notes of the detailed site plan.*	The pedestrian promenade constructed between the building on Parcel 1 and the proposed building is not adjacent to the roadway and it will be free of automobile traffic. Therefore, breakaway or retractable bollards will not be required.
7. Park and Plaza Service Areas: *Loading and service areas shall not be visible from parks and plazas and shall provide landscape screening.*	There are no loading or service areas visible from the pedestrian promenade.
8. Park and Plaza Accessibility: *All parks and plazas shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers, vendors with pushcarts, and shall be in accordance with ADA requirements for parks and recreation spaces.*	The proposed pedestrian promenade will be accessible to persons with disabilities.
9. Park and Plaza Seating: *Parks and plazas shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas. Outdoor seating associated with cafes shall not county toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, a variety of seating options will be provided, with a minimum of five percent to include backs. Further, the pedestrian planter constructed in Phase 1 includes playful, sculptural furniture, moveable planters with benches, a wood seat/stage platform and outdoor dining opportunities.

10. Park and Plaza Landscape: *Landscape beds for parks and plazas shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, landscaping is provided along the pedestrian promenade and will incorporate the standard as stated.
11. Park and Plaza Shade Trees: *Parks and plazas shall have one shade tree per 1,000 square feet of plaza or park area.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the plaza provided will be well shaded by trees and adjacent buildings.
12. Park and Plaza Furniture: *Parks and plaza areas shall provide one trash receptacle per every bench seating area. Trash receptacle detail, quantity, and locations and shall be delineated on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, trash receptacles will be provided within the plaza.
13. Irrigation: *All park landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. A waiver is requested from the requirements of the TDDP to provide automated irrigation systems.
Plazas (Page 97)	
Intent To create a sense of place and visually interesting plazas by incorporating a variety of level changes, planning types, paving materials, seating areas, and outdoor furnishings as appropriate in relationship to the size and setting of the plaza.	

1. Plaza Height: *The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, it is also noted that the pedestrian promenade is not located along a street.
2. Plaza Amenities: *Plazas shall provide a variety of activities for pedestrian use and shall provide a variety of functions, such as:* *a. Entertainment* *b. Bus waiting area* *c. Pedestrian links between buildings* *d. Café seating* *e. Seating walls* *f. Fountains* *g. Passive recreation areas*	It is the Applicant's understanding that the pedestrian promenade constructed with the building on Parcel 1 is on private property and not subject to this requirement. However, the pedestrian promenade provides the opportunity for café seating, seating walls, sculptural furniture and passive recreation.
3. Plaza Design: *The plaza shall be designed to provide a relationship between the building architecture and the plaza, such as repetition of building fenestration pattern in plaza pavement banding and compatibility of façade materials and paving materials.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the pedestrian promenade is intended to link the two buildings from both a functional and a design standpoint.
4. Plazas Near Parking Structures: *Parking structures that abut plaza areas shall not be allowed unless the parking structure contains ground floor retail or has landscape screening facing, and integrated with, the design of the plaza.*	Neither the parking structure constructed on Parcel 1 or the parking structure proposed with this application abut the pedestrian promenade.

5. Plaza Shade Trees: *Plaza shade trees shall be a minimum size of 3.5-inch caliper at the time of installation. Trees shall be planted in at least 700 cubic feet of soil per tree with a depth of soil three to four feet and be planted either with gratings flush to grade, or in a planting bed with a continuous area of at least 75 square feet exclusive of bounding wall.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, the trees planted in the pedestrian promenade will satisfy the requirement for size and soil.
6. Plaza Entertainment Outlets: *The plaza shall be equipped with 115- and 220-volt outlets as appropriate for entertainment use.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, electrical outlets have been provided with the infrastructure development of Parcel 1.
7. Plaza Performance Stage: *Plaza areas over 10,000 square feet shall provide a minimum 400-square-foot permanent performance stage or space that shall also function as a seating area when not used as a stage. The performance stage/space shall be located on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the amphitheater constructed in the first phase of the development overlooks the Northwest Branch Stream Valley Park.
8. Irrigation: *All plaza landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. Modification of this requirement was approved with DSP-20053.
ARCHITECTURE STANDARDS (Page 103) **GENERAL DESIGN PRINCIPLES AND INTENT**	

Intent M-NCPPC staff shall review building architecture. Staff will coordinate with the developer and/or applicant to review the standards of the form-based code. Architecture shall be of high quality, enduring, and promoting a sense of character for the building street wall. Building walls should reflect high-quality architecture and complement the surrounding development. They should be structural walls that provide long-lasting building materials. Building walls should not be too ornate or too simple. All building materials shall be appropriate to their specific properties for load bearing capacity. Refer to the TDDP architecture standards below for the specific prescriptions of this section. Specifically, the architecture standards are intended: □ To enhance the visual appeal of new commercial/mixed-use and residential development □ To enhance the visual environment of activity centers □ To promote pedestrian accessibility and safety □ To minimize visual clutter and blight	
1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.	The proposed building will complete the Riverfront at West Hyattsville development and implement the vision of the TDDP to have a diverse mix of housing types overlooking an enhanced pedestrian network in the Northwest Branch Stream Valley Park. The proposed architecture has been carefully designed to complement and integrate with these surroundings. It will blend aesthetically into the existing built environment of the block, reinforcing the visual coherence and character of the area while contributing to its continued evolution.
2. Architecture shall specify required details as indicated in the TDDP.	The architecture of the proposed development specifies the required details as outlined in the TDDP. Where it was not feasible to fully meet these requirements,

	modifications have been requested, as noted in the applicable sections. The overall design approach remains consistent with the intent of the TDDP, ensuring compatibility with the surrounding context and contributing to a cohesive built environment.
3. Architecture shall provide a coherent form for the building.	The proposed architecture provides a coherent form through the thoughtful use of varied materials, complementary colors, and integrated public art. These elements work together to create visual interest while maintaining a unified and harmonious architectural expression.
4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.	The proposed architecture incorporates a carefully selected mix of strong, durable materials that provide an appropriate aesthetic. These materials include brick, cementitious panels, vertical and horizontal siding, masonry, and metal panel canopies. Each material contributes to the building's design purpose by offering the necessary strength and visual appeal, creating a cohesive and well-supported architectural expression.

5. Architecture materials shall be as indicated in the TDDP; equivalent or better material is also encouraged but shall be approved at the discretion of the Planning Board.	All proposed building materials comply with the TDDP. Equivalent or superior materials are also included, subject to Planning Board approval.
6. Architecture characteristics shall be coordinated with respect to building articulation, building scale and proportions, architectural style, roof forms, building details and fenestration patterns, and materials.	The architectural characteristics are carefully coordinated in terms of building articulation, scale and proportion, style, roof form, details, fenestration patterns, and materials to ensure a cohesive and harmonious design.
Building Facades ***Building Materials*** **1. Materials:** The following is a list of permitted and prohibited materials. **Permitted:** • Brick and tile masonry • Native Stone (or synthetic equivalent) • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (for trim elements only) • Metal (for beams, lintels, trim elements, and ornamentation only) • Wood lap siding (horizontal configuration), smooth or rough-sawn finish • Hardie-Plank equivalent or better siding **Prohibited:** • Stucco/EIFS (cementitious finish) • Split-faced block • Concrete • Concrete Masonry Units • Faux wood grain	The building materials consist of a combination of masonry and siding, both of which are permitted. The TDDP does not specify required amounts for each material. In this case, the façade includes masonry, cementitious board, and a mix of vertical and horizontal siding.
Configurations and Techniques (Page 105)	

Exterior Walls (Architecture): □ *Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited.* □ *Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers.* □ *Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building.* □ *All exposed and visible exterior walls of a building shall provide quality architectural*	

material along the facades according to the permitted building façade materials stated in the architectural standards.	
2. Brick and Stone: □ *Brick shall specify the pattern, color, type, and model number of brick to be used.*	The building will feature a gray blended modular brick. Stone is not included in the material palette for this project.

▯ *Stone shall specify the pattern, color, type, and finish of stone to be used.*	
3. Building Facades along Corner Lots: *Building facades along corner lots shall be architecturally treated as having street frontage on both the front and side streets. Both facades shall provide architectural material that meets the materials list specified in the architectural standards.*	This standard is not applicable to the proposed building, as the building façade is not located on a corner lot. Therefore, the requirement for architectural treatment on multiple street-facing facades does not apply in this instance.
4. Parapet Roofs: *(Cornice, Entablature, and Coping Standards)* ▯ *Parapet roofs shall only be permitted to conceal roof top mechanical equipment and shall not extend beyond the height of the rooftop mechanical equipment. Building architectural roof sections shall be submitted as part of the detailed site plan to provide compliance with this standard.* ▯ *Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and shall not qualify as overall building height.*	Parapet roofs are included in the design as a safety measure for individuals accessing rooftop mechanical equipment, and to accommodate roof drain placement and roofing material inspections. The parapets do not extend beyond the height of the rooftop mechanical equipment and are not used to increase the overall building height. Refer to the submitted architectural drawings for compliance with this standard.
WINDOWS AND DOORS/ENTRANCES Note: All requested modifications are addressed in Modification 8.	
Configurations and Techniques (Page 106)	

The following configurations and techniques are permitted. ***1. All Windows:*** □ *Windows shall not span vertically more than one story.* □ *Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.* □ *Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.* □ *Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).* □ *Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.*	□ Windows are limited to a single story in vertical height. □ Windows are aligned with the proposed floor plans and do not extend across walls, floors, or mechanical spaces. □ Windows are not grouped horizontally in sets larger than five. Groups of identical windows do not exceed five in horizontal arrangement. □ Windows are positioned based on functional furniture layouts and to maximize daylight for healthy living. Some are located less than 30 inches from exterior building corners. Justification is provided in Modification 8(a), Section IX of this document. □ Exterior shutters are not proposed for this project.

2. Ground Floor Windows: □ *Single panes of glass shall not be larger than six feet high by four feet wide.* □ *Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.*	□ Complies. Typical window sizes are 6'-1/8"W x 6'H and 8'-1/8"W x 6'H, with each window divided into 2 to 3 panels. No individual panel exceeds 6' x 3'. Windows will feature clear insulated Low-E glass to enhance thermal performance. While approximately 80% of the building's surface provides views into interior spaces with a depth of 20 to 24 feet in the lobby, this level of transparency is not present in the residential units. A modification is requested. Justification is provided in Modification 8(b), Section IX.
3. Upper-Story Windows: □ *Windows shall be double-hung, single-hung, awning, or casement windows.* □ *Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.* □ *Residential buildings/floors: panes of glass no larger than 36 inches vertical by 30 inches horizontal.* □ *The maximum pane size for office uses is 40 inches vertical by 40 inches horizontal.* □ *Egress windows may be installed according to the appropriate building code.*	□ Complies. Single hung windows have been proposed. A modification is requested. □ Complies. No windows are fixed.
4. Doors/Entrances: □ *Primary entrances shall be delineated on the detailed site plan as major architectural*	□ The primary building entrance is located along Little Branch Run and is highlighted by a mural wall that

features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance. □ *Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street.* □ *Primary building entrances shall connect to the sidewalk with a pedestrian walkway.* □ *Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.* □ *Double height entryways (those that span more than one story) shall be prohibited.* □ *Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.* □ *Roll-down security gates, door, and windows shall be prohibited.*	enhances and clearly identifies the main entry to the building. □ The proposed primary building entrance is connected to the public sidewalk with a pedestrian walkway. □ Double height entryways are not proposed. □ The doors are not recessed more than three feet. □ Roll-down security gates, doors or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on garage and loading entrances for security and screening
SIGNAGE (Page 107)	
Materials: The following is a list of permitted and prohibited materials. Permitted: • Plastic • Metal • Wood • Iron • Masonry • Bronze • Painted (window signage only)	The proposed signages for this project uses materials that comply with TDDP standards.

Prohibited: • Shiny or reflective materials	
Configurations and Techniques:	
1. Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long term duration.	□ Some of the signage features low-level, internally illuminated graphics. A modification is requested. Justification is provided in Modification 9, Section IX of this document.
2. Sign Specifications: Building signage shall be permitted as board signs, cornice signs, blade signs, door signs, awning signs, and window signs only. All other signage, including freestanding signs, shall be prohibited. Sign specifications, typology, and location standards are as follows: • Board signs shall be permitted within the area between the second story floor line and the first floor ceiling. The horizontal board sign shall not exceed two feet in height. Company logos or names shall be permitted when placed within the board sign or placed or painted within ground floor or second story office windows. • Cornice/parapet signs shall be permitted using a masonry or bronze plaque bearing an owner or building's name. These signs shall be placed in the building's cornice/parapet wall or under the eaves and above the upper story windows.	The proposed signage complies with these specifications.

• Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning. • Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing. • Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no shiny or reflective materials), metal or glass materials shall be permitted. All other materials shall be prohibited. Internal illumination through the awning/overhang shall be prohibited. • Window signs shall be permitted as painted window signs or illuminated neon signs; animated signs are prohibited. • Lettering for all signage shall not exceed 18 inches in height or width and 3 inches in relief.	
PARKING STANDARDS (Page 109)	
GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)	

Intent To provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment.	
1. Ratios for Uses: *Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.*	The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces are proposed.
2. Accessibility: *All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. All other surface parking areas shall not exceed three percent maximum cross slope. Parking areas shall not be accessed via steps from adjoining walkways.*	All parking spaces meet these requirements.
3. Pedestrian Access to Off-Street Parking: ***a. Surface Parking –*** • *Pedestrian walkways through parking areas shall be prohibited.* • *Perimeter walkways along the edge or parking areas shall not exceed 2 percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.* ***b. Parking Structures –*** *Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum than 100*	a. Surface Parking: There are no off-street surface parking b. Parking structures: This requirement has been met.

foot), accessible (maximum 2 percent slopes0, barrier-free (no steps) pathways.	
4. Construction: *Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development prior to the issuance of use and occupancy permits for the first building.*	This is the Applicant's intent.

5. Parking Landscaping: *Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.* ***a. On-Street Parking –*** • *Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.* • *Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pits and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.* ***b. Off-Street Surface Parking –*** • *Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.* • *Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.* • *Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 inches wide and minimum 20 feet in length, planted with a 2.5 caliber shade tree, and shall provide ground cover or shrubs within the island.* • *Landscaped parking islands located adjacent to ADA accessible parking spaces shall provide a 2.5-inch caliper tree and a mulch surface ground for accessible access.* • *Tree pit beds shall be provided at a minimum of five feet in depth, with*	a. **On-Street Parking:** On street parking was approved with the infrastructure DSP and will be maintained. A few spaces will be modified and/or eliminated to provide entry into the building. Little River Run is under the jurisdiction of the City of Hyattsville. Curb cuts and the modification of on street parking will be coordinated with the City. b. **Off-Street Surface Parking:** No off-street surface parking is proposed.

the center of the tree planted a minimum of 2.5 feet from the face of curb for protection from open car doors. ***c. Off-Street Parking Structures –*** • *Landscaping shall be provided along parking structure foundation facades that front the public realm.* • *Landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.* • *Planting beds shall be a minimum of 5 feet in width and a minimum of 5 feet in depth.*	c. **Off Street Parking Structures:** The garage is fully screened from the view of Little River Run by liner residential units. The garage is only visible from the Metro tracks. It is the Applicant's understanding that the rear of the off-street parking structure does not front on the public realm.

6. Parking Lighting: *Lighting shall be provided for surface parking and parking structures as follows:* ***a. On-Street Parking and Off-Street Parking –*** • *Full cut-off lighting* • *Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan.* • *Street lights shall be a minimum 14 feet and a maximum 16 feet in height for on-street parking areas, and shall be a maximum of 20 feet in height for surface parking areas.* • *Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles.* ***b. Off-Street Parking Structure –*** • *Full cut-off lighting for exteriors facades.* • *Pedestrian light fixtures similar or equal to the Elliptipar parking structure lighting standards shown in the West Hyattsville TDDP conceptual site plan.* • *Illumination shall be a minimum of 2.0 foot-candles at entrances/exits and a maximum of 5.0 foot-candles.*	The proposed lighting complies with the standards for off-street parking structures.

ON-STREET PARKING (Page 111)

Intent

To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.

1. Materials: *On-street parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration (SHA) as appropriate.*	Curb cuts will be added to Little Branch Run which were not shown on the infrastructure DSP. These access points will modify the on street parking. Since Little River Run is under the jurisdiction of the City of Hyattsville, curb cuts and other modifications to the right of way will be coordinated with the City.
2. Configurations and Techniques ***a. Permitted Development Blocks for On-Street Parking:*** *On-street parking areas shall be permitted in all development blocks except NN and OO.* ***b. Siting:*** *On-street parking shall be located in accordance with the West Hyattsville TDDP streetscape sections. Restricted (non-rush hour) on-street parking may be permitted on primary streets within the TDOZ, subject to an executed memorandum of understanding (MOU) between the City of Hyattsville, DPW&T, and the State Highway Administration (SHA) as appropriate.*	On street parking was approved for Little Branch Run with DSP-16029 and will be modified as necessary to provide access to the building. It is anticipated that the on-street parking will be utilized by the ground floor commercial space as it is the most accessible parking to this space. Such use will be coordinated with the City of Hyattsville.
OFF-STREET PARKING (Page 112)	
Intent To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the West Hyattsville TDOZ.	

Materials: The following is a list of permitted and prohibited material: • Permitted: Brick and tile masonry, Native Stone (or synthetic equivalent), Precast masonry (for trim and cornice elements only), Gypsum reinforced fiber concrete (for trim elements only), Metal (for beams, lintels, trim elements and ornamental only), wood lap siding (horizontal configuration), Smooth or rough- sawn finish, Hardie-plank equivalent or better siding. • Prohibited: Stucco/EIFS (cementitious finish), split-faced block, concrete (Except for parking deck surface), Concrete Masonry units, Faux wood grain.	The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. A modification is requested. Justification is provided in Modification 10, Section X of this document.
Configurations and Techniques:	
1. Siting: *Off-street parking facilities (surface lots and parking structures) shall be located in accordance with the West Hyattsville TDDP/TDOZ parking plan. Surface parking areas shall be provided to the rear of the site away from the public realm view. Parking areas and pedestrian access to these areas shall not exceed 25 percent of the build-to line frontage on any block. Street frontage vehicular access to off-street parking facilities shall be prohibited (see discussion of off-street parking entrances below).*	The parking structure is screened from view by liner buildings. The entrance to the garage is setback 82 feet from the street to minimize visibility. As provided for "Parking Structure Entrances and Exits/Multifamily", "parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted." The garage entrance complies with this standard and does not exceed 25% of the build-to-line. This requirement is met.

2. Uses Within Parking Structures Along Street Frontages: *Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial mixed-use blocks as identified in the West Hyattsville TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to enhance the parking structure. Parking structures on corner lots shall provide ground-floor retail uses within the parking structure along both the front and side streets.*	The parking structure is not within a commercial mixed-use block and no retail is provided on the ground floor of the parking structure. Retail uses are proposed on the ground floor of the building.
3. Façade Treatments for Parking Structures: *Parking structure facades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets.*	The parking garage is visible from the Metro tracks. It will be constructed of precast concrete which will be painted with artwork to provide visual interest and tie into the other colorful elements of the building. A modification is requested. Justification is provided in Modification 11, Section X of this document.

4. Parking Structure Fenestration: *Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building, façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall facades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.*	The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. The façade of the garage visible from the streetscape will be lined with residential units. The entrance to the garage will be a secure roll up door. A modification is requested. Justification is provided in Modification 12, Section X of this document.
5. Parking Structure Height: *Structured parking shall be from a minimum of two stories to a maximum of five stories. Parking garages shall not exceed the height of the surrounding buildings and shall not visually dominate the block where visible from the street or other public space.*	The structure is four stories tall and does not exceed the height of the surrounding buildings. The parking garage is not visible from the street.
6. Siting of Parking Structures With Street Frontage: *All parking structures with street frontage shall be located at the build-to lines that shall be sited zero feet from the sidewalk edge to create a continuous street wall. Each applicant or the applicant's heirs, successors, and/or assignees, shall be responsible for parking structure improvements as delineated in the West Hyattsville TDDP. Parking garages shall be located within the interior of a block, surrounded by buildings that front the street except where otherwise delineated in the West Hyattsville TDDP. Parking structures on corner lots shall meet the build-to lines along both the front and side streets.*	The parking structure is screened with liner buildings and does not have street frontage except for the entrance.

7. Parking Structure Entrances and Exits (Single-Family Residential): *Parking structure entrances and exits within single-family areas shall not be more than 80 square feet in area, and there shall not be more than one garage door for each 16 feet of building frontage. All townhouse and live/work unit garages shall be tuck-under. Access to parking garages from the street frontage shall be prohibited. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts.*	This does not apply to multifamily and mixed use structures.
8. Parking Structure Entrances and Exits (Multi-family/Nonresidential): *Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted.*	☐ The garage door conforms with the 16' clear height and 24' clear width requirements and there are no other garage entrances. The Property is not a corner lot so the entrance is not within 100' of a block corner. The garage is setback 82 feet from the surrounding façade. A modification is requested. Justification is provided in Modification 12, Section X of this document.

9. Parking Structure Stairwells: *Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.*	This private parking structure is part of multifamily building. Illumination of stairs will comply with standards. The steps are precast and are not open risers. A modification is requested. Justification is provided in Modification 12, Section X of this document.
10. Parking Structure Elevators: *Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.*	Residential units and private parking garage share a common elevator. Illumination level of elevator will comply. The elevator will not be glass enclosed. A modification is requested. Justification is provided in Modification 12, Section X of this document.
11. Parking Structure Lighting: *Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:* ***a.*** *One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***b.*** *Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***c.*** *Perimeter or core uplight wall fixture* ***d.*** *250W metal halide* ***e.*** *10-foot 6-inch parking structure ceiling* ***f.*** *Reflectance: 80 percent ceiling (shall use matte white paint), 40 percent deck (concrete construction), and 0 percent walls.*	The parking structure will provide adequate lighting. The parking structure ceiling is designed to allow each level of the parking garage to access a floor in the building. The ceiling heights in the garage comply with the 10 6" minimum requirement. However, the clear height in the garage for vehicles if 9' on the first floor and 8' on all other levels of the garage. A modification is required. Justification is provided in Modification 12, Section X of this document.

BIKEWAYS AND BICYCLE PARKING (Page 116)	
2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following: • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services)	A minimum of 18 spaces are required and 20 spaces are provided, exceeding the 1 space/20 off-street requirement. A secure bicycle storage room is provided on the first level of the garage.
3. Bicycle Space Dimensions: Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide, and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking.	Bicycle spaces comply with these dimensions.
4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development. a. Parking Structures: Required bicycle parking within a structure shall be located in or near main entrances or elevators to provide for pedestrian safety, visibility, and security of property. b. On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways. c. Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County	The bike storage is located on the first floor of the parking garage.

Department of Public Works and Transportation, and the City of Hyattsville. d. Building: Bicycle parking may be located within a building, but the location shall be easily accessible for bicyclists.	
5. Bike Parking Security: a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property. b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.	The bicycle storage room provides the required security. In addition, a bike repair facility has been provided in the bike storage room.
6. Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.	Bike Parking locations have direct access to the Public Right-of-Way.

VIII. OTHER TDDP ISSUES

A. COMMUNITY CENTER

Page 39 of the TDDP includes the following narrative pertaining to a recreational facility:

> **The developer/property owner of the blocks identified on Map 12 of the plan (Block Registration Plan, page 31) as Development Blocks D, E, G, H, I, J, K, L, Y, Z, AA, BB, CC, DD, and EE shall be required to construct a new 13,000-square-foot community multipurpose use facility within convenient walking distance of the residential areas in the Hamilton Square and North Park neighborhoods. Activities in the proposed center should include, but not be limited to, a gymnasium, billiard tables, video games, and meeting rooms. The center should be available to all residents of the development for an assessed monthly fee, and should be accessible to all City of Hyattsville residents for a fee. The location shall be determined at conceptual site plan review.**

The Property comprises Blocks DD, EE and half of CC. The construction of the Community Center as part of the Riverfront at West Hyattsville project was addressed at the time of approval of DSP-16029. At the time of TDDP approval, the whole TDDP planning area was envisioned to be a series of interconnected neighborhoods creating a cohesive urban center, with streets crossing Metro tracks and streams allowing for the free flow of pedestrians, bicyclists and motorists from north to south across the Metro. However, since approval of the TDDP, it has become increasingly clear that these crossings are not feasible. Now, the development of the property north and east of the tracks, while connected to the Metro for pedestrians and bicyclists, is more isolated from a vehicular connectivity standpoint. Ultimately, the proposed development will connect with vehicular traffic to the Kirkwood Apartments site, but it will not connect vehicular traffic across the tracks. The Property included in this application, as the remaining components of the Riverfront at West Hyattsville Site, is utilizing the same infrastructure approved in DSP-16029. No additional interparcel connectivity is possible. Further, the Applicant did activate the Northwest Branch Stream Valley Park by dedicating additional parkland, constructing a scenic overlook, amphitheater and outdoor recreational facilities. The Applicant also improved connectivity and safety of pedestrians and bicyclists by lighting the trail connection to the Metro. Based upon these factors, the Planning Board made the following finding when it approved DSP-16029:

> **The requirement that one or more property owners in the area of the TDDP construct a 13,000-square-foot community facility accessible to City residents anticipated a larger, more integrated master development of the Transit District, with coordination among multiple property owners. The applicant contends that the limited access to their property, coupled with the proffered improvements to the Northwest Branch Stream Valley Park, makes construction of such a facility infeasible and inappropriate. The community center should be located near the Metro station. The Planning Board agrees and approves this amendment.**

As a result, Modification 8 approved by the Planning Board, and affirmed by the District Council, was to "To allow the applicant not to build the required 13,000 square foot community center on the subject property." This modification applies to part of Block CC, but not to the portion of the Block CC included within this application or Blocks DD and EE included in this

application. This finding made previously by the Planning Board is still applicable and the Applicant requests a modification to allow it to not construct the community center on the Subject Property. It should also be noted that with the approval of the medical office building on a portion of Parcel G, a meeting room accessible to the community was provided.

B. Parking Space Sizes

As with the building approved for Parcel 1, the Detailed Site Plan proposes the use of 8.5' X 18.5' parking spaces within the garage for all spaces other than handicap accessible parking spaces. The regulations governing the design of off-street parking spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 9.5 feet by 9 feet, but permits up to one-third of the required spaces to be compact car spaces measuring 8 feet x 16 feet. The applicant is providing 379 parking spaces, all measuring 18.5' x 8.5' (except for the required handicapped spaces). No compact car spaces are proposed. Thus, a modification of the standard parking space dimension is proposed.

The subject property is located within the West Hyattsville TDOZ. In a TDOZ, Section 27-548.06(d)(1) provides "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit District Standards do not modify the size of parking spaces. Section 27-548.06(2) further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3) of the Zoning Ordinance, as follows: (3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council

under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply. The Applicant is requesting that the Planning Board amend the parking provisions concerning the dimensions of the proposed spaces within the parking garage.

As noted above, the applicant is proposing that all parking spaces, except for the spaces provided for the physically handicapped, be 8.5' x 18.5'. Section 27-558(a) requires that standard nonparallel parking spaces measure 9.5' x 19' while nonparallel compact car spaces must be 162' x 8'. The difference between the required standard car space measurement and the 8.5' x 18.5' space the applicant is proposing is insignificant in light of the fact that there will be no compact car spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage as proposed in this instance. Further, the use of a universal sized parking space has become the more common standard in modern zoning ordinances. This creates a more efficient and functional parking layout and will serve the purposes of the subtitle equally well. Attached to the Statement of Justification as Exhibit “A” is a Memorandum dated September 30, 2021 from Lenhart Traffic Consulting, Inc. providing further support for the proposed parking space size. As noted therein, The Recommended Zoning Ordinance Provisions prepared by the National Parking Association support the use of 8’6” wide spaces for residential uses. Thus, the proposed parking spaces are adequate to serve the proposed use.

The Applicant submits that the Planning Board can find that utilizing the universal size parking spaces will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan. The use of the universal size parking space allows the applicant to place the required number of parking spaces in the facility. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the Transit District. The proposed modification to the standard parking space size provided in

Section 27-558(a) will also allow the site to provide adequately sized spaces to accommodate all types of vehicles owned by employees and patients accessing the proposed medical office building. All of the spaces are internal to the garage, which is adequately screed by the proposed architecture, and therefore will not impact any pedestrians or motorists visiting the Metro Station. Therefore, the proposed modification of parking space dimensions will not substantially impair the implementation of the TDDP.

Finally, the Applicant notes that at the time the Planning Board approved DSP-20053, it made the following findings when it approved the modification to the parking space sizes for Parcel 1:

> **The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.**
>
> **The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.**

For the same reasons found by the Planning Board in approving DSP-20053 for Parcel 1, the Applicant submits the same finding can be made with regard to this Detailed Site Plan.

IX. OTHER REQUIREMENTS

Section 27-548 contains regulations applicable to development in the M-X-T Zone. These regulations are set forth below.

(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.

RESPONSE: The Riverfront at West Hyattsville development is eligible for a FAR of 1.4 under the optional method of development. Specifically, Section 27-545(b)(4)(A)

provides at a development is entitled to a floor to area ratio of 1.0 above the base FAR of 0.40 if 20 or more dwelling units are provided. The total area included in the development is 23.49 acres. Initially, the project consisted of 18.45 acres of land, and an additional 5.04 acres of land was later acquired from WMATA and added to the project. The project has been approved for the following development:

DSP-17044—183 townhouse units with a total gross floor area of 410,934[1];

DSP-20004--a medical office building containing 44,362 square feet

DSP-20053--a mixed-use building with 322,608 square feet (293 multifamily dwelling units and 3,213 square feet of ground floor commercial.

As a result, the FAR of the development approvals to date is .76. The proposed development will add an additional 342 dwelling units, or 350,222 square feet. With the addition of the proposed building, the final project FAR will be 1.1, which conforms to the applicable maximum floor area limitation.

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

RESPONSE: The proposed uses in this application are in a single building. The uses in the Riverfront at West Hyattsville project are located in more than one building and more than one lot.

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

RESPONSE: The proposed development is subject to the requirements of the TDDP and the requirements of the ETOD.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone

[1] The townhouses constructed provided a base FAR and an FAR with all finished options. The FAR utilized for this analysis assumes that all units were constructed with all optional areas finished in order to utilize the most conservative figure and to reflect that maximum that could be constructed.

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

RESPONSE: Landscaping is addressed on the DSP.

(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.

RESPONSE: No enclosed pedestrian spaces or theaters are proposed in this application. The square footage of the residential uses is included in the calculation of FAR and the FAR calculation excludes the floor area of the parking structure.

(f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.

RESPONSE: No private structures are proposed to be located within the air space of a public right of way.

(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.

RESPONSE: The proposed building is will have direct frontage on and direct vehicular access to Little Branch Run.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the

total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

RESPONSE: No townhouses are proposed as part of this application.

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

RESPONSE: The proposed multifamily building complies with the height limitations set forth in the TDDP.

(j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

RESPONSE: This section is not applicable as The West Hyattsville Sectional Map Amendment was approved on May 23, 2006.

Sec. 27-290.01. - Requirements for Expedited Transit-Oriented Development Projects.

(a) Expedited Transit-Oriented Development Projects shall be eligible for expedited review as set forth in this Section, except that applications eligible under Section 27-107.01(a)(242.2)(D) shall be subject to Section 27-290.02 and shall not be subject to Section 27-290.01(a)(1) through (7) or (b), but may serve as development guidelines.

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a)(242.2)(A): "the subject property is located entirely within a Transit District Overlay Zone ('TDOZ')." Section 27-107.01(a)(242.2)(D) applies to public uses or

buildings. This Property is entirely within the West Hyattsville TDOZ; therefore, the application is subject to Section 27-290.01.

(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.

RESPONSE: The Applicant is seeking expedited review pursuant to this section and is subject to the requirements of the West Hyattsville Transit District Development Plan and Overlay Zone.

(A) An application filed pursuant to this Section shall incorporate elements of a Conceptual Site Plan, as needed, to comply with specific conditions applicable to the subject property.

RESPONSE: At the time of the DSP for Infrastructure, a determination was made that the original CSP for this Property was no longer applicable and that the application constitutes a new application under the Expedited Transit Oriented Development ("ETOD").

(B) An application filed pursuant to this Section may amend an existing Conceptual Site Plan applicable to the subject property.

RESPONSE: The application is for a Detailed Site Plan and does not amend an existing Conceptual Site Plan.

(C) An application filed pursuant to this Section may amend an existing Detailed Site Plan for the subject property.

RESPONSE: This application amends an existing DSP-20053.

(2) Expedited Transit-Oriented Development Projects on property located within a Comprehensive Design Zone shall be eligible for expedited review in the consideration of:

(A) A combined Comprehensive Design and Specific Design Plan application pursuant to Section 27-531; or

(B) A Specific Design Plan application, where there is an existing Comprehensive Design Plan applicable to the subject property.

(i) An application filed pursuant to this subparagraph may amend an existing Comprehensive Design Plan for the subject property.
(ii) An application filed pursuant to this subparagraph may amend an existing Specific Design Plan for the subject property.

RESPONSE: The Property is not in a Comprehensive Design Zone.

(4) An application for a Detailed Site Plan, combined Comprehensive Design and Specific Design Plan, or Specific Design Plan, including an amendment to an existing plan, filed pursuant to this Section, shall be defined in this Section and prominently designated as an "Expedited Transit-Oriented Development Site Plan Application."

RESPONSE: The words "**Expedited Transit-Oriented Development Site Plan Application"** are on all application forms and the Detailed Site Plan Sheets.

(5) Expedited Transit-Oriented Development Projects for which a preliminary plan of subdivision is required may file a preliminary plan application concurrently with an Expedited Transit-Oriented Development Site Plan Application in accordance with Part 3, Division 9 of this Subtitle.

RESPONSE: Preliminary Plan 4-20040 was approved on October 28, 2021 and remains valid as of the date of this application..

(6) Review of Expedited Transit-Oriented Development Projects by the Department of Permitting, Inspections, and Enforcement, as prescribed by Subtitle 32 of this Code, shall be expedited. Notwithstanding any other requirement in this Code, an Expedited Transit-Oriented Development Site Plan Application may be filed with the Planning Board thirty (30) days after the stormwater management concept plan for the project is filed with the Department of Permitting, Inspections, and Enforcement. The Planning Board may not approve an Expedited Transit-Oriented Development Site Plan Application without an approved stormwater management concept plan for the project in accordance with Subtitle 32 of this Code.

RESPONSE: This applies to the County. However, a stormwater concept plan has been submitted, referenced as Concept # 3816-2021 and is currently under review.

(7) All County agencies with responsibility for permit review for an Expedited Transit-Oriented Development Project shall make such review the highest priority in their staffs' permitting work responsibilities and shall comport with the expedited development review and permitting provisions of this Section. Permits may be staged to enable specific phases of Expedited Transit-Oriented Development Projects to proceed while concurrent review for future phases is ongoing.

RESPONSE: This applies to the County.

(8) All proposed Expedited Transit-Oriented Development Site Plan Applications shall comply with the informational mailing prescriptions set forth in Division 1, Part 3 of this Code and shall be expressly designated in the mailing as an Expedited Transit-Oriented Development Project. In addition, at the time an Expedited Transit-Oriented Development Site Plan Application is filed, the applicant shall provide written substantiation of outreach efforts to garner public input, to include any civic association registered with the Planning Board for the area where the project is located and any municipality within a one mile radius of the Expedited Transit-Oriented Development Project.

RESPONSE: This was expressly described in the Informational Mailing and will be in all future Applicant mailings.

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

(1) use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

RESPONSE: The overall Riverfront at West Hyattsville development includes a mix of moderate and high density residential and commercial development within walking distance of an existing transit station which will increase transit ridership. The highest density is proposed in closest proximity to the station. This Architecture DSP includes a multifamily mixed-use building consistent with the prior approvals. The building is within easy walking distance to the West Hyattsville Metro.

(B) Reducing auto dependency and roadway congestion by:

(i) locating multiple destinations and trip purposes within walking distance of one another;

RESPONSE: This is not applicable at the Architecture DSP.

(ii) creating a high quality, active streetscape to encourage walking and transit use;

RESPONSE: Little Branch Run will include sidewalks, street trees, and attractive lighting. A pedestrian/bicycle path will be provided along the southern façade of the building to connect to the Metro station. The Architecture DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian oriented space.

(iii) minimizing on-site and surface parking; and

RESPONSE: A 379 space parking structure is proposed in conformance with the TDDP.

(iv) providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

RESPONSE: The building is proposed as close to the street as possible, behind only the sidewalk.

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The building design and location close to the street will create a pedestrian scale block consistent with prior approvals.

(E) Creating pedestrian-friendly public spaces; and

RESPONSE: Public space locations were established through DSP-16029.

(F) Considering the design standards of Section 27A-209.

RESPONSE: The section of Subtitle 27A, Urban Centers and Corridor Nodes Development and Zoning Code, includes design standards which are discussed below.

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

RESPONSE: The larger Riverfront at West Hyattsville project provides a mix of housing types and uses, including townhouses, multifamily dwelling units and an office building. The proposed DSP provides details for one of the multifamily buildings.

(3) not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;
(B) Check cashing business;
(C) Liquor store;
(D) Pawnshop or Pawn Dealer;
(E) Cemetery;
(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
(H) Industrial;
(I) Amusement park;
(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
(K) Sale, rental, or repair of industrial or heavy equipment;
(L) Any automobile drive-through or drive-up service;
(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible

personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

RESPONSE: None of these uses is proposed within the building.

(4) comply with the use restrictions of Section 27A-802(c), and

RESPONSE: The section of Subtitle 27A, states:

> **Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

RESPONSE: Public utilities serving the Property will be underground. Junction boxes are to be located in necessary areas and are shown on the detailed site plan. They are typical of urban areas and are harmonious with the character of the Urban Center. Landscaping ensures they are attractive. There are no public utilities being proposed on this site. All the public utilities already exist in the public right of way and private connections such as water and sewer house connections, electric, and cable will be brought to the site from Little Branch Run.

(5) be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or

Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

RESPONSE: The applicant has been careful to design the building to meet the Development Standards related to Architecture found in the West Hyattsville TDDP and TDOZ. These Development Standards have been discussed fully earlier in this statement of justification.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

RESPONSE: Again, the proposal does not include these uses.

Sec. 27A-209. - General Design Principles of Urban Centers and Corridor Nodes.

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

RESPONSE: As noted, the building is as close to the street as possible, forming the space of the street and allowing for an active streetscape.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

RESPONSE: The proposed building defines the street edge and curves with the right of way to contribute, along with the sidewalks, to the street-space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

RESPONSE: This was addressed at the DSP for Infrastructure (DSP-16029) and remains unchanged by this Architecture DSP.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

RESPONSE: This was addressed at the DSP for Infrastructure for the overall development. The development of the two parcels comprising the Property will be in accordance with a new Site Development Concept Plan and well utilize best practices for environmental site design.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

RESPONSE: This was addressed in preliminary plan 4-20040 for proposed Parcel 2. Development of Parcel 2 will comply with the requirements of the approved floodplain waiver in accordance with Subtitle 32 of the Prince George's County Code.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

RESPONSE: The proposed multifamily mixed-use building is designed with an active street front through the pedestrian/streetscape improvements and landscape area proposed along the facades of the building facing the public realm, the provision of ground floor retail and the provision of a pedestrian corridor to access the Metro station.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

RESPONSE: The building is proposed close to the street. The remaining parcel lines are well defined by the Metro rail tracks and by existing WSSC and storm drain easements. No confusion between public and private land is expected.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation

within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

RESPONSE: The proposed building fronts on Little Branch Run. Views are directed toward this street and the space between the building and the street. Minimal setbacks are proposed to allow for an active streetscape, creating the urban setting envisioned by the TDDP.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

RESPONSE: Garbage and recycling storage and mechanical equipment are proposed in the interior to the building away from the streetscape.

X. MODIFICATIONS TO THE TDDP DEVELOPMENT STANDARDS

Section 27-548.08(c)(3) provides that as part of a detailed site plan in a Transit District Overlay Zone, the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise, and except as noted below. As identified above, the applicant has noted several mandatory requirements for which the applicant is requesting that the Planning Board apply different development requirements. Each of them is listed below with a discussion addressing the proposed amendment.

MODIFICATION 1

Building Envelope and Block Standards- General Design Principles and Intent (Page 67-68)

1(a) Ground Floor Retail (p. 67)

Required: "Buildings shall front on the street and square and provide ground level retail uses" "Buildings shall provide retail on all ground floor elevations"

"Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life"

Commercial and mixed-use blocks shall contain a minimum of 80% commercial uses on the ground floor."

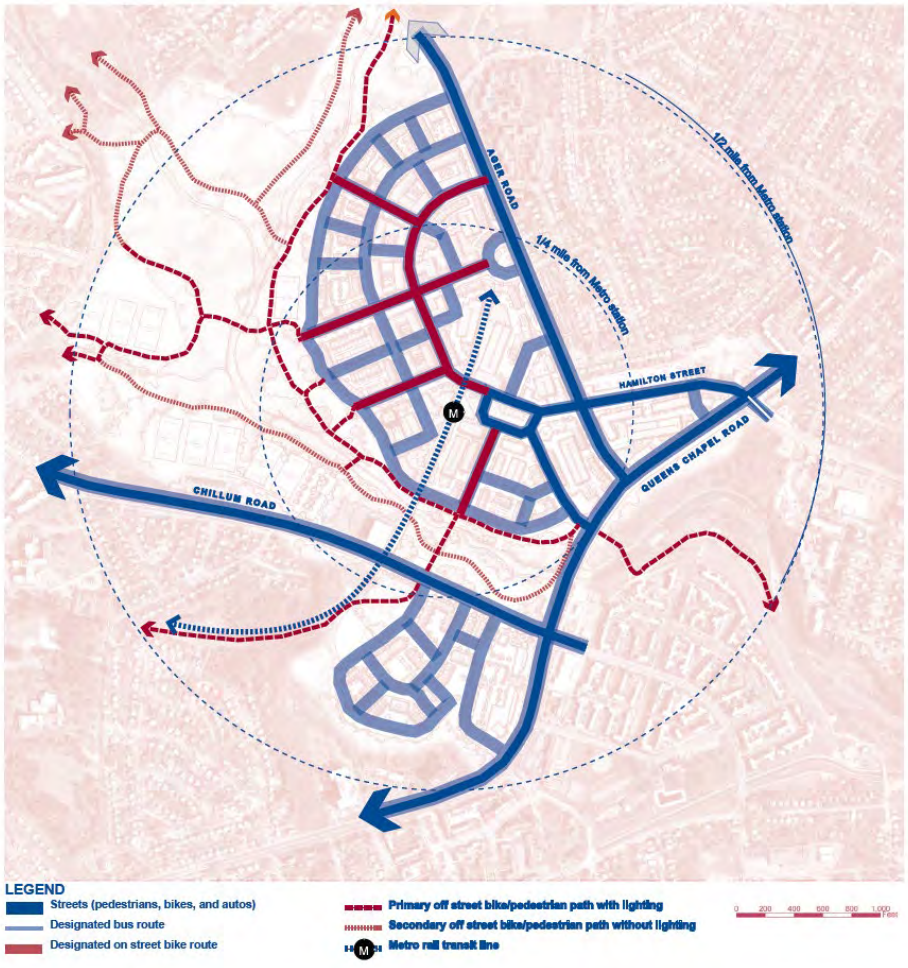
Proposed No retail uses are proposed in the proposed building. Retail space was provided in the southernmost portion of the building on Parcel 1 along the pedestrian trail on the southeast side of the building.

Discussion: These are general design principles and theoretically would apply to every building constructed in the TDDP. Given the nature of the proposed building, as noted below, ground floor retail is not appropriate along the ground floor facade.

The proposed building is internal to the Riverfront at West Hyattsville community. To access the building, one must enter the community and cross the metro rail tracks. The interior of the community will not be a location where sufficient vehicular traffic will exist to support a substantial amount of retail use. In DSP-20053, retail use was limited to a small portion of the first floor elevation of the building on Parcel 1. The retail in this area was intended to a retail opportunity along the southern end of the building, just north of the proposed building. As part of the previously approved infrastructure development for the property, a trailhead has been constructed at the end of Little Branch Run which will encourage pedestrian and bicycle traffic on the Northwest Branch Trail to enter the community and walk along the southern facade of the proposed building to a pedestrian underpass which provides direct access to the metro station. While the heavy amount of bicycle usage at the West Hyattsville Metro, the pedestrian usage on the park trail and the market provided by the existing and proposed development provide sufficient market to allow for a small amount of retail to be located along the trail connection, the Applicant's experience in attempting to lease out the space already constructed have caused it to conclude that additional retail will not be supported. Therefore, an amendment is requested to eliminate retail space from the proposed building. This modification will also necessitate a modification in the list of permitted uses.

In addition to the above, it is important to note that the TDDP envisioned a vehicular circulation network that extended roadways under the Metro tracks to create a connected set of internal streets. The Illustrative Plan (Map 3) in the TDDP clearly depicts this street network:

The Illustrative Circulation Plan (Map 8) shows the same concept of connectivity:



Map 8 Illustrative Circulation Plan

Both illustrative plans, if implemented, would have allowed residents/visitors to turn from Ager Road, drive along the Northwest Brach Stream Valley Park, cross under the Metro Tracks and then access Queens Chapel Road. A second connection immediately in front of the Metro Station was also envisioned. These connections would have provided the ability to access retail uses to a far larger market than now exists. Even under these illustrative plans, the TDDP did not call for large amounts of retail in the North Park Neighborhood, where the Subject Property is located. On Page 10-11 of the TDDP, North Park is described as a "primarily residential neighborhood with a

diverse mix of housing types." "Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station." Without an interconnected network of streets, the amount of retail that can be supported by pedestrian/bicycle patrons is limited. The Applicant is confident that the retail already constructed is all that can reasonably be expected to be leased to serve such an isolated area.

With the above general concepts in mind, the Applicant has been actively speaking with retailers and brokers since the inception of the project about the marketability of ground floor retail uses. The feedback from these professionals is that the lack of visibility from a major roadway makes the leasing of the space very difficult. The pedestrian activity from the Metro and the surrounding new development are simply not sufficient to ensure the success of most retail uses. Another factor which must be considered is parking. The parking garages serving the multifamily buildings is dedicated parking to ensure the safety and security of residents. Parking for the retail space is provided through on-street parking. Additional retail space places a burden on the available spaces and the lack of parking prevents the retail from serving destination retail uses like restaurants.

The Applicant has been pursuing the leasing of the retail space at Sovren for many months and has been able to secure one tenant for 1,400 square feet of the 2,500 square feet available. The tenant is an adjacent homeowner with intimate knowledge of the site. Absent this direct relationship to Sovren, the Applicant does not believe that this tenant would have surfaced and it is likely that a tenant will not be found for the remaining 1,000 square feet. The Applicant does not want excessive empty retail space along the ground floor and particularly along the promenade leading to the Metro Station. Not only does the cost of providing ground floor retail place pressure on the rents, empty retail space detracts from the ground floor experience. For all of these reasons, the Applicant is seeking an amendment to not construct additional ground floor retail.

1(b) Shared Parking (p. 68)

Required: "Building parking areas (off-street) shall be…shared by multiple owners/uses."

Proposed: Single use parking garage.

Discussion: As with the building constructed on Parcel 1, the proposed multifamily building will be served by a parking garage. The parking garage is intended to be a secure facility which will only be accessible by the residents and staff of the residential building. Providing public accessibility to the garage has a major impact on the design of the garage and the security of the garage. For these reasons the Applicant is requesting a modification to the standard which requires parking garages be shared by multiple uses.

MODIFICATION 2

General Design Principles and Intent-Building Street Types (Page 74-75)

2(a) Building Street Facade

Required: Single plane street façade with building jogs of less than 24 inches

Proposed: Building jogs greater than 24 inches

Discussion: The standard requires that the street façade be a single plane with façade jogs of no more than 24 inches. For the proposed building, façade jogs are proposed that are more than 24 inches. The proposed design incorporates intentional jogs greater than 24 inches. These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. Given these circumstances, the applicant submits that the façade jogs are

appropriate and that the building massing conforms with the intent of the TDDP.

MODIFICATION 3

General Design Principles and Intent (Page 82)

3(a) **Landscaping of Building Fronts (p. 82)**

Required: "Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face."

Proposed None

Discussion: The building front will be architecturally interesting and attractively landscaped. Landscaping is provided along the building base along the entire streetscape. However, planters and window boxes with flowering plants are not proposed. The Applicant intends to provide a similar application of flowering shrubs and perennials as was approved and provided in Phase 1 (see image below). Flowering plants that provide seasonal variety will be provided on the ground plane along the streetscape and pedestrian promenade between Phase 1 and Phase 2

The style and design of the building is not conducive to window boxes and the applicant prefers planting in the ground as opposed to planters. However, as with The Sovren building, perennial plants located along the sidewalk and promenade near the building meets the design intent of this requirement.

3(b) **Location of Mechanical Equipment (p. 82)**

Required: Transformers shall be a minimum of 25 feet away from any build-to line.

Proposed Transformers are proposed within 25 feet of the build-to line, immediately adjacent to the driveway entering the garage.

Discussion: The location of transformers is strictly controlled by PEPCO standards. As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-safety requirements.

MODIFICATION 4

General Streetscape Standards (Page 83)

Permitted Materials

Required: "Brick, precast pavers, Belgium block, or granite pavers are permitted materials."

Proposed: Stamped concrete.

Discussion: A modification to this standard was approved with DSP-20053. The streetscape proposed with this application will allow the streetscape to be consistent along the street frontage. As with DSP-20053, the sidewalks will be constructed to the City of Hyattsville Standards. However, the lead walks from the sidewalk to the building entrances (both residential and commercial) will be

constructed with stamped concrete. This satisfies the intent of the TDDP to ensure that primary walkways be constructed using decorative paving materials. Since stamped concrete is not specifically identified as a permitted material, a modification is requested.

MODIFICATION 5

Public Street Lighting (Page 90)

5(a) **Public Street Lighting-Lighting Fixtures**

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

Discussion: This standard was modified with DSP-20053 for the first phase of multifamily development. As the cost of LED lighting lowered, it became the common replacement for old-fashioned incandescent lighting, as they last much longer and use far less electricity than standard lighting. The standards in the TDDP are outdated and not consistent with energy-efficient and sustainable building design practices. The LED lighting provided exceeds a lighting temperature of 2700K.

MODIFICATION 6

Streetscape Standards-Blocks and Alleys (Page 91)

6(a) **Alleys and Dedicated Right-Of-Way for Alleys (p. 91)**

Required: Alleys shall provide access to the rear of all building lots and off-street parking facilities.

Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear set-back to the County.

Proposed: No alley is proposed to be constructed or dedicated.

Discussion: The site is constrained by the location of the metro rail line, which is elevated along the Property and then undergrounds along Parcel 1. There is no adjacent development which could access or benefit from providing an alley. Further, the Applicant reconstructed the WMATA pedestrian walkway along the rear of the building on Parcel 1 to access the metro station through the existing pedestrian tunnel. A connection to this pedestrian pathway has now been constructed on the WSSC easement and the proposed building wil also access this walkway. This pedestrian walkway will accomplish same purpose as an alley in that it will connect the property to the metro station. Vehicular access through the pedestrian tunnel is not permitted.

MODIFICATION 7

Streetscape Standards-Sod Groundcover and Mulch (Page 93)

Irrigation

Required: All sod and ground cover will provide an automatic irrigation system.

Proposed: No automatic irrigation system proposed.

Discussion: In DSP-06029, the District Council approved an amendment to remove the requirement for an automatic irrigation system with the support of the City of Hyattsville provided that native plant species be used. A modification was also approved with DSP-20053. Consistent with the prior approvals, the Applicant is proposing that drought tolerant species be used which will require less irrigation; therefore, an irrigation system for these is not necessary.

MODIFICATION 8

Architectural Standards General Design Principles and Intent (Page 106)

8(a) Windows and Doors/Entrances (p. 106)

Required: Windows shall be no closer than 30 inches to building corners.

Proposed: Some windows are located less than 30 inches from the exterior building corners as depicted on the architectural plans.

Discussion: Windows have been placed on the facade based upon functional furniture layout and to let in maximum daylight for healthy living. As such, some windows are closer than 30 inches to the exterior building corners.

8(b) Ground Floor Windows

Required: Windows shall allow a minimum 60% of surface view into the building for a depth of at least 20 feet (ground floor only).

Proposed: The windows do not allow a minimum 60% surface view into the residential units to a depth of 20 feet.

Discussion: This standard presumes that the entire ground floor of the building will be retail or lobby. However, the majority of the first floor of the building will be occupied by residential dwelling units, where 60% surface view is not appropriate.

MODIFICATION 9

Architectural Standards General Design Principles and Intent

Signage (p. 107)

Required: Building signage shall be illuminated with external lighting only.

Proposed: Internally illuminated signage proposed for some blade and retails signs.

Discussion: The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Some of the signage features low-level internally illuminate graphics. The signage only promotes safety without contributing to visual clutter. Thus, the intent of the design standard is satisfied.

MODIFICATION 10

Parking Standards; Off-Street Parking (Page 112)

Required: Prohibited materials: concrete masonry units and concrete (except for parking deck surfaces). (Page 112)

Required: Parking structure facades visible to the public realm shall consist of brick, brick with concrete banding, brick with glass block banding or other material as specified in the permitted materials list. (Page 113)

Provided: The parking garage is constructed of precast concrete with a foundation of gray masonry block.

Discussion: The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. This provision is clearly meant to apply only to facades visible from the public realm to ensure that they are visually pleasing. In this case, as was the case for Phase 1, the garage is screened from the street with liner building and only the rear of the garage is visible from the Metro tracks. The Applicant proposes to provide public art on this one visible façade of the parking garage. This is the same treatment which was incorporated into the garage on Parcel 1 and has been enthusiastically received by the community. An image of the mural provided on the precast concrete garage is provided below:

Clearly, the treatment of the garage façade is consistent with the intent of the Sector Plan and fulfills the goal of providing public art. The façade treatment proposed for this façade will ensure that it is attractive when viewed from the Metro station platform.

MODIFICATION 11

Parking Standards; Off-Street Parking (Page 112)

Required:	Parking structure openings shall provide a minimum of 75% transparency to provide visibility for pedestrian safety. (p. 113)
Required:	Parking structure entry portals may be set back up to 24 inches behind the surrounding façade. (p. 114)
Required:	Glass facades will be provided for parking structure stairwells for high visibility and openness to enhance pedestrian safety, steps shall provide open risers to increase visibility (p. 114)

Required:	Parking structure elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility (p. 114)
Proposed	The parking structure will not be visible from the street. It will be a secure garage only accessible by the residents. The garage door will be a roll up door with no transparency. The garage entry portal will also be set back 82 feet from the surrounding façade. No glass façade is provided
Discussion:	The parking garage standards are designed to ensure that public garages along the public street are attractive and compatible with the architecture of the building they serve. In this instance, the garage is integral to the building and will be fully screened from the street, except for the entry doors. Further, as discussed elsewhere, the building entry and the entry to the garage are set back from the street frontage to provide a break in the building. This break is not only located at the building entrance, but also provides a visual break along the street frontage, since a separate block is not being created. The setback provided addresses the concern about pedestrian safety which could result from a garage setback only 24 inches from the pedestrian zone. The garage is a secure facility, only accessible to residents and staff of the residential building. The residential units and the garage share a common elevator. As such, it will not be a glass elevator, and with the security provided within the building, this is not required from a security standpoint. The steps within the garage in the stairwells will be precast concrete and will not have open risers. Again, with the security provided, additional visibility is not needed for pedestrian safety. Thus, based on the design of the building and the parking garage, modifications from these standards are appropriate.

Required: Parking structure lighting shall be 250W metal halide. (p. 115)

Proposed: The parking structure lights will be LED.

Discussion: As noted above, the TDDP reflects technology as of 2006. The current technology is to use LED lighting, which is more energy efficient. The intent of this regulation is satisfied with the use of LED lighting.

Required: Parking structures shall have 10-foot 6-inch ceilings. (p. 115)

Proposed: The ceiling height meets the requirement but the clear height will be 9'0" on the first floor and 8' on all other floors of the parking structure.

Discussion: The parking structure is a precast structure with ceiling heights which meet the minimum requirement of 10'6" in height. The spandrels which provide structural support provide a clear height for vehicles of 9' on the first floor and 8' on all other floors. The purpose of this design standard is not stated, as it relates to lighting. If a modification is required, the parking garage is designed such that each parking level provides direct access to the residential floor. The design provides this alignment for ease of access to the residential building. If the height of the spandrels was required to be increased to 10'6", the building would need to be modified to provide step downs to all access from the garage to the building. This is not preferred. The applicant submits that the design conforms with the intent of the requirement.

With regard to all of the proposed modifications set forth above, Section 27-548.08 states that "in approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan." The applicant submits that the Planning Board can make such a finding in this case. The building proposed has been designed based upon the unique characteristics of the property—impacted by

an existing WSSC easement and floodplain that must be mitigated in addition to backing up to a Metro rail line. The building has also been specifically designed to accommodate the needs of the residents as well as the development in which it is located. The location of the pedestrian walkway through the property to access the Metro station is completed with this application and builds upon all build on past approvals with the goal of activating the Metro station and providing density as close as possible to the Metro. Most of the modifications requested are intended to allow for the use of modern materials or architectural treatments which either were not available or envisioned 15 years ago when the standards were written. The modifications requested are similar to those approved for the building on Parcel 1, and that building reflects the high standard of design and use of quality materials in its finished form. The proposed development will further set a very high bar for future buildings in the vicinity of the Metro station. For these reasons, the amendments to the mandatory requirements will benefit the proposed development and the Transit District and will not in any way substantially impair the implementation of the TDDP.

XI. AMENDMENT REQUIRED TO BE APPROVED BY THE DISTRICT COUNCIL

As noted above, Section 27-548.08(c)(3) provides that the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan. However, such amendments do not apply to a request to amend the list of allowed uses. Rather, Section 27-548.09.01 provides that a property owner may ask the District Council, but not the Planning Board, to change the list of allowed uses, as well as the parking standards in the Transit District Development Plan. As discussed above on Pages 12-16, although the Applicant contends that no amendment to the Preferred Land Use Map is necessary, an amendment to the list of permitted uses is necessary since the Applicant is seeking to not provide any ground floor retail space in the proposed building. Thus, the Applicant is seeking an amendment to the Preferred Land Use Map to remove any uncertainty and the list of permitted uses in the Transit District Development Plan.

AMENDMENT TO THE PREFERRED LAND USE CATEGORY AND TABLE OF USES (Page 41, 46)

As noted above, DSP-16029 was a site plan for infrastructure and included all of the property comprising the Riverfront at West Hyattsville Metro project. This DSP included a request to amend the Preferred Land Use Plan for the portion of the property identified as proposed Parcel 1. That parcel was proposed, and the District Council approved, an amendment to the Preferred Land Use Plan for proposed Parcel 1 to permit "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). In the Detailed Use Table on Page 46, land use category "Multifamily (Tower and Condo)" only lists one residential use as permitted. That residential use is "multifamily dwellings with ground floor retail". The Property which is the subject of this application (Outparcel 1) was not included in that Detailed Site Plan. Thus, the Applicant seeks a modification of the Preferred Land Use Plan to clearly depict the Property as being designated as "Multifamily (Towner and condo)" and further seeks to amend the list of permitted uses in the Multifamily (Tower and condo) land use designation for the Property to permit "Multifamily dwellings" without ground floor retail. Justification for this amendment is set forth below.

Section 27-548.09.01 permits the District Council, but not the Planning Board, to approve a change to the list of allowed uses within a TDDP pursuant to a request filed by a property owner. The application for such a change shall include a statement that the proposed development conforms with the purposes and recommendations of the Transit District, as stated in the Transit District Development Plan. The Applicant has addressed the conformance of the proposed development on Pages 8-14 above. In addition, in the Staff Report for the Preliminary Plan of Subdivision (4-20040), Community Planning states that "this application conforms to the purpose and intent of the TDDP because the proposed multifamily meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly". The Applicant submits that the development does, in fact, conform with the purposes and recommendations of the Transit District as stated in the TDDP.

The Block Map contained in the TDDP (see Page 15 above) places proposed the Subject Property in Blocks DD and EE, and approximately half of Block CC. Blocks DD and EE includes the land closest to the Metro Station. Those Blocks are shown on the Preferred Land

Use Map as "Condominium: 4-6 Stories". Block CC shows four land use categories, townhouses, structured parking and tower residential. The boundary of the Subject Property splits Block CC in half, with the structured parking and half of the townhouse symbols being on the Subject Property, and half of the townhouses and the tower residential being on the portion of the West Hyattsville property included in DSP-16029. DSP-16029 amended the Preferred Land Use Map for the portion of Block CC within its boundaries to allow exclusively townhouses, leaving townhouses and structured parking on the Subject Property. Clearly, the proposed development includes structured parking and, given the roadway network established by DSP-16029, townhouses are not only not appropriate between Little Branch Run and the Metro tracks, construction of such a use is not feasible within the limited land area so designated. The vision for townhouse development has been fulfilled through the first phase of the Riverfront at West Hyattsville project. The vision for more density in close proximity to the Metro Station is being fulfilled by the building approved with DSP-20053 and the building proposed in this application. Thus, to simplify the Preferred Land Use Map, the Applicant is requesting that the Preferred Land Use for all of the Subject Property be approved as "Condominium: 4-6 Stories", as was approved for Parcel 1 with the approval of DSP-16029. Given the analysis set forth in Pages 8-14, which do not need to be restated, the amendment to the Preferred Land Use Map to provide a single, consistent Preferred Land Use consistent with the vision of the TDDP.

In addition to modifying the Preferred Land Use Map, the Applicant seeks an amendment to the list of permitted uses to remove the need to provide ground floor retail in the proposed building. Section 27-548.09.01 (b)(2) requires that the Applicant "include a statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan". The information provided above regarding the Preferred Land Use map and the information provided in Modification 1 above largely address this matter, but the Applicant would further emphasize several factors. First, the Subject Property is in the North Park neighborhood, which the TDDP describes as a "predominantly residential neighborhood". Extensive commercial uses were not envisioned. The Kaiser Permanente office building, constructed as part of Phase 1 of the Riverfront at West Hyattsville project, is in the Hamilton Square neighborhood of the TDDP, described as

containing the "most diverse development mix" with "several types of residential units, office space and stores." (TDDP p. 10). In addition, the concept plan for the Metro Station area envisioned a residential street on the northern and western perimeter of North Park neighborhood, extending along the floodplain and crossing under the Metro tracks. Such a roadway would provide interconnectivity which would support a larger retail component in the North Park neighborhood, but the floodplain limitations and infeasibility of tunneling under the Metro tracks to connect the North Park neighborhood to the Hamilton Square neighborhood limit the amount of retail which the market can support. As now approved, vehicular access to the Riverfront at West Hyattsville development is limited to Little Branch Run, which dead-ends at the floodplain. The Applicant has made extensive improvements which encourage both pedestrian and bicycle activity. These improvements include the reconstruction of the Northwest Branch trail connection, the lighting of the trail to the Metro Station, the reconstruction of the WMATA trail and a connection from Little Branch Run across the northern property line of the Subject Property to connect pedestrians to the WMATA trail. These improvements, and the dwelling units already constructed and now proposed with this application, can hopefully support the modest amount of retail approved and now constructed in the building on Parcel 1, but additional retail will be difficult to attract a viable use. Given the isolated location within the development and the limited customer traffic that passes between the two buildings, requiring additional retail space would not enhance the vision of the TDDP. The Applicant would submit that the vision of the TDDP was not to force the construction of ground floor retail space which would remain unoccupied because of a lack of visibility and traffic flow.

Since the Permitted Use Table does not list "multifamily" as a standalone use, literally 40% of the North Park Neighborhood would "require" ground floor retail—all of the Condo and Tower Residential Blocks as shown on the Preferred Land Use Map found on Page 14 above. This is despite the fact that the TDDP described North Park as a "primarily residential neighborhood with a diverse mix of housing types." The Sovren building has already provided "small, neighborhood focused retail…at the intersection of the primary internal streets within two blocks of the Metro Station." This application does not create a new intersection of primary streets and thus does not created an opportunity to add more retail space.

Finally, although the subject application is being filed in conformance with the prior Zoning Ordinance and the West Hyattsville TDDP, the Applicant would note that the District Council recently approved the updated Sector Plan for West Hyattsville-Queens Chapel. That Sector Plan included a discussion of existing retail market conditions and noted that the Sector Plan area has approximately 475,000 square feet of retail space across more than 40 properties, not including gas stations, auto repair, and other miscellaneous lots. The Sector Plan concluded that the area currently is over-retailed, with a surplus of 25,700 to 112,100 square feet. Thus, it does not make economic or planning sense to force retail in a location with obvious leasing challenges related to conditions which cannot be rectified in the future.

For the reasons set forth above, the District Council can find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements. The portion of the North Park neighborhood will be developed as envisioned by the TDDP. It includes diverse housing types (townhouses, affordable multifamily dwelling units and market rate dwelling units), a public park area along the Northwest Branch stream valley park and LID streets that minimize stormwater runoff. These improvements, plus the enhancement of pedestrian and bicycle facilities which pre-existed the project, represent the fulfillment of this vision and will not be impacted by removing a small amount of retail from the proposed development.

XII. CONFORMANCE WITH CONDITIONS OF PPS 4-20040

As noted above, Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Each condition of the preliminary plan is set forth below with a comment addressing conformance.

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

c. Show location of proposed access to Parcel 1.

COMMENT: The preliminary plan has obtained signature approval. Each of these revisions was made as required.

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

COMMENT: The preliminary plan was evaluated for the development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. DSP-20053 approved the construction of 293 multifamily dwelling units and 3,213 square feet of retail commercial space. This Detailed Site Plan proposes an additional 342 multifamily dwelling units. The 635 multifamily dwelling units and 3,213 square feet of retail commercial space is less than was approved by the preliminary plan. Thus, the total development falls within the trip cap.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

COMMENT: No substantial revision to the uses on the subject property is proposed.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit),

in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

COMMENT: The West Hyattsville Metro Connector trail between Ager Road and the West Hyattsville Metro Station was widened and the lighting was improved with the construction of the first building approved by DSP-20053. This condition has been satisfied. A photo of the upgraded trail and lighting under construction is below as well as an aerial photograph of the completed trail is depicted on the two images below:

Share

P.A
P.B
RUN
P.1
P.1
P.4
DRIVE

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

COMMENT: The required exhibit was submitted prior to the acceptance of DSP-20053. This condition has been satisfied.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

COMMENT: The DSP depicts the extension of the sidewalk along Little Branch Run along the building frontage to the Northwest Branch Trail entrance. Bicycle parking is provided on level one of the garage in accordance with the TDDP. A bicycle fix-it station is also provided in the bicycle storage room. Crosswalks are provided across drive aisles entering the garage and the pedestrian/bicycle access to the pedestrian tunnel leading to the West Hyattsville Metro Station has been constructed.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state

wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

COMMENT: Noted. This condition will be complied with prior to the issuance of any such permits.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

COMMENT: This note was placed on the record plat for the property (Plat Book ME 261 Plat No. 21). When the Subject Property is replatted to remove the outparcel status, the same note will be included. has been satisfied.

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

COMMENT: TCP 2 was approved with DSP-20053 and a revised Type 2 TCP is included with this application.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

COMMENT: This condition was satisfied prior to signature approval of the preliminary plan.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

COMMENT: The above note is included on the recorded final plat of subdivision and will be carried forward on future plats, if applicable.

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

COMMENT: The NRI was revised prior to signature approval of the PPS. This condition has been satisfied.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

COMMENT: The approved stormwater management concept plan was submitted prior to signature approval of the PPS. This condition has been satisfied.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

COMMENT: Noted. This condition is implemented with the issuance of the required grading permits.

15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

COMMENT: A certification from a professional engineer will be provided at the time of building permit as required by this condition.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

COMMENT: A Phase 2 noise study was provided with the DSP submittal and demonstrates that the interior of the proposed building can be mitigated to 45 dBA Ldn or less and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. This condition has been satisfied.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

COMMENT: Noted. This condition will be addressed prior to the approval of building permits for the Subject Property.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> **"This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."**

COMMENT: This note is reproduced as Note 5 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the

Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

COMMENT: This condition was satisfied prior to the approval of the final plat and will be further implement with the execution of each lease.

20. Prior to approval of a final plat:

a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

COMMENT: These notes are reproduced as Notes 6 and 7 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

COMMENT: Information regarding the private on-site recreational facilities is provided with this DSP application.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a

final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

COMMENT: An RFA will be executed and recorded prior to the recordation of the final plat to remove the Outparcel status from the Subject Property.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

COMMENT: This condition will be addressed at the time of building permit.

XIII. CONFORMANCE WITH REQUIRED FINDINGS FOR APPROVAL OF A DETAILED SITE PLAN

Per Section 27-548 of the prior Zoning Ordinance, the findings required for approval of a Detailed Site Plan found in Section 27-285 of the Zoning Ordinance do not apply to the T-D-O Zone. Rather, the required findings are set forth in Section 27-548.08(c)(2), which are set forth below.

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

COMMENT: Section 27-548.07 of the prior Zoning Ordinance permits a TDDP to set forth certain mandatory development standards, and some Transit District Development Plans contain mandatory requirements. However, there are no mandatory requirements in the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

COMMENT: As detailed on Pages 11-17 above, the proposed Detailed Site Plan is consistent with the guidelines and criteria for development in the TDDP. As the final phase of a development intended to revitalize a dilapidated former warehouse and activate a stream valley park, the Riverfront at West Hyattsville has succeeded in implementing the vision of the TDDP. The final multifamily development proposed in this application will complete the streetscape

along Little Branch Run and provide additional residential density close to the West Hyattsville Metro Station..

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

COMMENT: Outlined above is an analysis of how the proposed Detailed Site Plan meets all of the requirements of the TDOZ, and further addresses any provision thereof requiring an amendment. Several amendments requested relate to site constraints (e.g. block length, lack of alleys), outdated material requirements (e.g. incandescent lighting, planter boxes, paver materials) or items which had been addressed and amended in prior applications (e.g. irrigation systems, shared parking) which are being re-requested as part of this application.

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

COMMENT: The prior approvals for the Riverfront at West Hyattsville established the bulk of the infrastructure elements, including pedestrian and vehicular circulation system as well as block lengths. The development was designed to maximize safety and efficiency and has been found to meet the purposes of the TDOZ. The architecture proposed in this application builds on the past approvals and will further enhance the Transit District.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

COMMENT: Each of the uses in the Riverfront at West Hyattsville development was strategically place with guidance from the TDDP. The highest densities are located next to the West Hyattsville Metro Station. The townhouses were located to overlook the Northwest Branch Stream Valley Park. The primary commercial component, the Kaiser Permanente Medical Office Building, is located along the development's primary frontage on Ager Road. Development of the site is constrained by the existing floodplain. While this prevents the implementation of a roadway completely encircling the Metro Station, the Applicant has—through prior approvals—upgrading the abutting trail systems and added lighting to provide safer pedestrian and bicycle connectivity for the broader neighborhood. This Detailed Site Plan completes the vision of the

redevelopment with a multifamily building that is compatible with all the surrounding structures previously constructed and with the adjacent Metro Station.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 meet the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

COMMENT: The Applicant is not seeking a modification of the parking requirements set forth in the TDDP. The West Hyattsville TDDP establishes a maximum number of parking spaces which can be provided to serve the development. The parking provided is sufficient to meet the needs of the proposed use.

XIV. CONCLUSION

The Applicant presents another Detailed Site Plan that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), as well as the additional infrastructure approved by DSP-20053, the architectural façade presented is urban in nature and will further promote pedestrian access to the Metro. The proposed building will complete the Riverfront at West Hyattsville development. The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,

Thomas H. Haller and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
301-306-0033

EXHIBIT "A"

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: *Date:* **September 30, 2021**

TO: M-NCPPC - Development Review Division
Room 4150
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for West Hattsville Metro DSP

This memorandum is provided in support of the proposed parking for the referenced project.

The Zoning Ordinance allows up to one-third of the required number of parking spaces to be designed as compact car spaces. The minimum compact parking space size is specified as 8' wide by 16'-6" in the Ordinance and 22' minimum aisle width.

The DSP proposes 100% at 8'-6" width and 18'6" in length which is 6" wider and 2' longer than the ZO's compact space dimensions.

The site is located immediately adjacent to the West Hyattsville Metro Station inside the Capital Beltway and is highly urban in nature, and for these reasons we request your consideration to allow 100% compact car spaces at this site. We have attached the "*Recommended Zoning Ordinance Provisions*" prepared by the National Parking Association. Table 1 in the attached document shows a 90 degree parking angle and associated module and vehicle dimensions. It should be noted that the module width for this DSP does meet the 60' width and our parking spaces at 18'-6" would exceed the vehicle projection. The drive aisles on this plan are not quite 24' but do exceed the ZO's recommendation for 22' minimum. The notes under Table 1 (under Note 2) state that *9'-0" stalls shall be used except that 8'-6" stalls may be used for the following uses including residential*. We believe that the urban nature of this application located immediately adjacent to the Metro provides additional support to this publications guidance that 8'6" may be used for residential.

We understand that the Ordinance is specific regarding normal and compact spaces, however, the spaces proposed in this DSP are larger than compact spaces in the Zoning Ordinance; and in conjunction with the attached documentation, we believe that this information could be helpful in your consideration of this matter.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

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NATIONAL PARKING ASSOCIATION

PARKING CONSULTANTS COUNCIL

Recommended Zoning Ordinance Provisions

Your Guide to Planning, Designing Constructing and Managing Facilities, Including Off-Street Parking Spaces

Recommended Zoning Ordinance Provisions Committee:
Mary S. Smith, Chair
L. Dennis Burns
John G. Burgan
Gary Cudney
David N. LoCoco

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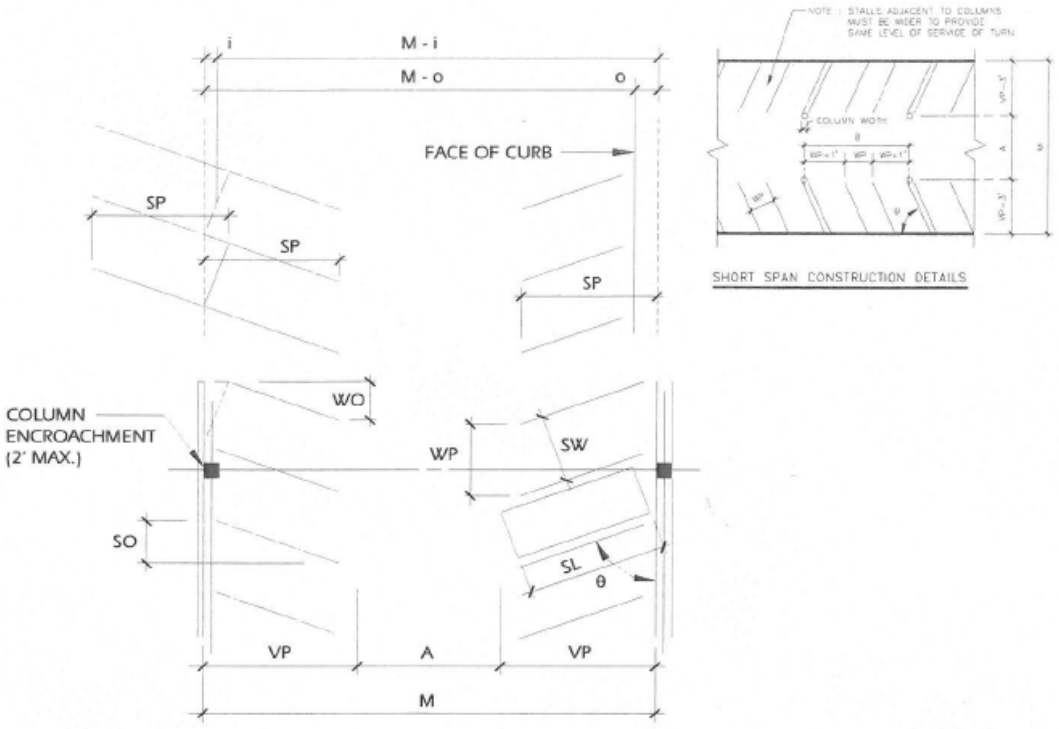
Figure1: Required Parking Dimensions



DEFINITION OF BASIC LAYOUT DIMENSIONS

0 = ANGLE OF PARK	VP = VEHICLE PROJECTION
M = MODULE	WP = WIDTH PROJECTION
A = AISLE WIDTH	SW = STALL WIDTH
i = INTERLOCK REDUCTION	SL = STALL LENGTH
o = OVERHANG	WO = WALL OFFSET
DESIGN VEHICLE = 6'-4" x 16'-9"	SO = STRIPE OFFSET
SP = STRIPE PROJECTION = 16'-0"	
PARALLEL STALL LENGTH = 20'-9"	

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Table 1: Required Parking Dimensions

Angle of Parking	Stall Width 9'0"	Stall Width 8'6"	Module	Vehicle Projection	Aisle	Interlock	Overhang	Wall Offset	Stripe Offset
	WP	WP	M	VP	A	I	O	WO	SO
0	9'0"	NA	43'0"	NA	24'0"	NA	NA	NA	NA
45	12'9"	12'0"	48'0"	17'8"	12'8"	3'2"	1'9"	10'8"	16'6"
50	11'9"	11'1"	49'9"	18'3"	13'3"	2'11"	1'11"	9'5"	13'10"
55	11'0"	10'5"	51'0"	18'8"	13'8"	2'7"	2'1"	8'3"	11'7"
60	10'5"	9'10"	52'6"	19'0"	14'6"	2'3"	2'2"	7'2"	9'6"
65	9'11"	9'5"	53'9"	19'2"	15'5"	1'11"	2'3"	6'1"	7'8"
70	9'7"	9'1"	55'0"	19'3"	16'6"	1'6"	2'4"	5'0"	6'0"
75	9'4"	8'10"	56'0"	19'1"	17'10"	1'2"	2'5"	3'10"	4'5"
90	9'0"	8'6"	60'0"	18'0"	24'0"	0'0"	2'6"	1'0"	0'0"

Notes:

1. Add 1 ft to stall width where adjacent to walls, columns and other obstructions to door opening and turning movement into the stall.
2. 9'0" stalls shall be used except that 8'6" stalls may be used for the following uses as defined herein: residential, general business offices, data processing/telemarketing/operations offices, industrial, storage/wholesale, utility, and educational (except for cultural/ recreational/ entertainment uses at educational use campuses)
3. Add 1 ft to stall width for stalls next to curbs and islands to reduce trip hazard.
4. Angles of parking between 76 and 89 degrees not permitted.
5. Dimensions may be interpolated for angles between 45 and 75
6. Deduct 1 ft from aisle, and corresponding module, for parking in structures or where guides (columns, guardrails, bumper walls) or curbs are provided at least 25% of the stalls.
7. All dimensions based on Design Vehicle of 6'7" by 17'1", parked 11" from front of stall
8. Light poles and columns may protrude into a parking module a maximum of 2 ft combined as long as they do not impact more than 25 % of the stalls. For example, either a one ft encroachment on both sides of the aisle, or a 2 ft encroachment on one side only, is acceptable.
9. Interlock reductions cannot be taken where there is encroachment by columns, light poles or other obstructions for more than 25% of the stalls in the bay.
10. All dimensions rounded to the nearest inch.
11. Aisles and corresponding modules are for two-way traffic flow for 90 degree parking and one-way traffic flow for angled parking between 45 and 75 degrees.
12. For two traffic flow and angled parking, a minimum 24 ft aisle is required. For parallel parking along a two-way drive, a minimum aisle of 24 ft. is required.
13. Parallel parking stall length is 21'0".

Commentary: Above dimensions are those necessary for less experienced designers to lay out parking. For assistance in determining design vehicle size and other dimensions appropriate to community, see Recommended Guidelines for Parking Geometrics, Parking Consultants Council.

Article VIII–Administration and Enforcement

This Ordinance shall be administered by the Zoning Administrator (or by the designated individual, group or agency empowered by law to act in the review and/or approval of requests and petitions for the granting of zoning) under the powers granted by statue to the___(City)___of _____. Approval of all such requests and petitions may be granted by the Zoning Administrator, or upon his recommendation, by the Zoning Board of Appeals for the Governing Body of the____(City)____of _____. Appeals may be taken under the terms of the Zoning Ordinance of the____(City)____of _____ fees, penalties and operations set forth in the Zoning Ordinance of the____(City)____of _____ shall apply except for those applicable provisions expressly relating to vehicular parking which become null and void upon the adoption of this Ordinance.

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RIVERFRONT AT WEST HYATTSVILLE METRO STATION
DEPARTURE FROM DESIGN STANDARDS DPT-2025-0003
STATEMENT OF JUSTIFICATION
JANUARY 5, 2026

APPLICANT
WHPC BLOCK 4, LLC
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Contact: Thomas Haller
301-306-0033

ARCHITECT
DCS Design
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Tysons, VA 22182
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1.0 INTRODUCTION/OVERVIEW

The applicant for this Departure from Design Standards is WHPC BLOCK 4, LLC ("Applicant"). The Applicant has filed Detailed Site Plan DSP-20052-02 for construction of a multifamily development containing 342 dwelling units. The proposed development will be constructed within the Riverfront at West Hyattsville and is the final phase of the project. The proposed building will be constructed on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

In conjunction with the Detailed Site Plan, a request for Alternative Compliance was submitted regarding the requirements of Section 4.7 of the Landscape Manual related to Buffering Incompatible Uses. The Alternative Compliance Committee recommended disapproval of the Request. The Planning Director has now denied the request for Alternative Compliance. Per Section 1.3(f) of the 2010 Landscape Manual, where compliance with the manual is not possible and there is no feasible proposal for alternative compliance that is, in the judgment of the planning director (or designee), equally effective as normal compliance, then the applicant may seek relief by applying for a Departure from Design Standards in accordance with the provisions of Section 27-239.01 of the Zoning Ordinance. This Departure from Design Standards ("DDS") is submitted in accordance with this provision. This Statement of Justification is submitted in support of the DDS application.

2.0 SUBJECT PROPERTY

The property which is included in this application was originally included with Detailed Site Plan DSP-20053, which was approved on December 16, 2021.The property included in DSP-20053 consisted of two parcels, described as Parcel 1 and Outparcel 1, as depicted on a plat of subdivision entitled "West Hyattsville", which plat is recorded among the Land Records of

Prince George's County at Plat Book ME 252 Plat 21. These parcels are outlined in red on the image below taken from the recorded plat:

Detailed Site Plan DSP-20053 approved the construction of 293 multifamily units and up to 3,213 square feet of ground floor retail on Parcel 1, which contains 3.05 acres, and infrastructure improvements on Outparcel 1. The Applicant has filed a Detailed Site Plan revision to now construct a multifamily building on Outparcel 1, which contains 4.9853 acres.

3.0 DEVELOPMENT HISTORY OF PROPERTY

The Riverfront at West Hyattsville project has an extensive development history which began in 2015 with the acquisition of the former Ginn Paper warehouse, which occupied 18.45 acres of land on the west side of Ager Road. The warehouse, located adjacent to the West Hyattsville Metro Station, was vacant and in disrepair, as is evident on the 2014 arial below:

The Riverfront at West Hyattsville development has completed several stages of the Prince George's County approval process. Development of the project was impeded by fact that much of the property, even though developed and utilized, was impacted by 100-year floodplain. Thus, preparation of the property for development required the approval of a floodplain waiver and the construction of a compensatory storage facility. The initial application filed was Preliminary Plan of Subdivision 4-15020, which included the entire 18.45-acre parcel. The subdivision was approved in 2017. Following the approval of the Preliminary Plan of Subdivision, a Detailed Site Plan for Infrastructure Only (DSP-16029) was filed and approved.

The 18.45 acres included in the initial preliminary plan and detailed site plan for infrastructure are shaded in blue on the image below. The area shaded in green is where compensatory floodplain storage is located. This property had been previously dedicated to the

Maryland-National Capital Park and Planning Commission ("(M-NCPPC") by the prior owner of the Ginn Paper Warehouse property.

The initial preliminary plan and infrastructure detailed site plan included a portion of the land included in DSP-20053 (Parcel 1) but did not include the property which is the subject of this DDS application. However, these approvals established the lotting and parcel pattern, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations for the overall development.

Following the approval of the initial applications, Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses, which were constructed by Stanley Martin and are fully occupied. Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also completed and occupied. At

the time these approvals were obtained, there was a 5-acre parcel of land located adjacent to the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. This 5-acres parcel was conveyed to the West Hyattsville Property Company, LLC by WMATA by a deed dated August 31, 2020 and ultimately conveyed to the Applicant by a deed dated October 1, 2021 (Book 47423 Page 251). This 5-acre parcel was then incorporated into the overall development, which increased in total area to 23.49 acres. This 5-acre parcel is the subject of this DDS application and has now been platted as Outparcel 1 and is outlined on the current aerial photo below:

To incorporate the WMATA property into the development, Preliminary Plan of Subdivision 4-20040 was filed and approved on October 28, 2021 pursuant to Prince George's County Planning Board Resolution PGCPB No. 2021-122. This application included 8.1 acres and proposed two

parcels, Parcel 1 and Outparcel 1. A total of up to 750 dwelling units and 15,000 square feet of commercial space were approved with this application. The dividing line between Parcel 1 and Outparcel 1 is also the location of an existing storm drain easement and a WSSC easement, which became the natural division between the parcels. Detailed Site Plan DSP-20053 included the infrastructure improvements for all the land included in the Preliminary Plan and the architecture for Parcel 1. The building approved for Parcel 1 consisted of 293 dwelling units and 3,213 square feet of ground floor commercial space (the GLA of the commercial space actually constructed is 2,572 square feet). That building, now known as Sovren, is constructed and is currently being leased. DSP-20053-01 was approved to allow the addition of solar panels on the roof of the parking garage.

4.0 DEVELOPMENT PROPOSAL

DSP-20053-02 proposes the construction of a multifamily building with 342 dwelling units on Outparcel 1. Following the approval of this Detailed Site Plan, the property will be re-platted to remove the outparcel designation. The property is being developed in a manner which is consistent with The Sovren building. It proposes complementary architecture and a continuation of the streetscape improvements along Little Branch Run. Of the five acres included in the application, approximately 2 acres is required to be utilized for compensatory storage for the floodplain impacts associated with filling the property to remove it from the floodplain. Stormwater management will also be addressed in this area. The development of the Subject Property will extend the compensatory storage and stormwater management facilities constructed with the first phase of the Riverfront at West Hyattsville project. This area, as an extension of the Northwest Branch Stream Valley Park, is an amazing amenity which not only benefits the residents of the development, but all area residents who utilize the trail system and benefit from the connectivity the Metro Station.

5.0 SUMMARY OF REQUIRED DEPARTURE

As noted above, a request for alternative compliance was submitted from the requirements of Section 4.7 of the prior Landscape Manual. Specifically, the request pertains to Sections 4.7(c)(3) & (4) Tables 4.7-2 4.7-3, "Minimum Bufferyard Requirements" and "Bufferyard Types" for the Subject Property. The Tables indicate the following "If a proposed use that is identified as a Multifamily Use is adjoining a High Impact use a Type D buffer type is required. A Type D buffer requires a 50-foot minimum building setback, 40-foot minimum landscaped yard, and 160 plant units per 100 linear feet of property line. This DDS application is only for the east property line of Outparcel 1 which is adjacent to the West Hyattsville Metro Station. As described below, existing site constraints and conditions support approval of a DDS.

As stated in the Landscape Manual, the standards contained are intended to "encourage development that is economically viable and environmentally sound", they are not intended to inhibit creative solutions. The Landscape Manual recognizes that project conditions may justify alternative methods of compliance "where normal compliance is impractical" or "where maximum achievement of the purposes" can only be obtained through other means. In the instant case, the location of the Subject Property is critical in addressing how the requirements are addressed.

The proposed building is located immediately adjacent to the West Hyattsville Metro Station. In fact, the southern half of the proposed building will directly face the platform structure. As noted above, the Subject Property was acquired from WMATA. The boundary of the parcel conveyed to the Applicant was determined by WMATA to not impact the zone if influence for the track and station. The northeastern corner of the Subject Property is located where a pedestrian trail extends under the Metro tracks and accesses the Metro Station. This is an important consideration because the Landscape Manual specifically discusses the goal of

implementing the recommendations of the General Plan, and particularly the vision for designated centers. Specifically, the Landscape Manual states:

> **The vision for the centers and corridors is mixed-residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on pedestrian- and transit-oriented development. A Corridor Node is a concentrated, higher-intensity, mixed-use location within a one-quarter mile of a major intersection or major transit stop along a designated corridor to be developed in a pedestrian-oriented form.**

The proposed development fulfills the vision of providing moderate to high densities and intensities close to the transit station.

In Table 4.7-1.J, the Landscape Manual labels "Rail Lines at or above ground level" as high impact uses. This designation does not distinguish between the type or location of "rail lines". This is important because the current Landscape Manual exempts transportation uses from the buffering requirements. No buffer would be required if the Subject Property were being developed under the current Landscape Manual requirements. The Landscape Manual now recognizes that placing transit-oriented developments close to the transit lines that serve them do not need to be buffered by distance and extensive landscaping. To the contrary, transit-oriented uses need to be integrated into the transit station that serves them. The impacts of such proximity are addressed through noise mitigation techniques integrated into the architecture of the building.

Another important factor is the location of the Subject Property in relation to the rail lines that the prior Landscape Manual required buffering from. As noted above, the Subject Property is located immediately adjacent to the platform. Thus, high speed trains do not pass by the site. Although there is noise associated with trains entering and leaving the station, this noise is intermittent and not excessive. When the trains are in the station, visibility is blocked by the station itself, which can be seen in the image below:

The station structure is almost 375 feet in length and screens the view of the trains from the Subject Property for much of the length of the proposed building. In addition, not only is the proposed multifamily building set back 10.2 to 16.9 feet from the property line, the Metro platform is setback from the property line between 60 and 94 feet, bringing the total setback inclusive of the Subject Property to between 70 and 100 feet and well more than the setback required by the Landscape Manual. In addition to the setback, there is a substantial slope that leads to the concrete wall that varies in height from 61.53' at the lowest and 71' at the highest elevation - which makes the lowest elevation of the WMATA Station wall just higher than the second-floor ceiling elevation of the proposed building. Within the Metro property, there are also eight large/mature shade trees located within the WMATA property before the wall. Thus, the existing conditions (topography, setbacks and landscaping) provide the appropriate transitional relationship between the proposed building and the metro station without strict conformance to the Landscape Manual's additional requirements. Conversely, the pedestrian trails which serve the project and the surrounding neighborhood, which extend on WMATA's property abutting The Sovren and extend between the Subject Property and The Sovren before passing under the Metro tracks, are the dominant feature of this project. Thus, in this instance

the focus should not be on screening an unsightly or incompatible use, but on transitioning the uses which are meant to be located near one another.

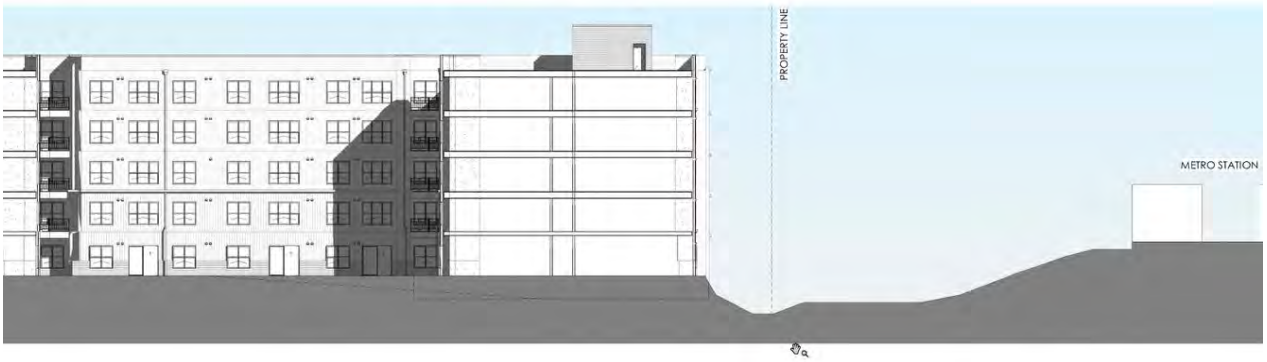
The Landscape Manual clearly recognizes the distinction between screening and transitioning. Section 4.7 lists the objectives of buffering incompatible uses. Section 4.7(b) states that one objective is to:

> **"Form a visual and physical separation between uses of a significantly different scale, character, and/or intensity of development to mitigate undesirable impacts, such as noise, smell, storage facilities, dust, fumes, vibration, litter, vehicle exhaust, and lighting."**

In this instance, the Applicant has submitted a noise and vibration study to address the noise and vibration impacts. The 65 dBA line associated with the operation of the Metro extends 195 feet from the centerline of the tracks, which is further into the property than the 50' building setback which the Landscape Manual requires. The building will need to include mitigation to ensure that the interior noise levels do not exceed 45 dBA under any circumstance. The report also notes that the vibration levels generally conform to the Federal Transportation Administration standard. Thus, these impacts will be addressed through architectural design, not through setbacks and/or landscaping. Section 4.7(a)(3) states another objective of buffering incompatible uses is to "create a transition between moderately incompatible uses". As the proposed use is high density residential adjacent to a commuter rail line, the Applicant submits that the objective in this instance is to transition the uses, not set back or screen the uses.

Another factor which impacts the ability to satisfy full compliance with the Landscape Manual is topography. As noted above, the entire Subject Property is impacted by the 100-year floodplain. To be developed, the area where the building is to be located had to be raised out of the floodplain and compensatory storage will be located in the southern two acres of the Subject Property. Thus, from the building foundation to the property line is a trough which will remain

in the floodplain. Likewise, as noted above, the Metro station is elevated well above the floodplain, resulting in a steep slope that extends from the Metro Station to the boundary between the two properties. This slope is described above and can be seen in the photo of the station. There is also a fence that was installed by WMATA for safety purposes. From this boundary, the Subject Property then slopes up to the building foundation. This can be seen on the cross-section below:



This cross-section shows that there is an ample setback between the building and the station. The cross-section also demonstrates that extensive landscaping within the trough extending from the building foundation to the property line serves little purpose. Stormwater drain pipes and water utility lines within the trough area are also prohibitive to planting, particularly trees. These constraints impact the ability of the Applicant to provide enough plant units to be able to achieve alternative compliance, as it did with The Sovren. The Applicant submits that based on the above background, strict conformance with the Landscape Manual requirements is impractical

for developing this multifamily building adjacent to the existing West Hyattsville Metro station with its associated rail lines.

Based upon Section 4.7(c)(3) & (4) Tables 4.7-2 4.7-3, a type "D" buffer shall be applied. A Type "D" buffer requires a 50-foot minimum building setback, 40 ft minimum Landscaped Yard, and 160 planting units per 100 feet of property line, or 904 plant units over a distance of 565 feet. In this unique instance, the Landscape Manual requires a larger setback from the very feature that the building is desired to be close to. Full compliance is contrary to the goals of both the General Plan and the Approved TDDP for the West Hyattsville Transit District Overlay Zone. The purpose and goal of the TDDP is to provide development that is incorporated into the Metro Station and not a development that is near the station. This property is adjacent to the Metro station and is a gateway to the Metro Station. Creating the full buffer would isolate this proposed use and would dislocate it from the activity of the Metro station and its users. If the strict compliance of this section was adhered to, the purposes of the TDDP to locate homes, jobs, and shopping closer to transit services, and establish land use transit linkages will not be achieved. Planting a full landscape buffer would be counterintuitive and potentially exclusive.

It is further noted that Alternative Compliance was approved for The Sovren with the approval of DSP-20053. In that instance, the building was set back between 10.5 feet and 37.2 feet from the property line and landscaping was installed within that area. With 498 lineal feet of frontage, 796 plant units were required, but the AC Committee approved 210 plant units. The Applicant is proposing to continue a similar treatment along the proposed building with a setback between 10.2 feet and 16.9 feet, within which 331 of the required 904 plant units are proposed. Thus, Alternative Compliance was approved in DSP-20053 with a similar building setback and similar percentage of required plant units than proposed in this application.

6.0 CRITERIA FOR APPROVAL

The criteria for approval of a Departure from Design Standards are set forth in Section 27-239.01(b)(7)(A). For the Planning Board to grant a departure, it shall make the following findings:

(1) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The Subject Property is being developed in accordance with the requirements of the prior M-X-T Zone and the Transit District Overlay Zone ("TDOZ"). The purposes of the M-X-T Zone are set forth in Section 27-542(a) of the prior Zoning Ordinance, as follows: To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

1. **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**
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;**
3. **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**
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;**
5. **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
6. **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
7. **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

8. **To permit a flexible response to the market and promote economic vitality and investment; and**
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.**

Each one of these purposes is equally well or better served by the Applicant's proposal. The proposed development implements the recommendations of the Sector Plan and the General Plan, maximizes public and private development potential inherent in the location of the zone, promotes effective and optimum use of transit and facilitates walking, bicycle and transit use. The Riverfront at West Hyattsville project has included a medical office building and ground floor retail in The Sovren to facilitate and encourage a 24-hour environment and provide a horizontal and vertical mix of uses that blend together. Perhaps, most importantly, the purpose of the M-X-T zone was to permit a flexible response to the market and promote economic vitality and investment. Strict application of the Landscape Manual's 4.7 buffering requirement would jeopardize the viability of the project, not just result in a substantial reduction of dwelling units.

The TDOZ has remarkably similar purposes, set forth in Section 27-548.03 of the prior Zoning Ordinance, as follows:

1. **To enhance the development opportunities in the vicinity of transit stations;**
2. **To promote the use of transit facilities;**
3. **To increase the return on investment in a transit system and improve local tax revenues;**
4. **To create a process which coordinates public policy decisions, supports regional and local growth and development strategies, and creates conditions which make joint development possible;**
5. **To create a process which overcomes deficiencies in ordinary planning processes and removes obstacles not addressed in those processes;**
6. **To minimize the costs of extending or expanding public services and facilities, by encouraging appropriate development in the vicinity of transit stations;**
7. **To provide mechanisms to assist in financing public and private costs associated with development;**

8. To provide for convenient and efficient pedestrian and vehicular access to Metro stations;
9. To attract an appropriate mix of land uses;
10. To encourage uses which complement and enhance the character of the area;
11. To insure that developments within the Transit District possess a desirable urban design relationship with one another, the Metro Station, and adjoining areas; and
12. To provide flexibility in the design and layout of buildings and structures, and to promote a coordinated and integrated development scheme.

As with the M-X-T Zone, the proposed development advances each one of these purposes. The proposed building promotes the use of transit facilities and improves local tax revenues. The Riverfront at West Hyattsville, at full build out, will increase the tax base of Prince George's County by over $500 million. The TDOZ is supposed to "overcome deficiencies in ordinary planning processes and remove obstacles. The 2010 Landscape Manual has now been updated to recognize that development next to a metro station does not require the type of setbacks and buffers previously required for cargo trains. The TDOZ also is to ensure developments possess a "desirable urban design relationship with one another, the Metro Station, and adjoining areas". The proposed development accomplishes this purpose. Finally, as with the M-X-T Zone, the TDOZ is intended to provide flexibility in the design and layout of buildings to promote a coordinated and integrated development scheme. The requested DDS ensures that these purposes are equally well or better served.

(2) The departure is the minimum necessary, given the specific circumstances of the request;

As referenced above, the Subject Property was acquired from WMATA. WMATA determined the boundary of the parcel to be conveyed based on the needed setback from the Metro Station platform. While this creates a substantial setback from the Subject Property to the station and tracks, it does not leave sufficient width for the Applicant to construct a viable

development and provide the full setback and landscaping required by Section 4.7 of the Landscape Manual. The departure requested is the minimum necessary, given the specific circumstances of the request outlined above.

(iii) The departure is necessary in order to alleviate circumstances which are unique to this site or prevalent in areas of the County developed prior to November 29, 1949;

As discussed under the development history above, the circumstances unique to the Subject Property create the need for this departure. The existence of floodplain reduces the overall developable area of the Subject Property by approximately 40%. The width of the Subject Property was dictated by the needs of WMATA to protect the integrity of the abutting Metro Station. These unique circumstances create the need to reduce the width of the buffer and impact the number of plant units which can reasonably be planted within the setback. Buffer plantings have been provided along the building foundation to the extent practicable outside the 100-year floodplain. Any plantings within the floodplain would be susceptible to damage or loss and create a potential maintenance and visual nuisance.

Another factor impacting the number of plant units that can be provided within the bufferyard is the need to provide fire hose access. The Applicant has worked closely with the fire department to address such access. Fire trucks can enter the site at the plaza between the two multifamily buildings and along the gravel wetlands at the south end of the building. However, room must be provided to extend fire hoses along the east side of the building. Thus, the entire yard cannot be occupied by plant units. This is another factor which is unique to the site which directly impacts the ability to fully comply with the requirements of the Landscape Manual.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood;

The applicant submits that the requested departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. The relation between the Subject Property and the Metro will be virtually identical to that between the abutting Sovren building and the Metro. The Planning Board has already determined that a lesser setback and reduced buffering is appropriate given the proximity of the Metro Station and the opportunity to provide high quality housing steps from transit. The approval of the requested DDS will allow the final component of the Riverfront at West Hyattsville to be completed and transform the West Hyattsville Metro Station environs in a manner that benefits the entire community.

7.0 CONCLUSION

Based on all the foregoing reasons, the applicant respectfully requests approval of the requested departure.

Respectfully submitted,

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(301) 306-0033

S:\Riverfront/ DDS Justification Statement.wpd

STATEMENT OF JUSTIFICATION
REQUEST FOR WAIVER OF
TREE CANOPY COVERAGE REQUIREMENT
RIVERFRONT AT WEST HYATTSVILLE
DSP-20053-02
8/15/2024
Revised 12.10.25

This Statement of Justification is submitted by WHPC BLOCK 4, LLC (the "Applicant") in support of a request for a waiver to the Tree Canopy Coverage requirements contained in Subtitle 25 of the Prince George's County Code. This request is submitted in conjunction with the processing of Detailed Site Plan DSP-20053-02. The proposed development will be constructed within the Riverfront at West Hyattsville project on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The proposed project will contain a total of 342 multifamily dwelling units. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

Subtitle 25 of the Zoning Ordinance establishes requirements for tree canopy coverage for development projects in Prince George's County. The requirements vary depending on the Zoning of the property which is the subject of the application. Pursuant to Section 25-128, the tree canopy coverage requirement in the LTO zone is 15% of the net tract area of a site. However, the project has an approve PPS 4-20040 approved on October 7, 2021. Pursuant to Section 25-127, landscape plans demonstrating conformance to this Division approved as part of a permit or an entitlement case or entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Sec. 27-1700) or Subdivision Regulations (Sec. 24-1700) shall be subject to the regulations in place at the time of approval of any grandfathered permit or grandfathered development application. Therefore, the TCC requirement is grandfathered at the time of PPS approval, which is 10% of the gross acreage. The gross acreage of the Subject Property is 4.98 acres, resulting in a TCC requirement of .498 acres (21,693 square feet). Per Section 25-129, the tree canopy coverage may consist of existing trees to be preserved, proposed on-site woodland conservation, trees planted throughout the site, and street trees located within the right-of-way along the property frontage may be counted toward meeting this requirement. If a property cannot meet the tree canopy coverage requirements, a waiver may be granted in accordance with Section 25-130 of the Zoning Ordinance. The applicant is requesting a waiver of the tree canopy coverage requirement in this application.

The landscape plan included with the proposed detailed site plan contains a Tree Canopy Coverage Schedule. The Schedule has been revised to reflect that 21,693 square feet of tree canopy coverage is required for the site and that 4,095 square feet is provided. As a result, a waiver of 17,598 square feet is requested.[1]

[1] There were twelve (12) street trees shown on the east side of Little Branch Run on the Infrastructure Detailed Site Plan (DSP-16029) which are included in the TCC Schedule. The tree canopy provided by these trees exceeded the requirements for the townhouse Detailed Site Plan (DSP-17044). The proposed roadway and associated pedestrian design prohibit the saving of 10 of the 12 existing trees. The southern most Quercus Phellos has been retained and the northermost tree was

Section 25-130 sets forth the criteria for approval of a waiver of the tree canopy coverage requirement. Each of the criteria is addressed below.

(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;

COMMENT: The site is unique in several respects. The property is a narrow site that sits between Little Branch Run and the platform of the West Hyattsville Metro Station. The property can be seen outlined in red on the aerial photograph below:

The property was not originally part of the Riverfront at West Hyattsville project. The original boundaries of the project were the consisted of the original Ginn's Paper warehouse, which shared a

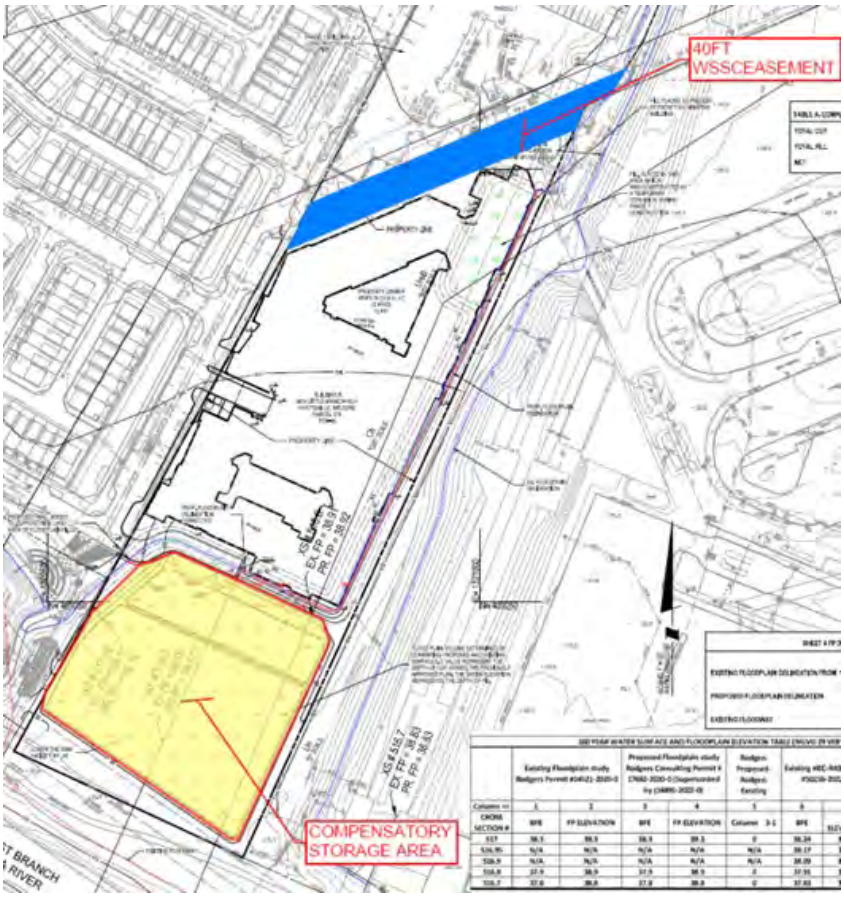
relocated due to utility conflicts. To account for the removal of these trees, 11 columnar trees have been proposed on the Subject Property adjacent to the right of way.

boundary with the abutting Queens Chapel drive-in movie theater. The drive-in can be seen on the 180 aerial photo below:

WMATA subsequently acquired the movie theater property and located the West Hyattsville Station such that approximately 5 acres of the land on the west side of the metro tracks were isolated from the remainder of the property and could only be accessed through the Ginn's Paper warehouse property. When the first phase of the project was designed, roadway access was provided to the WMATA property. On March 10, 2020, WMATA executed a lot line adjustment deed to create a separate parcel which could be conveyed as excess land. WAMTA determined the boundaries of the land which was outside its zone of influence and could be developed without impact to its existing operation. The property which was created by the lot line adjustment deed was conveyed to the Applicant on August 31, 2020. The constraints impacting the property include the narrow width, established by WMATA's determination of the area of land which would not impact its existing facilities and a major storm drain easement which extends along the northern boundary of the property which was conveyed to WSSC in 1960. Finally, the entire property was, at the time it was conveyed to the Applicant, impacted by 100-year floodplain. All these factors have a major impact on the site layout and the ability to satisfy the tree canopy coverage requirement.

First, as noted above, the northern boundary line is defined by an existing storm drain easement. The applicant has utilized this storm drain easement as a public benefit by extending a pedestrian pathway to an existing tunnel leading to the Metro Station. While this area is an attractive hardscape area, the easement largely restricts the ability to plant trees. The proposed building, and the already constructed building to the north of the storm drain easement, are placed to define this key pedestrian corridor. However, four trees have been provided within two alcoves created by the architecture.

Second, the southern boundary abuts the Northwest Branch Stream Valley Park owned by M-NCPPC. Since all the property is impacted by 100-year floodplain, compensatory storage was required to be provided. As part of the infrastructure improvements already made, the Applicant has raised 3.12 acres of the property out of the floodplain, with the remainder of the property providing compensatory storage and stormwater management. This area and an existing WSSC sewer line prevent planting trees in this area. Thus, once filled, the area available for development is less than 250 feet in width and must accommodate both the building and the parking garage. Within the footprint of the building are two courtyards which will be utilized as amenity space and will include as many trees as can be accommodated. However, all areas on the perimeter of the building are constrained as described above due to topography or other site limitations which make conformance to the tree canopy coverage requirements impossible. The storm drain easement on the north side of the Subject Property and the compensatory storage area on the southern side of the Subject Property can be seen on the exhibit below:



Third, the eastern boundary extends along the Metro rail line for its entire distance. As noted above, WMATA determined the area which could be developed without impacting its existing operations. The property which is the subject of this application is narrower than the property on which the building approved with DSP-20053, limiting the amount of land available for development.

Finally, the property is being developed in accordance with the Transit District Development Standards contained in the Transit District Development Plan ("TDDP") applicable to the West Hyattsville Metro Station. When the project was initially designed, the road network was established so

as not to land lock the land then owned by WMATA. Thus, as established, Little Branch Run formed the western boundary of the Subject Property. As such, the TDDP establishes build-to lines that place the buildings close to the street, with wide sidewalks. Due to the narrow distance between the existing street line and the building required by the TDDP, only street trees and a few other trees can be placed in this area. All of these factors limit the available area to meet the TCC requirements within the boundary of the Subject Property as a stand-alone parcel of land.

The Applicant submits that the topography (the property was completely in the 100-year floodplain prior to infrastructure improvements previously approved), and other stie limitations (narrow width determined by WMATA) and other site conditions (pre-existing sewer and storm drain easements) create restrictions such that full compliance with the requirements of the tree canopy coverage requirements is impossible or impractical.

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and/or soil volume to accommodate healthy tree growth.

COMMENT: As noted above, there are numerous restrictions on the ability to provide additional trees along the perimeter of the building. These restrictions related to existing easements, floodplain conditions or constrained space.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

COMMENT: The planting of additional trees would result in the need to reduce the size of the building, which is not feasible given the small size of the property and the other development constraints noted above. Although planting trees would not result in the remove existing pavement use to meet other County Code requirements, the restrictions related to the compensatory floodplain storage and the prior storm drain easement are factors related to other code requirements which meet the intent of this criterion. It is further emphasized that the subject property is in the core of the Transit District, immediately abutting the platform of a Metro Station. The parcel previously owned by WMATA exhibits severe constraints that directly impact the ability to satisfy the tree canopy requirement.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and

COMMENT: The applicant is not proving more parking than is required for the proposed development, and the parking which is provided is within a parking garage. The TDDP does not contain a minimum parking requirement, it contains a maximum parking requirement. The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces is proposed. Thus, the inability to provide additional tree canopy coverage does not relate to over-parking the proposed development.

(5) The waiver is the minimum necessary based on the criteria above.

COMMENT: The TDOZ encourages dense development in the core of the Transit District. It requires buildings constructed close to the street to encourage a more urban, pedestrian friendly streetscape and it encourages buildings to occupy as much of the street frontage as possible. The

provision of compensatory floodplain storage is required for any development of the property. For these reasons, and in consideration of the applicable criteria, the waiver is the minimum necessary.

CONCLUSION

Based upon the above, due to the unique circumstances of the site, a waiver of the tree canopy coverage requirements applicable to the proposed detailed site plan is justified and support for the waiver is requested.

Respectfully Submitted

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December 24, 2025

Memorandum

TO: Jill Kosack, Planner IV, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division SB for NAB

VIA: Sarah Benton, AICP, Supervisor, Long-Range Planning Section, Community Planning Division SB

FROM: John Parks, Planner II, Neighborhood Revitalization Section, Community Planning Division SB for JP

SUBJECT: ETOD DSP-25003-02 West Hyattsville Phase 2

FINDINGS

Community Planning Division staff find that, pursuant to Section 27-548.08(c)(2) Required Findings of the Prior Zoning Ordinance, this Detailed Site Plan application:

- is not in strict conformance with the mandatory requirements of the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP").
- is generally consistent with and reflects the guidelines and criteria for development contained in the TDDP, however, with several amendments and the few exceptions are explained and conditioned in detail below.
- Does not meet all the requirements of the West Hyattsville Transit District Overlay Zone (TDOZ"), but has requested amendments to those TDDP requirements that implement the TDOZ regulations to which it does not meet.
- Demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the TDOZ.
- Demonstrates that each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and
- Includes 23 requests for amendments to the mandatory requirements of the TDOZ; the majority benefit the proposed development and the Transit District and do not substantially impair the TDDP; the few exceptions are identified, discussed, and conditioned below.

Community Planning Division staff find that, pursuant to Section 27-548.08(c)(3) of the Prior Zoning Ordinance, this Detailed Site Plan application includes requests for 23 modifications to

the mandatory requirements in the TDDP. These mandatory requirements, as proposed to be amended, generally benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP, apart from three amendments (Amendments 1, 2, and 12 below) discussed in detail below; Amendment 17 below could be supported if revised. To proceed with the proposed use, the applicant is also required to obtain District Council approval of an amendment to the TDDP Preferred Land Use Plan and Permitted Uses Table to permit the proposed use on the subject property, per prior Zoning Ordinance Section 27-548.09.01(a)(1).

Community Planning Division staff finds that, pursuant to Section 27-290.01(b)(5) of the Prior Zoning Ordinance, this Detailed Site Plan application is generally compatible with site design practices or standards delineated in the TDDP/TDOZ, as proposed and proposed to be amended, with the few exceptions noted below.

The applicant is proposing to construct a multifamily residential building and an integrated parking garage on the Subject Property. As for all TDOZs, the TDDP includes a Detailed Use List which determines the uses permitted on each property in each Preferred Land Use category. Multifamily without ground floor retail is not a permitted use anywhere in the TDOZ. Multifamily dwellings with ground-floor retail uses are. The applicant cites PGCPB No. 2021-122, which found conformance for the "proposed development of multifamily with structured parking and ground floor retail" with the Preferred Land Use plan, but only for the adjacent parcel and not this subject property. This application does not propose that; it only proposes multifamily and structured parking. That resolution also stated that "the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP" (pp.9-10). The proposed use does not conform to the TDDP/TDOZ in that the proposed use is not permitted in any of the preferred land use categories.

In order to find conformance with the TDDP/TDOZ, the applicant is required to either (i) request an amendment to the preferred land use map to recommend the subject property as "Condominium 4-6 stories" as the preferred land use and revise their proposal to include ground floor retail, or (ii) request the District Council amend the list of permitted uses to allow "multifamily with ground floor retail uses" for this parcel only in the "Open Space" and "Townhouse: 2-4 Stories" Preferred Land Use Categories and revise the application to include ground floor retail. A summary of staff recommendations concludes this memo.

BACKGROUND

Application Type: Expedited TOD Detailed Site Plan in a Transit District Overlay Zone

Planning Area: 68

Community: Hyattsville-Riverdale-Mt. Rainier-Brentwood

Location: 5615 Little Branch Run, Hyattsville, Maryland 20782; Located approximately 0.2-mile from the intersection of Little Branch Run and Ager Road.

Size: 3.05 acres

Existing Use: Vacant (Undeveloped)

Future Land Use: Mixed-Use

Proposal: Construction of 342 multifamily dwelling units and amendments to West Hyattsville Transit District Development Plan Standards.

Zoning: LTO-C (Local Transit – Oriented – Core) Zone

Prior Zoning: M-X-T (Mixed-Use Transportation Oriented)/Transit District Overlay (T-D-O) Zone

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER/TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: Plan 2035 places this application in the West Hyattsville Local Transit Center Growth Policy Area. The vision for the Local Transit Center is, "Smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with established street grid and offer local-serving retail and limited office uses." Plan 2035 recommends new housing mixes which are "mid-rise and low-rise apartments and condos, and townhouses" along with transportation characteristics of, "Metrorail or light rail with potential for localized parking and local transit connections with all types of bus service." (Table 16. Plan 2035 Center Classification System, p. 108). The proposed multifamily with integrated parking aligns with the General Plan's vision for development in a Local Transit Center.

Master/Transit District Development Plan: The property is subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP"). The TDDP envisions creating "compatible moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (p. 9). The TDDP recommends Preferred Land Uses of **Condominiums: 4-6 Stories, Structured Parking, Tower Residential: 10-12 stories, Townhouses: 2-4 stories, and Open Space** (Map 14[1], Preferred Land Use Plan, p. 36) on the subject property. "The TDDP controls the use and development of all land and structures within the TDOZ" (p.1). The uses permitted are determined by Table 2, Detailed Use Table (pp.42-47). "Multifamily dwellings with ground-floor retail uses" are a permitted use within the Multifamily (Tower and condo) and Structured Parking Preferred Land Use Plan Categories (Table 2, Uses Permitted, p. 46). "Multifamily

dwellings with ground-floor retail uses" are not permitted uses in the Open Space Preferred Land Use Category (Table 2, Uses Permitted, p. 46) and are not explicitly permitted in Townhouse: 2-4 Stories Preferred Land Use Category. The Detailed Use Table does not permit multifamily dwellings without ground-floor retail.

The TDDP identifies this property as belonging to the North Park neighborhood (p. 10). North Park will be "a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID [low-impact development] streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller "pocket" parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station" (pp. 9-10).

Aviation/MIOZ: This application is not located with an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/TDOZMA/Zoning: The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T (Mixed-Use Transportation Oriented) Zone and superimposed a Transit District Overlay (T-D-O) Zone. "The West Hyattsville TDOZ defines the area within which TOD is mandated" and is intended to "help create attractive, transit-oriented, and pedestrian-friendly neighborhoods in the area surrounding the West Hyattsville Metro Station" (TDDP, p. 2). The Mixed-Use Transportation Oriented (M-X-T) Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential and commercial development around transit stations or stops (TDDP, p. 50).

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA), which reclassified the subject property from the M-X-T/T-D-O Zone to the LTO-C (Local Transit-Oriented – Core) Zone, effective April 1, 2022.

On November 10, 2025, the District Council approved the 2025 *West Hyattsville-Queens Chapel Sector Plan* and Sectional Map Amendment, which retained the subject property in the LTO-C Zone.

TRANSIT DISTRICT MANDATORY STANDARDS

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the mix of uses, building envelope, streetscape, architecture, and parking. All new development must show compliance with the West Hyattsville TDDP standards in the site plan review process (p. 38). The applicant

must meet the design standards of the TDDP or seek amendments in accordance with 27-548.08(c)(3). The applicant is requesting 23 modifications to the TDDP standards. The subject DSP has been reviewed for conformance with the T-D-O Zone standards, pursuant to 27-548.08(c)(2)(A), and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments.

Community Planning Division staff find that, pursuant to Section 27-548.08(c)(3) this application is not in strict conformance with the mandatory requirements of the TDDP. This application includes requests for several amendments that do not conform to Transit District Standards; however, staff find that the requested amendments will not substantially impair implementation of the TDDP, with the exception of Amendments 1, 2, and 12 discussed below that are not supported by staff. Amendment 17 would be supported if the applicant revises their SOJ. See below for further details.

Amendment 1 (Modification 1(a) in the SOJ). Building Envelope and Block Standards, General Design Principles and Intent Standard 3, "Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and pedestrian public space" and **Standard 6** "Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life" (p. 67).

Analysis: The applicant has proposed no ground floor retail uses in this application. This is not consistent with Phase I which was approved in DSP-20053. Retail was approved in Phase I adjacent to the pedestrian promenade to focus on the area with the highest foot traffic and is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as wider community residents. The applicant states that due to the location of the proposed development any proposed retail uses will not be in a location where sufficient vehicular traffic will exist to support a substantial amount of retail use, despite the heavy amount of bicycle usage, pedestrian traffic.

To facilitate the mixed-use vision of the TDDP area, retail located in this application should mirror that approved in DSP-20053 and serve a small-scale retail presence to compliment the prior approval. This will activate the pedestrian corridor leading to the West Hyattsville Metrorail station and is consistent with the vision for the area as outlined in the General Plan and TDDP to host community-serving retail opportunities. Community-serving retail is specifically referenced in the TDDP as restaurants, coffee houses, bistros, cafes, and other specialty retail establishments. Additional retail opportunities to facilitate the pedestrian and transit-oriented vision of the TDDP area could be a carry-out grocery or market for limited food and beverage items for sale. This amendment will not benefit the proposed development and the transit district and is not in conformance with the TDDP. Staff do not support this amendment request and recommend a condition of approval to include ground-floor retail consistent with the vision of the TDDP and uses permitted in the TDOZ.

Amendment 2 (Modification 1(a) in SOJ). Building Envelope and Block Standards, General Design Principles and Intent Standard 9 (p. 68) "Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor." (p. 68)

Analysis: The TDDP locates the subject property in a block which is recommended for Condominiums 4-6 stories and Structured Parking (Map 14. Preferred Land Use Plan, p.36). Even though the subject property is not located in a mixed-use or commercial block, the applicant has requested this amendment because the applicant is proposing to remove ground floor retail uses from this application and is not consistent with the mixed-use vision for the TDDP area. To facilitate this vision for the TDDP area, retail located in this application should mirror that approved in DSP-20053 and also serve a small-scale retail presence to compliment the prior approval. This amendment will not benefit the proposed development and the transit district and is not consistent with the TDDP. Staff does not support this amendment request and recommends a condition of approval related to provision of ground-floor retail. However, staff would be amenable to a reduction in the percentage of commercial use on the ground floor.

Amendment 3 (Modification 1(b) in SOJ). Building Envelope and Block Standards, General Design Principles and Intent Standard 8. "Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses." (p. 68).

Analysis: The proposed garage is not a parking area, and the standard is not applicable. Community Planning supports this request to amend the TDDP Guidelines.

Amendment 4 (Modification 2(a) in SOJ). Building Envelope and Block Standards, Residential Street Siting Specifications Standard 1. "Building Street Façade: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies." (p.75)

Analysis: The façade of the building will be constructed at the build-to line for more than 75% of the street frontage. The applicant is proposing building jogs which are greater than 24 inches to break up the overall massing and provide architectural variety. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 5 (Modification 3(a) in SOJ). Streetscape Standards, General Design Principles Standard 7, "Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face." (p. 82)

Analysis: The applicant has provided additional justification for the requested amendment. In lieu of the required planter boxes, the applicant intends to provide landscaping utilizing flowering shrubs and perennials. The landscape design will provide seasonal variety and maintain a consistent ground plane experience along Little Branch Run. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 6 (Modification 3(b) in SOJ). Streetscape Standards, General Design Principles Standard 9, "Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street, and shall be screened from view of the street: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment" (p. 82)

Analysis: The applicant has proposed that PEPCO Transformers will be located within 25 feet of the build-to line. The applicant has provided additional justification for this requested amendment that a fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-safety requirements, and PEPCO standards. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 7 (Modification 4 in SOJ). General Streetscape Standards, Streetscape Standard 2. "Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies." (p. 83)

Analysis: The applicant is requesting this amendment to utilize stamped concrete along pedestrian pathways in-lieu of the required materials outlined in the TDDP standards. The applicant is encouraged to utilize designs and materials similar to adjacent properties to ensure a contiguous, and visually appealing pedestrian experience. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 8 (Modification 5(a) in SOJ). General Streetscape Standards, Public Street Lighting Standard 6, "Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings." (p. 90)

Analysis: The applicant is requesting this amendment to provide higher-efficiency LED lighting in-lieu of the required lighting fixture types. The applicant has specified that the proposed LED lighting will exceed a lighting temperature of 2700K, which approximates incandescent lighting. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 9 (Modification 6(a) in SOJ). General Streetscape Standards, Blocks and Alley Standard 4, "Alleys: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists" (p. 91) and **Standard 5**, "Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear setback to the county" (p.91).

Analysis: No alley is proposed to be constructed or dedicated. The applicant has provided justification that the site is constrained by the location of the Metrorail Green Line tracks and the WSSC easement; there is not a feasible strategy for the construction or dedication of an alley. Community Planning supports this request to amend the TDDP Guidelines. The amendments will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 10 (Modification 7 in SOJ). General Streetscape Standards, Sod, Groundcover and Mulch Standard 4, "Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover." (p. 93)

Analysis: The applicant is not proposing the installation of an automatic irrigation system. The applicant has provided justification that any plantings or landscaping will utilize drought tolerant species which require less water. The applicant is encouraged to develop strategies to ensure the continued maintenance or upkeep of landscaping and groundcover. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 11 (Modification 8(a) in SOJ). Architecture Standards, General Design Principles and Intent, Windows and Doors/Entrances, Standard 1, "All Windows: Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner)." (p. 106)

Analysis: The applicant has proposed windows that are located less than 30 inches from the exterior building corners depicted on architectural plans in order to maximize daylight for the residential units. Staff recommend that the applicant identify which windows will be closer than 30 inches to the exterior building corners on architectural plans. Community Planning supports

this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 12 (Modification 8(b) in SOJ). Architecture Standards, General Design Principles and Intent, Windows and Doors/Entrances Standard 2, "Ground-Floor Windows: Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet." (p. 106)

Analysis: The applicant has proposed that as the majority of the first floor of the building will be occupied by residential dwelling units, 60 percent surface view and 20 feet of visibility depth is not appropriate due to the need for privacy of the residential tenants. Community Planning supports this request to amend the TDDP Guidelines for ground-floor residential units only. The applicant should site retail and any common areas, gyms, or multi-use resident spaces along the ground floor and be visible from the public realm in order to implement this standard. This may contribute to the appearance of an active corridor and achieve greater conformance to the TDDP standards where these spaces can have a 60 percent surface view and depth of 20 feet without a potential loss of any residential units. Community Planning does not support the elimination of all ground-floor retail. For any ground-floor retail opportunities, this TDDP standard is applicable.

Amendment 13 (Modification 9 in SOJ). Architecture Standards, General Design Principles and Intent, Signage, Configurations and Techniques Standard 1, Sign Lighting, "Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration." (p. 108)

Analysis: The applicant has provided sign specifications and additional justification for this amendment. The additional information is sufficient, and staff support this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 14 (Modification 10 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking Materials, "The following is a list of permitted and prohibited materials...Prohibited: Stucco/EIFS (cementitious finish), Split-faced block, Concrete (except for parking deck surface), Concrete Masonry Units, Faux wood grain." (p. 112)

Analysis: The applicant has proposed a parking garage to be constructed of precast concrete with a foundation of gray masonry block. As the parking garage will be internal to the residential structure and not visible from the street, the portions of the parking garage that will be visible will only be seen from the West Hyattsville Metro tracks and station. The applicant has proposed a public art activation of the parking facade and has provided an illustrative example for the proposed mural. Community Planning supports this request to amend the TDDP Guidelines. The

amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 15 (Modification 10 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 3 Façade Treatments for Parking Structures, "Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street frontage quality architectural façades along both the front and side streets." (p. 113)

Analysis: The proposed parking garage will be internal to the residential structure, will not have any immediate street frontage, or be visible from the streetscape. It will be visible from the metro station and tracks and will be treated with public art/mural to create visual interest and integrate and be compatible with the adjacent multifamily structure with similar treatment. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 16 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 4, "Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site Plan." (p. 113)

Analysis: The applicant has proposed a parking garage fully screened from the street except for entry doors set back from the street, and no glass facade is provided. This amendment will not substantially impair implementation of the TDDP.

Amendment 17 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 8, "Parking Structure Entrances and Exits (Multifamily/Nonresidential): Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/ exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be prohibited." (p. 114)

Analysis: The applicant proposes a secure parking structure that will not be visible from the street with a single point of entry. Vehicle access from the street frontage is required due to site constraints, however, this standard is not addressed in the applicant's SOJ. The application proposes a roll up door with no transparency with the garage door being set back 82 feet from the surrounding facade. The applicant is encouraged to make additional pedestrian safety improvements at the garage portal. This application is proposing no glass facade. Community Planning would support this request to amend the TDDP Guidelines if revised to address all applicable standards. The amendment would benefit the proposed development and the transit district and would not substantially impair implementation of the TDDP. The applicant must revise the SOJ to address this request for an amendment to this standard in full.

Amendment 18 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 9, "Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security." (p. 114)

Analysis: The applicant is not proposing glass facades as a component of the private parking structure. This standard was intended for parking structures that face the street or public realm to enhance safety and design; the proposed parking structure is internal to the building and therefore these standards may not apply. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 19 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 10, "Parking Structure Elevators: Parking structure elevators shall be lighted to a minimum of five footcandles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility." (p. 114)

Analysis: The applicant is proposing elevators without glass walls as the elevators will be internal to the proposed parking garage and residential structure. The elevators will not be visible from the public realm. The applicant must comply with all applicable ADA requirements for elevators, lighting, and other design guidelines. Community Planning supports this request to amend the TDDP Guidelines for glass wall elevators. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 20 (Modification 11 in SOJ). General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 11(d.), "Parking Structure Lighting:

Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet footcandle requirements as specified below:

... d. 250W metal halide" (p. 115)

Analysis: The applicant is requesting this amendment in order to install LED lighting within the proposed internal parking garage. This installation will provide a more energy efficient alternative to the types required by the TDDP Standards. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 21 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 11(e.), "Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet footcandle requirements as specified below:

... e. 10-foot 6-inch parking structure ceiling" (p. 115)

Analysis: The applicant has proposed a first-level parking structure ceiling height of 9-feet and ceiling heights of subsequent parking structure floors of 8-feet due to the structural requirements. The requested amendment is necessary to maintain the parking garage height, at the height of the floors of the residential building, for ease of access. The applicant is encouraged to provide ample signage indicating the height of the parking garage for drivers accessing the parking garage. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

OTHER TRANSIT DISTRICT OVERLAY ZONE CONFORMANCE ISSUES:

Amendment to the Preferred Land Use Category and Table of Uses
Section 27-548.09.01 of the prior Zoning Ordinance provides that a property owner may ask the District Council to change the list of allowed uses in the TDDP. The Applicant has requested a modification of the Preferred Land Use Plan to clearly depict the subject property as being designated as "Condominium: 4-6 Stories." They have also requested an amendment to the list of permitted uses in the Multifamily (Tower and condo) preferred land use designation for the subject property to introduce and permit a new use category in the TDOZ called "Multifamily dwellings," *without* ground floor retail.

Community Planning supports the request for the amendment to the Preferred Land Use Plan to depict the subject property in its entirety within one preferred land use category, "Condominium: 4-6 Stories," consistent with the adjacent property (Parcel 1) and as was done

with DSP-16029. This amendment will benefit the proposed development, is consistent with the vision of the TDDP, and will not substantially impair implementation of the TDDP.

Community Planning does not support the request to amend the list of permitted uses to allow multifamily without retail. The TDDP intentionally excludes multifamily buildings without ground floor retail from its list of permitted uses. For the North Park neighborhood—where the property in question is located—the plan clearly aims for a transit-oriented, compact, walkable, mixed-use environment, featuring small retail spaces that serve local residents, all within a short distance from the metro station. Although the area is intended to be mostly residential, this would still be true even if every 4-6 story multifamily building included retail on the ground floor. Therefore, the applicant's claim about residential dominance is mistaken because having both residential and retail uses together does not create a conflict. Additionally, the applicant's reasoning for amending the permitted uses is incorrect; they rely on findings from a staff report for Preliminary Plan of Subdivision 4-20040, which involved ground floor retail in a nearby multifamily development—not on the current parcel. This application does not propose any retail space. Therefore, this proposed development does not conform with the purposes and recommendations of the TDDP.

The applicant references the 2025 sector plan data in its SOJ without recognizing its nuance. The study used historic, business-as-usual growth projections, for example, estimating just 1,000 new residents (412 households) in the area from 2021 to 2045. However, both The Sovren and this project alone add 635 new dwelling units in just one block, surpassing those estimates. While the applicant claims the 2025 plan says the area is over-retailed, the reality is more complex: there is no Class A retail, and there is a significant retail and food service gap with $18 million in spending leaving the area. Additional retail development could capture more local spending, especially as residential or office growth accelerates. Currently, 40% of retail inventory is Grade "C" and does not meet modern standards, underscoring the need for upgrades. Actual demand for retail space depends on future residential/office expansion and local investment.

The applicant also states in the SOJ that attracting retail tenants is currently challenging due to limited residential support and market risks. However, development decisions should align with long-term goals. Ground-floor retail distinguishes urban centers, increases foot traffic, boosts property value, and encourages complementary uses. Without it, the area could become a single-use space, undermining the TOD (Transit-Oriented Development) strategy. Success relies on early participation from all developers. Allowing opt-outs for retail use would result in no retail at this transit center, preventing plan vision and goals from being realized. Therefore, staff do not support the proposed amendment to the table of permitted uses, as it would hinder TDDP implementation.

ADDITIONAL INFORMATION: USE OF THE PRIOR ZONING ORDINANCE AND TDDP

On November 10, 2025, the County Council, sitting as the District Council, approved a new sector plan and sectional map amendment for the West Hyattsville-Queens Chapel sector where the subject property is located. In general, the 2025 *West Hyattsville-Queens Chapel Sector Plan* replaces the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* per the language in the District Council's resolution (CR-137-2025). However, per 27-548.02 of the prior Zoning Ordinance, in each T-D-O, a "Transit District Development Plan must be approved by the District Council." The TDDP must contain: "Transit District Standards intended to implement the goals of the TDDP and the T-D-O Zone for physical development within the Transit District." Prior Zoning Ordinance § 27-548.07(c). These development standards can supersede the underlying zone standards, as well as the landscape manual and parking and loading standards. Prior Zoning Ordinance § 27-548.06. The TDDP can also alter the uses allowed in underlying zones. Prior Zoning Ordinance § 27-548.05(a). Therefore, the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* is zoning, at least, in that it provides the development standards and permitted uses for the T-D-O zone. As a planning document, the 2025 *West Hyattsville-Queens Chapel Sector Plan* cannot amend zoning, and therefore, the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* still applies.

Although the 2025 *West Hyattsville-Queens Chapel Sector Plan* is not applicable for this application, it is worth noting that the proposed development, paired with staff's recommendations in this memo, is generally consistent with the vision and recommendations in the new sector plan. The 2025 plan envisions vibrant, mixed-use development with a focus on sustainability and community-serving amenities concentrated within walking distance of Metrorail. The 2025 sector plan specifically recommends mixed use land use on the subject property.

The property is also subject to DSP-20053, which was a DSP for infrastructure with respect to the subject property and approved vertical development on the parcel to its north. The vertical development on the parcel to the north has been constructed. The applicant is now amending DSP-20053 to propose vertical development of the subject property. DSP-20053 was approved under the Zoning Ordinance prior to April 1, 2022, and remains valid. Pursuant to Section 27-1704(b) of the Zoning Ordinance, the applicant may proceed to the next steps in the approval process under the provisions of the prior Zoning Ordinance for the vertical development of the subject property including a request to (i) amend the table of uses in the applicable TDDP, and/or (ii) revise or amend DSP-25003 pursuant to Section 27-1704(e) as necessary to complete the project.

COMMUNITY PLANNING DIVISION RECOMMENDATION
In accordance with the analysis provided, the Community Planning Division supports the approval of ETOD Detailed Site Plan DSP-25003-02 West Hyattsville Phase 2, subject to the following conditions:

1. Prior to certificate of approval of DSP-25003-02, the applicant shall revise the detailed site plan to incorporate the following revisions:

a. Provide ground-floor retail within the proposed multifamily development that responds to the mixed-use vision consistent with the General Plan and TDDP and consistent with the permitted uses in the TDDP. The ground floor retail must meet the TDDP standards and will need to be reviewed for conformance. This includes meeting **Architecture Standards, General Design Principles and Intent, Windows and Doors/Entrances, Standard 2** of the TDDP (p.106).

2. Achieve District Council approval of either: (i) an amendment to the preferred land use map to recommend the subject property as "Condominium 4-6 stories" as the preferred land use, or (ii) an amendment to the list of permitted uses to allow "multifamily with ground floor retail uses" for this parcel only in the "Open Space" and "Townhouse: 2-4 Stories" Preferred Land Use Categories.

Cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section

301-952-3680

December 8, 2025

MEMORANDUM

TO: David Myerholtz, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division ***TWG***

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division ***JAS***
Tyler Smith, Historic Preservation Section, Countywide Planning Division ***TAS***
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division ***AGC***

SUBJECT: **DSP-20053-02 West Hyattsville Phase 2**

The subject property comprises 4.984 acres and is located on the east side of Little Branch Run, approximately 245 feet west of its intersection with Ager Road, in Hyattsville. The subject property was zoned Mixed Use – Transportation Oriented (M-X-T), per the prior Zoning Ordinance, and is located within the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*. The subject application proposes the development of one multifamily building on Outparcel 1, consisting of 342 multifamily dwelling units.

The 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* contains minimal goals and policies related to historic preservation, and these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

Historic Preservation Section staff recommend approval of DSP-20053-02, West Hyattsville Phase 2, without conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 18, 2025

MEMORANDUM

TO: Jill Kosack Huang, Urban Design Section, Development Review Division

FROM: Jon Wilson Jon Wilson, Transportation Planning Section, Countywide Planning Division

VIA: NS Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: West Hyattsville Phase II, DSP-20053-02

Prior Conditions of Approval

The subject application is governed by Preliminary Plan of Subdivision (PPS) 4-20040 and Detailed Site Plan (DSP)-20053 and DSP-20053-01. The following conditions are applicable to this application:

4-20040

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of adequacy of transportation facilities.

Comment: The PPS was evaluated for the development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. The prior DSP approved 293 multifamily dwelling units and 3,213 square feet of retail commercial space, while the current application proposes 342 multifamily dwelling units, totaling 635 multifamily units. No commercial space is proposed with this development plan. The proposed development is within the established trip cap.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

Comment: The West Hyattsville Metro Connector trail between Ager Road and the West Hyattsville Metro Station was widened and improved with lighting along the 650 linear-foot portion with the construction of the first approved building within DSP-20053, and satisfied conditions 4a and 4b.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

Comment: An exhibit was provided demonstrating the trail widening and the lighting fixtures approved with the PPS.

6. Prior to acceptance of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:
    a. The extension of a 5-foot-wide sidewalk along the subject property's frontage of

Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.
c. Bicycle fix-it station at each garage bicycle parking area.
d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.
e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel tor the West Hyattsville Metro Station.

Comment: The extension of the 5-foot-wide sidewalks along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail is identified on sheets 3 and 4. The bicycle parking in the parking garage for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zone* standards and bicycle fix-it station proposed within the garage is identified on sheet 4. Continental style crosswalks crossing the garage and loading zone access points are identified on sheet 4. The pedestrian and bicycle shared-use path through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel to the West Hyattsville Metro Station is identified on sheets 3 and 4. This condition has been met.

Master Plan Compliance

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone.*

Right of Way (ROW)

The property fronts Little Branch Run, which is not a master planned roadway. The plan sheets identify the road as a variable ROW, with street parking and sidewalk facilities.

Pedestrian and Bicycle Facilities

There are no master planned pedestrian and bicycle facilities that impact the subject site. However, the plan sheets identify the following:

West Hyattsville Metro Connector: Hard Surface Trail

Comment: While the West Hyattsville Metro Connector Trail is not a master planned facility, the site plan identifies the existing eight-foot-wide shared use path along eastern side of subject property, on sheet 3. The shared use path will provide connections from West Hyattsville Metro to the subject property.

Northwest Branch Trail: Hard Surface Trail

Comment: While the Northwest Branch Trail is not a master planned facility, the site plan identifies the existing five-foot-wide sidewalk that connects with the Northwest Branch Trail along southern

side of subject property on sheet 4. The sidewalk provides connections from Northwest Branch Trail to the subject property.

Riverfront Connector: Hard Surface Trail

Comment: While the Riverfront Connector is not a master planned facility, the site plan identifies this as a five-foot-wide sidewalk that connects with the Northwest Branch Trail along the southern portion of the subject property, shown on sheet 4.

Recommendations, Policies, and Goals
MPOT Complete Streets Policies:

> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

Comment: The site plan includes a five-foot-wide sidewalk along the frontage of Little Branch Run and an eight-foot-wide sidewalk along the eastern side of subject property on sheets 3 and 4. A shared-use path is also provided through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station, shown on sheets 3 and 4. Staff recommend ADA curb ramps at vehicular crossings. These facilities meet the intent of the policy.

> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.**

Comment: The site plan includes a shared-use path through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel to the West Hyattsville Metro Station, shown on sheets 3 and 4. These facilities meet the intent of the policy.

Zoning Ordinance Compliance
The property is located within the Approved Transit District Development Plan (TDDP) and Transit District Overlay Zone (TDOZ) and is subject to the District Development Standards per the area sector plan and Section 27-548.06 beginning on page 67 of the sector plan. According to Section 27-548.08 of the prior code, modifications to the standards are permitted. The applicant has submitted a detailed matrix of the standards that have been met, modified, or are not applicable

The TDDP includes general streetscape standards, of which the development was evaluated. No new streets are being proposed with this application, as the property fronts and has access to the multifamily buildings along Little Branch Run, with an approved streetscape per DSP-16029. Frontage improvements include standard sidewalk and shared use paths, curb extensions, street parking, street trees, streetlights, marked crosswalks, and ADA curb ramps. All existing and proposed pedestrian facilities on-site are consistent with prior approvals and convenient throughout the site with connections to the West Hyattsville Metro Station. However, staff recommend a continental-style crosswalk and ADA curb ramps be provided crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails. The proposed and recommended designs are consistent with the transit district's goals of providing marked and attractive pathways for pedestrians.

Standards for vehicle and bicycle parking are also described in the TDDP and were evaluated. Access to the parking structure is provided via a two-way driveway along Little Branch Run and includes 379 parking spaces, which is below the zoning maximum of 513 spaces. Two loading spaces are required and provided with separate access and signage along Little Branch Run. Additionally, 20 bicycle parking spaces and a bicycle repair station are proposed in a secure storage room on the first level of the garage, and meet the minimum requirements.

Given the analysis of the Transit District Development Standards provided above, staff find that the submitted site plan is acceptable and meets the requirements and standards per Section 27-548.06 if the conditions listed above are met.

Conclusion

Based on the findings presented above, staff does not object to the proposed transportation-related modifications to the District Development Standards and concludes that the site access and circulation of the subject DSP are acceptable. Furthermore, staff finds that the application meets the findings required by Subtitle 27 for a site plan for transportation purposes and conforms to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* if the following conditions are met:

1. Prior to the certification of the Detailed Site Plan, the applicant and the applicant's heirs, successors, and/or assigns shall show these facilities as part of the site plan:
    a. A continental-style crosswalk and ADA curb ramps crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 5, 2025

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section

VIA: Mridula Gupta, Planning Supervisor, Subdivision Section MG

FROM: Salmin Monoar, Planner III, Subdivision Section SM

SUBJECT: DSP-20053-02; West Hyattsville Phase 2

The property subject to this detailed site plan (DSP) amendment consists of 8.04 acres of land known as Parcel 1 and Outparcel 1, shown on a plat for West Hyattsville, recorded in Prince George's County Land Records in Plat Book ME 262, page 21, and approved on October 13, 2022. The property is located within the Local Transit-Oriented-Core (LTO-C) Zone. This application has been submitted for review in accordance with the prior Prince George's County Zoning Ordinance and prior Subdivision Regulations, and is therefore being reviewed under the prior Mixed Use Transportation–Oriented (M-X-T) Zone and Transit District Overlay (T-D-O) Zone. DSP-20053-02 was accepted for review on November 3, 2025, and comments were provided to the applicant during the SDRC meeting on November 21, 2025. This referral memorandum is based upon the plans submitted for review on November 26, 2025.

This DSP proposes the development of 342 multifamily residential dwelling units on Outparcel 1, a 4.98-acre vacant parcel.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-20040, which was approved by the Prince George's County Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122). The PPS approved two parcels for the development of 750 multifamily dwelling units and 15,000 square feet of commercial use. DSP-20053 was approved in 2021 by the Planning Board for one parcel and one outparcel for 293 multifamily dwelling units and 3,213 square feet of retail space. Infrastructure improvements are approved on both parcels, while architecture was only approved on Parcel 1. Parcel 1 and Outparcel 1 was platted subsequent to this DSP approval. DSP-20053-01 was approved by the Planning Director in 2024 for revisions to architecture and signage. The subject DSP amendment proposal, for 342 dwelling units, is consistent with the development evaluated with the approved PPS. Therefore, a new PPS is not required at this time.

Preliminary Plan of Subdivision 4-20040 was approved subject to 23 conditions, of which the conditions relevant to the review of this proposed DSP are listed below in bold text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above

shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The development shown with the DSP amendment, in addition to the development approved under DSP-20053, is consistent with the approved PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to Condition 2.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive,

the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

This condition is applicable at the time of the first building permit, which would be for the building on Parcel 1. However, Transportation Planning Section should confirm.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

This condition would have been satisfied with the first DSP-20053 for the subject property. However, Transportation Planning Section should confirm.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

The required 5-foot-wide sidewalk along the frontage of Little Branch Run is shown until the point of vehicle entry for Parcel 2. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

Storage for 20 bicycles is provided within the parking garage per the architectural plans. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

c. Bicycle fix-it station at each garage bicycle parking area.

Bicycle repair area is shown within the bicycle storage parking area. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

Applicant indicates in their statement of justification that crosswalks are provided, however, the crosswalks are not shown on plans. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

This requirement was met during the first detailed site plan. However, the Transportation Planning Section should evaluate the detailed site plan for conformance with the condition..

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The DSP is in general conformance with TCP1-012-2016-01. Conformance with this condition should be further reviewed by the Environmental Planning Section.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

A copy of the approved Stormwater Management (SWM) Concept Plan 3816-2021-00 and approval letter were submitted with this DSP application. The proposed development and the SWM concept plan should be reviewed by the Environmental Planning Section for conformance to this condition.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

Noise analysis, dated July 18, 2025, was provided with detailed site plan submittal. Per the

study, outdoor noise levels in all outdoor activity areas, which consists of courtyards internal to the building, are maintained between 54.8 to 57.9 day-night average decibels (dBA Ldn). Additionally, the study indicates that the interior of all buildings will not exceed 43 dBA Ldn, if upgraded balcony doors and windows are used. The building elevations reflect the facades where doors and windows of higher STC rating are required for noise mitigation. Therefore, this condition is met.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> **"This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."**

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure

A new final plat of subdivision is required to be approved and recorded for Outparcel 1, before any building permits may be approved for the proposed development. The applicant shall show conformance to this condition at the time of final plat.

20. Prior to approval of a final plat:

a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

General Note 17 states that a variation was requested during PPS. The note should be revised to state that the variation from Section 24-122(a) of the prior Subdivision Regulations was approved by 4-20040.

b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

This condition shall be further evaluated at the time of final plat.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private

recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

Recreational facility breakdown has been provided on the cover sheet submitted detailed site plan. Triggers for construction of the private on-site recreational facilities which need to be established with the DSP pursuant to this condition, have not been provided. The proposed private on-site recreational facilities should be reviewed by the Urban Design Section for conformance with the condition. A trigger for construction of the recreational facilities should also be established.

22. **The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.**

23. **The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.**

Conditions 22 and 23 shall be further evaluated at the time of final plat.

Additional Comments:

1. None.

Recommended Conditions:

1. Prior to certification, revise the detailed site plan as follows:

    a. In accordance with Condition 21 of PGCPB Resolution No. 2021-122, provide the triggers for construction of the private recreational facilities.

    b. Revise General Note 17 to state that the variation from Section 24-122(a) of the prior Subdivision Regulations was approved by Preliminary Plan of Subdivision 4-20040.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the site plan and must be consistent with the record plat or

permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Countywide Planning Division
Prince George's County Planning Department 301-952-3650

December 19, 2025

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: **West Hyattsville – Phase 2: DSP-20053-02 and TCP2-2025-0074**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP) application accepted on November 3, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on November 21, 2025. Revised plans were received on December 12, 2025. EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9),27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-20053-02 and TCP2-2025-0074, subject to the findings and conditions at the end of this memorandum.

BACKGROUND
EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-108-05	N/A	Staff	Approved	12/15/2005	N/A
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NRI-108-05-01	N/A	Staff	Approved	7/5/2006	N/A
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NRI-002-2016	N/A	Staff	Approved	3/31/2016	N/A
NRI-002-2016-01	N/A	Staff	Approved	6/19/2017	N/A
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
MR-1700F	N/A	Planning Board	Transmitted	3/27/2017	N/A
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	N/A
NRI-090-2020	N/A	Staff	Approved	9/8/2020	N/A
NRI-090-2020-01	N/A	Staff	Approved	8/12/2021	N/A

DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122
DSP-20053	TCP2-001-2017-02	Planning Board	Approved	12/16/2021	No. 2021-144
DSP-20053-01	N/A	Planning Director	Approved	10/17/2024	N/A
DSP-20053-02	TCP-2025-0074	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a revision to DSP-20053 for the development of 342 multifamily dwelling units on proposed Parcel 2 (currently Outparcel 1).

APPLICABLE ENVIRONMENTAL REGULATIONS
This property is subject to the grandfathering provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (2010 WCO) because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 WCO and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved preliminary plan of subdivision and detailed site plan.

SITE DESCRIPTION
This 8.10-acre property includes proposed Parcel 1 and Parcel 2, which are located east of Little Branch Run and west of the West Hyattsville Metro station. Proposed Parcel 1 is developed with a multifamily building. Proposed Parcel 2 has been graded and developed with a stormwater management facility. The current zoning for the site is Local Transit – Oriented – Core (LTO-C); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transportation Oriented (M-X-T) Zone.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS
There are no conditions of approval that are environmental in nature and relevant to the proposed DSP revision to update Proposed Parcel 2 with a multifamily building.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-282(e)(5) of County Code requires an approved natural resource inventory (NRI) plan with DSP applications. The site has an approved NRI (NRI-090-2020-01) which covers both proposed Parcel 1 and Parcel 2. No specimen trees are located on-site. The site is not associated with any regulated environmental features (REF), but the majority of proposed Parcel 2 is located within the floodplain (4.73 acres).

Woodland Conservation
The site is subject to the 2010 WCO because the property has previously approved TCPs and meets the grandfathering criteria of Section 25-119(g) of the WCO. The previously approved DSP-20053 and TCP2-001-2017-02 developed a phased plan for the West Hyattsville development. TCP2-2025-0074 is companion to the subject application and updates the phased TCP with the layout for the proposed multifamily development. Development of Parcel 2 is identified as Phase 3 within the woodland conservation worksheet. The woodland conservation threshold is 15 percent, and the three phases have a total woodland conservation requirement of 1.41 acres which are proposed to be met with 1.41 acres of off-site woodland conservation credits. TCP2-2025-0074 requires technical corrections which are identified in the recommended conditions at the end of this memorandum.

Specimen Trees
Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." This site does not contain specimen trees.

Regulated Environmental Features (REF)
Section 27-285(b)(5) of the Zoning Ordinance states that the Planning Board may approve a detailed site plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement Section 24-130(b)(5) of the Subdivision Regulations. The site does not contain REF as defined in the prior Zoning Ordinance but does contain 100-year floodplain. At the time of review of preliminary plan 4-20040 and TCP1-012-2016-01, the Planning Board previously reviewed and approved impacts to the entire primary management area (PMA) on-site, which covers 4.73 acres.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires a stormwater management (SWM) concept approval prior to acceptance of a DSP. An approved SWM Concept Plan (3816-2021) was submitted with the application, showing the use of one submerged gravel wetland. This SWM plan was initially approved October 13, 2021, but was extended on October 13, 2024, and is valid until October 13, 2027. The site was previously issued a floodplain waiver (Case No. 1762-2020) dated November 20, 2020; however, the Department of Permitting, Inspections and Enforcement (DPIE) requires an updated waiver to be approved for the proposed development, which now includes a retaining wall within the floodplain. The development is required to obtain an updated floodplain wavier for proposed development and retaining wall within the floodplain, which is pending. Prior to the certification of the DSP, the approved updated floodplain waiver shall be provided.

Conformance with the provisions of the County Code and state regulations with regards to SWM will be reviewed by DPIE. The project will be subject to further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

Soils
In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions. The predominant soils found to occur, according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

A retaining wall with approximately 12 feet in maximum height is proposed to support the planned fire lane and the building structure in southern portion of the proposed building. A letter for the wall stability analysis, titled MSE [mechanically stabilized earth] Wall Feasibility Analysis, prepared by ECS Mid-Atlantic, LLC and dated September 29, 2025, was submitted. An MSE wall reinforced with geo-grid has been analyzed for the global stability. The factor of safety of the global stability analysis has met the minimum required value (1.5) per Techno-Gram 002-2021. The final wall design package including plans, drawings, calculations, and geotechnical report will be reviewed and approved by DPIE prior to the issuance of building and grading permits.

Erosion and Sediment Control
Section 27-252 of the prior Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of County Code. The County requires the approval of an Erosion and Sediment Control Plan at the time of permit. The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of DSP-20053-02 and TCP2-2025-0074, and recommends approval, subject to the following findings and conditions:

Recommended Findings

1. The site does not contain specimen trees.

2. The site does not contain regulated environmental features (REF). No additional primary management (PMA) impacts are proposed.

Recommended Conditions:

1. Prior to the certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:

    a. Remove the last line entry of the TCP2 Approval History Table (tree conservation plan associated with this DSP-20053-02 application).

b. Correct Line 6 (TCP Number) of the Woodland Conservation Worksheet to "TCP2-2025-0074."

b. Update Line 20 (TCP Number for this Phase or Section) of the Woodland Conservation Worksheet to identify the companion TCP for each of the plan phases.

2. Prior to the certification of the detailed site plan provide the updated approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

December 14, 2025

Jill Kosack, Planner IV
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Ms. Kosack:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-20053-02 – West Hyattsville – Phase 2. We have the following comments. These are our first comments:

1) Please provide location of any proposed fire department connections (FDC's). Any FDC must be within 200' of a fire hydrant measured as hose is laid by the fire department in accordance with Subtitle 4-167.

2) Please provide the location of any proposed fire hydrants. The most remote portion of the proposed building must be within 500' of a proposed or existing fire hydrant.

Sincerely,

James V. Reilly
Project Coordinator III

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH DEPARTMENT

Date: November 20, 2025

To: David Myerholtz, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-20053-02 & ACL-2025-0008 - WEST HYATTSVILLE - PHASE 2

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the West Hyattsville Phase 2 located at 5615 Little Branch Run in Hyattsville and has the following comments / recommendations:

1. ***Health Department permit records indicate there are 8 existing carry-out/convenience store food facilities and three markets/grocery stores within a ½ mile radius of this location.*** Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

2. The widening and illumination of the WMATA walkway should promote safe bike and pedestrian access, connection to neighboring communities and public transportation.

3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, *Fax* 301-883-7266, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

Robert S. Croslin
Mayor

Tracey E. Douglas
City Administrator

December 30th, 2025

Honorable Darryl Barnes
Chairman
Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

RE: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02)

Dear Chairman Barnes:

On Monday, December 15th, 2025, the Hyattsville City Council reviewed the application for: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02). The City Council voted in **support** of the applicant's proposed Detailed Site Plan (DSP-20053-02) application subject to conditions that we believe will provide long-term benefits to the property and its users:

The City opposes the applicant's request for the following modifications:

1. The City opposes a modification from the Building Envelope and Block standard delineating the requirement of buildings having retail on all ground floor elevations. The City recommends adherence to the permitted residential use of "multifamily dwellings with ground-floor retail uses" listed under the Preferred Land Use Plan Categories in the Table of Uses. The addition of retail on the north-west side of the building abutting the promenade along the WSSC easement would promote prosperity and economic vitality near the West Hyattsville Metro Station.
2. The City opposes a modification to the Landscaping of Building Fronts standard and recommends the installation of planters to the northwest of the building to create a cohesive and visually appealing promenade for residents, visitors, and retail customers, as is required.

The City supports the applicant's request for the following modifications:

1. The City supports the applicant's request for a modification to the TDDP Shared Parking Standard stating, "building parking areas shall be shared by multiple uses or owners", to allow for a secure, single-use parking garage for the residents.
2. The City supports the applicant's request for a modification of the Irrigation standard to not include an automated irrigation system, provided that native and drought-tolerant plant species are used, where an irrigation standard is normally required.

3. The City supports the applicant's request for a modification from the public street lighting standard for light fixtures to be LED, where incandescent, metal halide, or halogen is the requirement.
4. The City supports a modification to the Location of Mechanical Equipment as listed in the General Design Principles and Intent to allow for transformers to be located within 25 feet of the build-to line given that they are screened from view, where the standard requires they be 25 feet away from the build-to line.

The City recommends the following conditions of approval:

1. The City recommends extending the West Hyattsville Connector Trail towards the south end of Outparcel 1, at the rear of the proposed building, to connect with the Northwest Branch Trail. This extension would increase connectivity to the Metro while enabling path users to view the proposed art installation on the parking structure.
2. The City recommends the installation of wayfinding signage consistent with City of Hyattsville design standards, directing residents, bike users, and visitors to the Metro, Northwest Branch Trail, retail, Kirkwood Neighborhood Park, etc.
3. The City recommends the applicant to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.
4. The City recommends the installation of City branded bicycle racks on the northwest side of the building, along the promenade, and in front of the main entrance to the building to promote transit-oriented development.
5. The City recommends that an updated traffic impact analysis be considered to ensure that current and future conditions are adequately assessed and are aligned with the evolving needs of this community.

Note: The applicant will need a permit from the City of Hyattsville prior to work in Little Branch Run ROW.

In closing, we are supportive of this detailed site plan application and are appreciative of the applicant's intent to invest in our community. We thank the Planning Board in advance for consideration of these requested conditions and look forward to your decision.

Sincerely,

Robert Croslin
Mayor

cc: City Council
Hyattsville City Council

DATE: December 26, 2025

TO: James R. Hunt, MPA, Acting Planning Director

VIA: Jill Kosack, Chair, Alternative Compliance Committee

FROM: Meng Sun, Alternative Compliance Committee Member

PROJECT NAME: West Hyattsville

PROJECT NUMBER: Alternative Compliance ACL-2025-0008

COMPANION CASE: Detailed Site Plan DSP-20053-02

ALTERNATIVE COMPLIANCE

Recommendation: ____ Approval __X__ Denial

Justification: SEE ATTACHED

Meng Sun

Sun, Meng Digitally signed by Sun, Meng Date: 2025.12.31 15:41:32 -05'00'

_____

Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

____ **Final Decision** ____ **Approval** ____ **Denial**

__X__ **Recommendation** ___ **Approval** __X__ **Denial**

__X__ **To Planning Board**

____ **To Zoning Hearing Examiner**

Planning Director's Signature Hunt, James Digitally signed by Hunt, James Date: 2026.01.22 14:49:47 -05'00'

_____ _____

Date

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: ____ **Approval** ____ **Denial**

Resolution Number:

Alternative Compliance: ACL-2025-0008
Name of Project: West Hyattsville
Companion Case: Detailed Site Plan DSP-20053-02
Date: December 26, 2025

Alternative compliance is being requested from Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), where the proposed multifamily building is adjacent to the West Hyattsville Metro Station and Metrorail lines along the eastern property line.

Location
The subject development is on Outparcel 1 on Tax Map 41-E4. It is located on the east side of Little Branch Run, approximately 900 feet west of its intersection with Ager Road, in Planning Area 68. Outparcel 1 is approximately 4.98 acres and is in the Local Transit-Oriented Core (LTO-C) Zone. This application is being reviewed under the prior Prince George's County Zoning Ordinance, which designated the subject property in Mixed Use-Transportation Oriented/Development District Overlay (M-X-T/D-D-O) Zones. To the east of the property is a metro station and rail lines owned by the Washington Metro Area Transit Authority (WMATA). The site is located within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR 26-2014, Revision No. 31).

Background
Detailed Site Plan DSP-20053-02 proposes development of 342 multifamily dwelling units in one building, with associated amenities and a separate parking garage. The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the above ground West Hyattsville Metro Station and Metrorail lines along the eastern property line. Alternative compliance is being requested from the minimum requirements of Section 4.7 for the building setback, buffer width, and planting units. A Type D bufferyard is required along the entire shared property line with the high impact rail line use, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet. The applicant seeks relief from the requirements as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Minimum Building Setback Width	50 feet
Minimum Landscaped Yard Width	40 feet
Plant Units (160 required per 100 linear feet of property line)	904

PROVIDED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Building Setback	10–19 feet
Landscape yard	10–19 feet
Plant units	331

Justification of Recommendation

The subject application is Phase 2 of the overall development in the subdivision entitled "West Hyattsville". A similar Alternative Compliance, AC-21021, was approved from Section 4.7 along the eastern property line of Parcel 1, Phase 1 of the development. The subject Phase 2 site is a narrow site and is also an urban infill site built in the floodplain, which limits the amount of planting that can occur. There are several site constraints that prohibit planting trees within the landscape buffer, including the existing floodplain and an existing stormdrain between the proposed shrubs and the property line. The submitted proposal provides less than 50 percent of all 3 requirements, specifically, an average of 28 percent of the required building setback, an average of 35 percent of the required landscape yard, and 37 percent of the required plant units. In addition, no trees are proposed as required plantings, only shrubs are proposed. The abutting WMATA property contains only a limited number of existing trees, which do not provide adequate buffering as specified by Section 4.7 of the Landscape Manual. Due to the proposed building location, limited buffer yard width, and other site constraints, it is infeasible to provide sufficient additional planting units, especially trees, or other alternative designs such as fencing, berms, etc. The applicant offered no other justification for how the proposed design is equally effective, except that noise impacts will be mitigated by the proposed architecture.

Based on the above analysis, the Alternative Compliance Committee does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.7 of the Landscape Manual, to create a transition between incompatible uses. Therefore, the Committee concludes that the proposed alternative design solution fails to meet the approval criteria. The applicant may seek relief from these requirements by filing a departure from design standards, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance.

Recommendation

The Alternative Compliance Committee recommends DISAPPROVAL of Alternative Compliance ACL-2025-0008, for West Hyattsville, from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual.*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-122 File No. 4-20040

R E S O L U T I O N

WHEREAS, WHPC Block 3, LLC & WHPC Block 4, LLC is the owner of an 8.1-acre parcel of land known as of Parcels 2 and 3, and part of Parcel 114, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on July 8, 2021, WHPC Block 3, LLC & WHPC Block 4, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20040 for West Hyattsville was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 7, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on October 7, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016-01, and further APPROVED Preliminary Plan of Subdivision 4-20040, including a Variation from Sections 24-121(a)(4) and 24-122(a), for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

    a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

    b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

    c. Show location of proposed access to Parcel 1.

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

   b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

   In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

   d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

   e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

   a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

   b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

   c. Bicycle fix-it station at each garage bicycle parking area.

   d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

   e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

   "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the

Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

    b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

    c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

    d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

    "This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> "This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

20. Prior to approval of a final plat:

    a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

    b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The subject site consists of Parcels 2 and 3, shown on a plat for Riverfront at West Hyattsville Metro Station, recorded in Plat Book ME 252 page 14 on June 19, 2019, and part of Parcel 114, recorded in the Prince George's County Land Records in Liber 44201 at folio 571. The subject property is 8.1 acres in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones and is subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

   This preliminary plan of subdivision (PPS) includes two parcels for mixed-use development consisting of 750 multifamily dwelling units and 15,000 square feet of commercial gross floor area. The approved development conforms to the purpose and intent of the TDDP.

   PPS 4-15020 was approved by the Prince George's County Planning Board on March 2, 2017, for 183 lots and 32 parcels, which includes the area of Parcels 2 and 3 of the Riverfront at West Hyattsville Metro Station, for mixed-use development on an overall 18.45-acre property. Parcels 2 and 3 were subsequently platted in accordance with 4-15020. The proposal to change the lot configuration and quantities of land use requires the approval of a new PPS and determination of adequacy. This PPS supersedes 4-15020 for Parcels 2 and 3 and combines them into one parcel. Approximately 5.01 acres of Parcel 114 are also included in the PPS. Parcel 114 is subject to PPS 4-05145, which was approved by the Planning Board on December 21, 2006, for mixed-use development on a gross tract area of 44.56 acres. PPS 4-05145 depicts residential use for the portion of Parcel 114 now included in this PPS. Development, as approved under 4-05145, never came to fruition. This PPS supersedes 4-05145 for a 5.01-acre portion of Parcel 114 and creates one parcel. In total, two parcels (Parcel 1 and Parcel 2) are included in this PPS approval for mixed-use development.

Two variations from the Prince George's County Subdivision Regulations are approved with this PPS. The site abuts the West Hyattsville Metro Station and its train tracks along the southeastern property boundary. Section 24-121(a)(4) of the Subdivision Regulations requires that residential lots adjacent to existing or planned transit right-of-way shall be platted with a minimum depth of 300 feet. The applicant requested approval of a variation to allow the two parcels adjacent to the Metro station to deviate from this requirement, which is discussed further in this report.

The site abuts Little Branch Run to the north and west, an existing variable width public right-of-way. In accordance with Section 24-122(a) of the Subdivision Regulations, the public utility companies require 10-foot-wide public utility easements (PUEs) to be provided along all public rights-of-way. The applicant requested approval of a variation to not provide a 10-foot-wide PUE along the property's frontage with Little Branch Run, which is discussed further in this report.

3. **Setting—**The subject site is located on Tax Map 41 in Grid E4 and is within Planning Area 68. The site is located west of the intersection of Ager Road and Lancer Drive, in the City of Hyattsville. The following development abuts the subject site and is also located within the T-D-O Zone: West Hyattsville Metro Station in the M-X-T Zone is located to the east, the right-of-way of Little Branch Run to the north and west with townhouse development in the M-X-T Zone located beyond, and parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone to the south and southwest. The properties located beyond M-NCPPC-owned parkland are also within the T-D-O Zone and are developed with commercial uses in the Commercial Miscellaneous and Commercial Shopping Center Zones.

   The entire site has been previously graded, with the northern portion currently being actively used as staging area for construction of townhomes adjoining Little Branch Run.

4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Mixed Use
Acreage	8.1	8.1
Dwelling Units	0	750 Multifamily
Gross Floor Area	0	15,000 sq. ft. Commercial
Parcels	3	2
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	Yes Section 24-121(a)(4) Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on July 23, 2021. The requested variation from Section 24-122(a) was accepted on July 8, 2021, and heard at the SDRC meeting on July 23, 2021, as required by Section 24-113(b) of the Subdivision Regulations. The requested variation from Section 24-121(a)(4) was accepted on July 28, 2021, and heard at the SDRC meeting on August 6, 2021, as required by Section 24 -113(b).

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and PPS 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The development approved under these plans was never constructed and, therefore, the conditions of these previous approvals do not apply.

On March 7, 2017, the Planning Board approved PPS 4-15020 for mixed-use development, which superseded CSP-05006 and PPS 4-05145 for a portion of the 44.57 acres. PPS 4-15020 for the Riverfront at West Hyattsville Metro Station included the area of Parcels 2 and 3 of the subject property, and approved mixed-use development for this area. Parcels 2 and 3 were subsequently platted, in accordance with 4-15020. This PPS supersedes 4-15020 for Parcels 2 and 3 and 4-05145 for Parcel 114. Approval of this PPS supersedes the previous approvals and provides an adequacy analysis based on the development evaluated herein. A new CSP approval is not required, due to the submittal requirements set forth in Section 27-290.01 of the Prince George's County Zoning Ordinance, which provides that the elements normally required with a CSP approval shall be incorporated into the detailed site plan (DSP) review.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Master Plan are evaluated as follows:

Plan 2035
Plan 2035 designates the subject site in the West Hyattsville local transit center. Local transit centers are focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

Master Plan
The TDDP recommends Greenway: Parks & Open Space, Structured Parking, Townhouses: 2-4 Stories, and Condominiums: 4–6 Stories on Parcel 114 (proposed Parcel 2).

The TDDP, as amended through the approved DSP-16029 by the District Council on April 25, 2017, approved the placement of Parcels 2 and 3 (proposed Parcel 1) in the Multifamily Preferred Land Use category.

In addition, the TDDP recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (page 9). The multifamily with limited ground floor retail and integrated parking uses meets this plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly," (page 9).

SMA/Zoning
The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T Zone and superimposed the T-D-O Zone. The M-X-T Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential, and commercial development around transit stations or stops (page 50).

Overlay Zone Conformance
The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP.

Pursuant to Section 24-121(a)(5), this PPS conforms to the purpose and intent of the TDDP because the multifamily with limited ground floor retail and integrated parking uses meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly" (page 9).

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (3816-2021-00) for the proposed development on the site is currently being reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). An unapproved copy of the SWM concept plan was submitted by the applicant. However, the grades, limit of disturbance, and impervious areas as shown on the SWM concept plan do not match the Type 1 tree conservation plan (TCP1).

The SWM concept plan shows the use of one large, submerged gravel wetland structure proposed on the southernmost section of the property. A floodplain waiver from DPIE dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain, subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan. The applicant must submit an approved SWM concept plan prior to signature approval of the PPS, and the limits of disturbance on the SWM concept plan and TCP1 must match.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. **Parks and Recreation**—Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, residential development is subject to the mandatory dedication of parkland.

Parcel 1 of this PPS was included in PPS 4-15020. Section 24-134(a)(3)(D) states that any resubdivision of property on which land was previously dedicated, or fee-in-lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision.

The applicant previously donated 4.29 acres of land south of Riverfront West Hyattsville to M-NCPPC in 1957 (this deed of conveyance is recorded in the County Land Records in Liber 2073 at folio 262). As conditioned by approval of PPS 4-15020, an additional 12,263 square feet or 0.28-acre of land adjacent to M-NCPPC parkland was dedicated, to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland.

Given the prior 4.29-acre land dedication, the mandatory dedication of parkland requirement for Parcel 1 has been met. However, Section 24-134(a) requirements are not met for Parcel 2. Based on the density of the project, land dedication of 0.89 acre would be required.

The applicant proposed private on-site recreational facilities to address the mandatory dedication of parkland requirement for Parcel 2. The adequacy of the existing and proffered recreational facilities was evaluated in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and it was found that the applicant's proposal of private on-site recreational facilities does not meet the requirements of Section 24-134(b). Based on the density of 375 multifamily dwelling units for Parcel 2, this PPS is subject to the requirement of on-site recreational facilities of a minimum value of $346,369. The applicant is proposing on-site recreational facilities of a $266,011 value, which does not meet the required dollar amount. On-site recreational facilities are appropriate for the site, however, additional on-site recreational facilities shall be required to meet the minimum value requirement.

Other Considerations

The applicant is proposing to transform a total of 2.55 acres of 100-year floodplain located on the property into a permanent developable area. The remaining 2.18 acres of the 100-year floodplain will serve as a SWM facility and provide compensatory storage. Public recreational facilities and two SWM facilities are under construction in Riverfront West Hyattsville (DSP-17044-01) in the M-NCPPC property located adjacent to the proposed SWM facility on the subject site. As the same owner for these two properties, the applicant has a maintenance agreement with M-NCPPC to provide ongoing maintenance for the two SWM facilities. Given the proximity of the proposed SWM facility in this PPS to the public recreational facilities to the north, the applicant must consider the impact of the overall design, future construction, and maintenance of these facilities to achieve a safe, accessible, and appealing riverfront park.

In the TDDP, one of the most notable natural features of the area is the existing floodplain and stream corridor of the northwest branch of the Anacostia River and two of its tributaries: Sligo Creek and Northwest Tributary 2. These streams are contained within a central public park/open space network that includes several sport and recreational features. The opportunities suggested include, but are not limited to integrated bike and pedestrian facilities, a foot/bike bridge crossing the stream channel and linking the Queenstown neighborhood with the Metro station and surrounding development; ball fields; playgrounds; preserved, created, and/or enhanced wildlife habitat; and seating, picnic, and game areas. Considering the site's southern boundary line abuts the northwest branch of the Anacostia River and Anacostia Tributary Trail, the subject property has an instrumental role in realizing the vision of the TDDP.

Given the subject property's proximate location to the public recreational facilities on the adjoining M-NCPPC parkland, the applicant should collaborate with M-NCPPC closely to ensure that the proposed SWM facility provides a holistic solution for storing floodwater and serves as a safe and well-maintained storage facility.

Given the subject property's significant location abutting North Branch Anacostia River and Anacostia Tributary Trail, the applicant should design and implement a strategy to promote the vision of the TDDP with a safe, environmentally sensitive, and appealing riverfront experience for the West Hyattsville community. These elements will be further evaluated with review of the DSP.

9. Pedestrian and Bicycle Transportation—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the TDDP, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

Previous Conditions of Approval

PPS 4-15020 was approved for the Riverfront at West Hyattsville, which includes a portion of the subject property. Conditions 5 and 24 discuss off-site bicycle and pedestrian improvements required by Section 24-104.01 and are copied below:

> **5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
>
> > **a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.**
>
> **24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

The subject property falls within the Plan 2035 West Hyattsville Metro Local Transit Center and the 2002 General Plan West Hyattsville Community Center and is subject to a finding of pedestrian and bikeway adequacy, pursuant to Section 24-124.01.

A portion of the subject property was already evaluated for pedestrian and bikeway adequacy under PPS 4-15020. The improvements associated with Conditions 5 and 24 of 4-15020 have been completed. While a portion of the subject property falls within the bounds of 4-15020 and off-site bicycle and pedestrian improvements have been made, in accordance with the prior conditions of approval of 4-15020, this PPS requires a new finding of bicycle and pedestrian adequacy, and in turn a new Bicycle and Pedestrian Impact Statement (BPIS). A BPIS was

provided and is incorporated by reference herein. The BPIS contains an exhibit displaying proposed off-site improvements (Appendix A14 and A15), as well as a table displaying the costs of the off-site improvements (Appendix B). The applicant proposed to widen a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide, and provide improved trail lighting along this stretch.

This PPS includes 750 dwelling units and 15,000 square feet of commercial use, which results in a cost cap of $230,250, which was determined by multiplying the number of dwelling units (750) by $300 per dwelling, and multiplying the square-footage of commercial development (15,000 square feet) by $0.35, as required by Section 24-104.01. The total cost of the removal and widening of the sidewalk portion (650 linear feet or 5,200 square feet) is estimated to cost $93,600. The total cost of improved lighting on this stretch is estimated to cost $76,050. The applicant has included a contingency cost of $60,600 because these improvements must be coordinated with and approved by the Washington Metropolitan Area Transit Authority (WMATA).

The underlying subdivision, 4-15020, was approved for 10,000 square feet of nonresidential uses and 483 dwelling units and had a BPIS cost cap of $148,400. Since its approval, DSP-16029 was approved for 183 dwelling units and DSP-20004 was approved for 44,362 square feet of nonresidential development. This represents approximately $70,426.70 of the previously approved cost cap. The remaining section represents 300 dwelling units minus the 34,362 square feet of nonresidential use that exceeds the originally approved 10,000 square feet. In terms of the cost cap, this is a difference of $77,973.26, which should be applied to the current application.

The base cost cap for the subject site with the credit included is $152,276.70. Once this amount is indexed for inflation using the Bureau of Labor Statistics Consumer Price Index inflation calculator to account for inflation between June 2013 (the effective date of the legislation) and today, the cost cap is $177,183.13.

As stated above, the improvements associated with the applicant's BPIS submission will require coordination and approval with WMATA. In the event that the applicant and WMATA cannot come to an agreement on the design and construction of the sidewalk facilities and improved lighting, the applicant proposed an alternate for BPIS improvements. The alternative proposal, which was provided and incorporated by reference herein, proposes to provide invasive species control along the existing Northwest Branch Trail and pedestrian improvements at nearby intersections. Specifically, the applicant proposes to remove 6-acres worth of the invasive vine commonly known as Chocolate Vine, and the invasive perennial commonly known as Japanese Knotweed. Removal of these species would improve environmental features in the immediate vicinity of the subject property while improving sight lines for pedestrians using the trail. The scope of work and right of access within M-NCPPC-owned property will be subject to approval of the Prince George's County Department of Parks and Recreation. The alternative improvements also include upgrading seven intersections with continental style crosswalks. These locations include the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue,

the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue. Lastly, the applicant proposed to upgrade ramps to Americans with Disabilities Act-compliance at four intersections. These locations include the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue. This proposal for alternative improvements is approved, in order to fulfill the requirements of Section 24-124.01.

Demonstrated Nexus Finding
The applicant has proffered to widen a 650-linear-foot portion of the West Hyattsville Metro Connector, between Ager Road and the West Hyattsville Metro Station, from 5-feet-wide to 8-feet-wide and provide improved trail lighting along this stretch. The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 mile of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant and those required herein will improve pedestrian and bicycle movement in the immediate vicinity of the subject property, while also complementing nearby development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the approved development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings, pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

The applicant proposed invasive species control over a 6-acre area and pedestrian improvements at several intersections within the immediate vicinity of the subject property as alternative improvements designed to fulfill the requirements of Section 24-124.01. The removal of invasive species would be located along the existing Northwest Branch Trail, directly south of the subject property. Intersection improvements are located to the north and southwest of the subject property. The location of the alternative improvements meets the requirements as a demonstrated nexus to provide off-site bicycle and pedestrian improvements, in relation to the subject site.

A memorandum dated September 2, 2021, received from the Prince George's County Department of Public Works and Transportation, states the following: "To improve safety and connectivity in the vicinity of the West Hyattsville Metro Station, the developer should extend the existing sidewalk along Jamestown Road to MD 500 (Queens Chapel Road). This recommendation is consistent with the Prince George's County Vision Zero efforts."

The input of outside agencies is appreciated regarding alternative off-site improvements designed to fulfill the applicant's BPIS requirements. In this case, the applicant shall provide the original proffer of widening the West Hyattsville Metro Connector from 5 to 8 feet wide and improving sight lighting along this stretch.

Master Plan of Transportation Compliance
This development case is subject to the MPOT, which recommends the following facilities:

> **Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail**
>
> As previously discussed, the applicant's BPIS proposal includes upgrading a 650-linear-foot portion of the West Hyattsville Metro Connector trail to 8 feet wide, with improved lighting on this stretch.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.***
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The MPOT also includes a goal and a series of policies for achieving a continuous network of pedestrian and bicycle facilities (page 7).

> **Goal: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.**
>
> **Policy 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.**
>
> The vehicular entrance to the subject property is located approximately 250 feet southwest of Ager Road. Access within the subject property will be provided along Little Branch Run, which is located in between the subject property and the townhouse development to the west, which was approved under DSP-17044. Little Branch Run displays an 8-foot-wide sidewalk along its western frontage and a 5-foot-wide sidewalk along a portion of its eastern frontage, which borders the subject property. The sidewalk that fronts the subject property appears to terminate just north of the existing Washington

Suburban Sanitary Commission easement and the existing stormdrain easement. The applicant shall provide a continuous 5-foot-wide sidewalk along the subject property's frontage of Little Branch Way until it reaches the point where vehicles enter the drive aisle to access the parking garage of Parcel 2 and to the Northwest Branch Trail. The applicant shall also provide a pedestrian and bicycle pathway from the west side of the property near Emerald Branch Drive to the tunnel entrance for the Metrorail station. In addition, crosswalks crossing the drive aisle at points of vehicle entry at the proposed garages are required. These facilities will contribute to meeting pedestrian and bikeway adequacy within the subdivision. These facilities shall be shown on a DSP, prior to its approval.

Bicycle and bicycle parking recommendations are displayed on pages 116–118 of the TDDP. Per Section 4–Bicycle Parking Locations:

> **Parking Structures: Required bicycle parking within a structure shall be located in or near man entrances or elevators to provide for pedestrian safety, visibility, and security of property.**
>
> **On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50-feet of main building entrance. Bicycle parking shall not obstruct walkways.**
>
> **Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.**

The TDDP also provides a minimum parking ratio for bicycles on page 116. One bicycle parking space is required for every 20 motor vehicle spaces.

The applicant shall provide bicycle parking on-site or in the right-of-way for any nonresidential uses and within parking garages for residential uses. The applicant shall also provide bicycle parking consistent with the TDDP standards and should fewer motor vehicle parking spaces be provided than one space per residential unit, additional bicycle parking shall be provided in the parking garages. Moreover, outdoor bicycle parking shall be provided at a location convenient to the entrances of the nonresidential uses. Lastly, the applicant shall provide bicycle fix-it stations within both garages. At the time of DSP, the amount and location of bicycle parking shall be further evaluated.

An exhibit shall be provided illustrating the pedestrian and bicycle circulation and adequacy throughout the subdivision (on-site facilities). This exhibit shall show all proposed sidewalks, crosswalks, and bicycle parking, consistent with Section 24-124.01.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

10. **Transportation**—The subject property is located within Transportation Service Area 1, as defined in Plan 2035. The applicant proposes 750 multifamily dwelling units and 15,000 square feet of retail use. Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. To evaluate the impact of the proposed development, the applicant provided a traffic impact study (TIS), dated February 23, 2021. The findings and recommendations outlined below are based upon a review of this study and analyses conducted consistent with the "The Transportation Review Guidelines, Part 1" (Guidelines).

Analysis of Traffic Impacts

The table below summarizes trip generation in weekday peak hours that was used in reviewing traffic and developing a trip cap for the site:

Weekday Trip Generation Summary								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	750	Unit	62	250	312	234	126	360
Note: residential trips are 20% transit-oriented development credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	15,000	1,000 sq. ft. GFA	4	2	6	13	15	28
Note: pass-by trips per M-NCPPC guidelines (50 percent AM/50 percent PM)								
Recommended Weekday Trip Cap			**66**	**252**	**318**	**247**	**141**	**388**

The traffic study intersections include:

- MD 500 at MD 501 (signalized)
- MD 500 at Ager Road (signalized)
- MD 500 at Hamilton Street (signalized)
- Ager Road at Hamilton Street (signalized)
- Ager Road at Jamestown Road (Jamestown Road is stop-controlled)
- Ager Road at WMATA Bus Loop (WMATA Bus Loop is stop-controlled)
- Ager Road at the proposed medical office building access (the access is stop-controlled)
- Ager Road at Site Access/Lancer Drive (Site Access/Lancer Drive is stop-controlled)
- Ager Road at Nicholson Street (Nicholson Street is stop-controlled)

The subject property is located within the Developed Tier, as defined in Plan 2035. As such, the subject property was evaluated according to the following standard:

Signalized intersections: The critical lane volume (CLV) method should be used to measure the level-of-service (LOS). LOS E, with signalized intersections operating at a CLV of 1,600 or better will be acceptable.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed, (d) a CLV no more than 1,150 will be acceptable.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed, (c) a CLV no more than 1,150 will be acceptable.

Existing Traffic

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	421	799	A	A
MD 500 at Ager Road (signalized)	677	855	A	A
MD 500 at Hamilton Street (signalized)	605	1194	A	C
MD 500 at MD 501 (signalized)	651	1232	A	C
Ager Road at Nicholson Street (unsignalized)	18.7*	669	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	16.6*	20.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	N/A	N/A	N/A	N/A
Ager Road at Jamestown Road (unsignalized)	10.5*	11.3*	-	-
Ager Road at Hamilton Street (signalized)	9.3*	11.0*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

The study intersections along MD 500 are programmed for landscaped medians with sidewalk and crosswalk improvements within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program. Ager Road is included in the Prince George's County Capital Improvement Program utilizing the complete street concept. Approved but unbuilt developments were identified within the study area, and background traffic was developed. A 0.5 percent annual growth rate for a period of 6 years was assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	514	925	A	A
MD 500 at Ager Road (signalized)	738	935	A	A
MD 500 at Hamilton Street (signalized)	641	1302	A	D
MD 500 at MD 501 (signalized)	695	1301	A	D
Ager Road at Nicholson Street (unsignalized)	21.7*	723	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	18.1*	620	-	A
Ager Road at the proposed medical office (unsignalized)	10.2*	11.3*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	11.3*	12.6*	-	-
Ager Road at Jamestown Road (unsignalized)	12.1*	11.7*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges and links identified above, when analyzed with total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	638	1028	A	B
MD 500 at Ager Road (signalized)	814	1010	A	B
MD 500 at Hamilton Street (signalized)	676	1364	A	D
MD 500 at MD 501 (signalized)	737	1342	A	D
Ager Road at Nicholson Street (unsignalized)	24.0*	742	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	813	1007	A	B
Ager Road at the proposed medical office (unsignalized)	11.1*	11.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	12.8*	13.9*	-	-
Ager Road at Jamestown Road (unsignalized)	9.9*	12.9*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on the analysis results, all the signalized study intersections will operate at LOS D or better during the weekday peak hours. At the unsignalized intersections, the maximum movement delay will be less than 50.0 seconds or the maximum CLV will be no more than 1,150. Because the analysis results are fewer, in accordance with the Guidelines, the Planning Board deems the site's impact at this location to be acceptable. A trip cap consistent with the trip generation is assumed for the site.

Plan Comments

The site is not within or adjacent to any master plan facilities identified in the MPOT. The site is adjacent to WMATA Green/Yellow Line. The access is proposed from Little Branch Run.

The TIS was referred out to County and State agencies for review and comment. A memo dated September 2, 2021 (Giles to Gupta), provided DPIE's review of the TIS submitted by the applicant. The memo summarizes the additional analyses, which DPIE will require at the permitting stage of the project. Two letters dated August 11, 2021 and September 16, 2021 from the Maryland State Highway Administration (SHA) to Mike Lenhart, the applicant's traffic consultant, were also received. In these letters, some of the reviewers within SHA offered no comments, while others stated that the traffic counts used for the analyses needed to be revised. In response, it was determined that the traffic counts were taken and used in accordance with the Guidelines and departmental policy regarding traffic counts affected by the COVID-19 Pandemic.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

11. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.

12. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	750 DU	750 DU	750 DU
Pupil Yield Factor (PYF) – Multifamily	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	122	67	76
Adjusted Student Enrollment 9/30/2019	22,492	9,262	9,372
Total Future Student Enrollment	22,614	9,329	9,448
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116 percent	131 percent	111 percent

Section 10-192.01 of the Prince George's County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is $10,180 per dwelling if a building is located between I-95/I-495 (Capital Beltway) and the District of Columbia; $10,180 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by WMATA; or $17,451 per dwelling for all other buildings. This project is between I-95/I-495 and the District of Columbia; thus, the surcharge fee is $10,180. Per Section 10-192.01(c)(1)(A), this project proposes multifamily units within the approved West Hyattsville T-D-O Zone, therefore the school facilities surcharge fee may be reduced by 50 percent to $5,090. This fee is to be paid to DPIE, at time of issuance of each building permit.

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

request from Section 24-122(a) for provision of PUE along Little Branch Run and is further discussed below.

Variation from Section 24-122(a)
The PPS does not provide a PUE contiguous to Little Branch Run. Section 24-122(a) states the following:

> **(a) When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

The standard requirement of the public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

> **(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
>
> > **(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**
> >
> > The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

developments. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The subject property is adjacent to the West Hyattsville Metro Station to the east. Little Branch Run delineates the western boundary of the property, and the southern boundary is defined by M-NCPPC property which includes the northwest branch of the Anacostia River. The right-of-way for Little Branch Run Road is recorded with a 10-foot-wide PUE along the west side, and existing utilities are available to serve the townhouse community to the west. In addition, the development of this site is guided by Plan 2035 and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium- to high-density residential development, which orients buildings along street frontages. The site will be designed in accordance with these design criteria with building fronts oriented toward the public streets. However, the location of buildings, streetscape requirements, and sidewalks along street frontages limits the available area for PUEs. Therefore, the utilities required to serve the proposed development will be extended from their location within the PUE along the west side of the road. Given the site design criteria generated by Plan 2035 and TDDP, the conditions on which the variation is based are unique to this property.

A Dry Utilities Plan submitted as an exhibit, incorporated by reference herein, shows the location of existing PUEs and dry utilities for the proposed development. In the exhibit, the existing utilities running within the variable-width PUE along the west side of Little Branch Run will be extended to serve the subject site.

The subject property fronts on a public right-of-way for which utilities have already been established, and will not serve any additional properties in future; these factors are unique to the subject property and not generally applicable to other properties.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

No other known law, ordinance, or regulation is violated if this variation is approved. The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board.

Further, this request was referred to the affected utility companies and none have opposed the variation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The physical conditions of the site are such that the site is oblong, bounded by the West Hyattsville Metro Station to its east, Little Branch Run to its west, and the Northwest Branch Stream Valley Park to its south side. The property's frontage along Little Branch Run is approximately 1,500 linear feet, which contains all required utilities within a PUE along its west side. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the east side of the public street on which the parcels front, which would require modifying the street standards of the TDDP, and consequently providing a layout that is at odds with the TDDP.

The existing subdivision approvals, which have formed the development pattern in the neighborhood, and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide an additional 10-foot-wide PUE along Little Branch Run would impede on the ability to provide the streetscape along Little Branch Run as envisioned by the TDDP while serving no additional purpose since utilities have already been established, which would be a particular hardship to the owner.

(5) In the R-30, R-30C, R-18, R-18c, R-10, R-10, and R-H Zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the variation from Section 24-122(a).

15. Historic—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites

within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

16. **Environmental**—This PPS application (4-20040) and TCP1-012-2016-01 were accepted on July 8, 2021, with additional information submitted by the applicant on July 28, 2021 and July 30, 2021. Comments were provided to the applicant at the SDRC meeting on August 6, 2021, and revised plans received on August 24, 2021. The following applications have been previously reviewed for the subject site:

For area included in Parcel 1:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-002-2016	Staff	Approved	3/31/2016	NA
NA	NRI-002-2016-01	Staff	Approved	6/19/2017	NA
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
MR-1700F	NA	Planning Board	Transmitted	3/27/2017	NA
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	No. 17-43
DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

For area included in Parcel 2:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-090-2020	Staff	Approved	9/8/2020	NA
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

Proposed Activity
The current application is a PPS and revised TCP1 for the subdivision of an 8.1-acre site to two parcels for development of 750 multifamily dwellings and 15,000 square feet of commercial gross floor area.

Grandfathering
This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS.

Previously Approved Conditions
There are no relevant environmental conditions of approval associated with the previously approved CSP-05006.

MASTER PLAN CONFORMANCE

Plan 2035
The site is located within the West Hyattsville Metro Local Transit Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy (2035).

TDDP
While the TDDP for this area does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the Metro station. Current environmental regulations incorporate the TDDP concepts into the regulatory framework.

It should be noted that roughly 58 percent of the site is within the 100-year floodplain. This application proposes to fill the floodplain while providing compensatory floodplain storage on the southernmost portion of Parcel 2. Principles of low impact development or environmental site design are incorporated into the stormwater design.

Countywide Green Infrastructure Plan

The site contains regulated areas within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The mapped regulated areas are located along the southern portion of the property, which according to the approved NRI, contain previously impacted floodplain associated with the northwest branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density, in accordance with Plan 2035. The floodplain is proposed to be filled to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the site. No woodlands exist on-site. While the green infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be met on-site.

Based on the proposed layout, the PPS demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with an area of previously developed 100-year floodplain along the southern portion of the site. According to aerial imagery provided by PGAtlas, the site was fully developed in the 1960s as a drive-in movie theatre, then redeveloped in the late 1980s for the installation of the West Hyattsville Metro Station located directly east of the site. The primary management area (PMA) located and delineated on-site is entirely within the previously developed 100-year floodplain.

It was noted that there is an acreage inconsistency between the NRI Statistics Table and the General Notes of the PPS. Specifically, the gross tract area on the NRI is listed as being 8.01 acres while it is 8.10 acres on the PPS. The NRI must be revised to be consistent with the PPS. There are no other issues regarding the NRI.

Woodland Conservation

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM) because the application is for a new PPS. TCP1-012-2016-01 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

The previously approved TCP1-012-2016 only included the area associated with Parcel 1 of this PPS application, as well as additional property located to the west of the site. A revised TCP1 was submitted to include the additional area associated with Parcel 2 to include the total land area associated with this PPS. The woodland conservation threshold for this 23.84-acre area is 15 percent of the net tract area or 0.49 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.91 acre. This requirement is proposed to be satisfied with 0.03 acre of street tree credit (existing or 10-year canopy coverage), as permitted as an option under Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements. The remainder of the requirement (0.88 acre) is proposed to be met with off-site woodland conservation credits (previously recorded with Type 2 Tree Conservation Plan TCP2-001-2017-01 under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11, for Tower Preserve Woodland Conservation Bank). Although off-site mitigation is considered a priority over the use of street tree credit; given the small amount of additional preservation required (0.03 acre), it is reasonable for the applicant to meet the remaining woodland preservation requirement by receiving credit for street trees located on or adjacent to the site. However, the locations of the street tree credit area must be identified at time of DSP review on the TCP2. If credit is taken for street trees located outside of rights-of-way for public or private streets, the applicant shall be required to place the area of tree canopy cover under a woodland conservation easement to guarantee that the trees are protected and are replaced if they die or are removed.

There is an inconsistency between the net tract area of the TCP1 with what is shown on the PPS and NRI. The net tract area is listed as being 3.28 acres on both the NRI and the PPS; however, it is only 3.26 acres on the TCP1 worksheet, despite the TCP1 covering a greater area than the PPS or NRI. The net tract area on the TCP1 should be equal to or greater than what is shown on the NRI and PPS, not less. This discrepancy must be accounted for and resolved, prior to signature approval of the TCP1 and PPS.

It appears that not all the proposed development, as reflected in the exhibits associated with the statement of justification (SOJ) for Parcel 2 are reflected on the TCP1. The proposed site improvements of the SOJ exhibits must match that of the TCP1.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils

The predominant soils found to occur on the property, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Preservation of Regulated Environmental Features

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include 100-year floodplain associated with PMA located adjacent to the northwest branch of the Anacostia.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.
Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to regulated environmental features.
SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code.

An SOJ and impact exhibit for the proposed impact were received on July 1, 2021. The applicant proposes to impact the entire PMA on-site, which covers 4.73 acres.

Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with Plan 2035. The previously impacted floodplain is proposed to be filled, in order to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the property. No woodlands exist on-site, and the PMA has been previously developed twice, first for the construction of a drive-in movie theatre, and later for the construction of the West Hyattsville Metro Station. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be on-site, and DPIE has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Based on the level of design information available at the present time, the limits of disturbance shown on the impact exhibit, and after evaluating the applicant's SOJ for impacts to regulated environmental features, the PMA impacts are approved.

Specimen, Champion, or Historic Trees
In accordance with approved NRI-090-2020-01, no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

17. Urban Design—Conformance with the Zoning Ordinance is evaluated, as follows:

Conformance with Zoning Ordinance and the West Hyattsville Transit District Overlay Zone Standards
In accordance with the TDDP, new development in the West Hyattsville T-D-O Zone is subject to DSP review. New development must show compliance with the West Hyattsville T-D-O Zone standards in the site plan review process. For development standards not covered by the TDDP, the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirements, as stated in Section 27-548.04. The site's conformance with the appliable T-D-O Zone standards will be evaluated at time of DSP approval.

Conformance with Prior Approvals
The site has a previously approved CSP-05006, which was approved by the Planning Board on February 28, 2008. The District Council affirmed the Planning Board approval by issuing Zoning Ordinance No. 15-2008 on May 19, 2008, that approved the project with 34 conditions. The development approved under this CSP never proceeded to fruition, therefore the conditions of this previous approval do not apply. A new CSP approval is not required for the current proposed development, due to the submittal requirements set forth in Section 27-290.01, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review.

Conformance with the 2010 Prince George's County Landscape Manual
The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

18. **Noise**—The subject site is located on the northwestern side of the West Hyattsville Metro Station and the Green Line Metro tracks, which is a transit facility and a transportation-related noise generator. A study titled "Metrorail Noise and Vibration Analysis," dated May 4, 2021, was received for review. The study addresses outdoor noise from railway noise sources and considers mitigation in the form of shielding from the proposed buildings based on a preliminary site design.

No outdoor recreation areas are permitted within the area of 65+ dBA day-night average sound level (Ldn), as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. Per the noise study, the location of the unmitigated 65 dBA Ldn contour is 195 feet from the centerline of the Metrorail tracks. The study predicts that with the shielding provided by the proposed buildings, the Ldn will not exceed 65 dBA for any proposed outdoor activity, such as the pool or courtyard, and therefore no engineered noise barriers are required. To mitigate interior noise levels for the proposed buildings, ungraded windows, balcony doors, and exterior walls will be required. A Phase 2 noise report must be provided at time of DSP for the multifamily development (Parcels 1 and 2) to determine what specific mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less, and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. The building materials for the multifamily buildings on Parcels 1 and 2 must be certified, at time of permit, by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceed the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel 1 closest to the Metrorail tracks. It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/or compact surfaces subsequent to development. No recommendations were provided by the study. It is noted that the only mitigation that could be done would be to increase the setback of the buildings, which would result in the loss of buildable area. The FTA criteria for feelable vibration is 72 vibration decibels for residences and buildings where people normally sleep for frequent events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the County Code have established regulations for development as it pertains to vibration impacts. A note shall be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation from Section 24-121(a)(4)**—Section 24-121(a)(4) sets forth lot depth requirements for lots adjacent to noise generating transit, as follows:

> **(4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided**

by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.

The applicant filed a variation request from Section 24-121(a)(4), for lot depth. The PPS provides a minimum lot depth of less than 300 feet for Parcels 1 and 2, which are adjacent to the West Hyattsville Metro Station. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.
Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.
Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

This property is directly abutting the Metrorail tracks and is a long, narrow parcel. The property is located on the southeast side of Little Branch Run, approximately 250 feet west of Ager Road. The lower half of the property is located within the 100-year floodplain, with the southern property line bound by the Northwest Branch stream valley. A portion of the property will be removed from the 100-year floodplain and the remainder, abutting the stream valley, will be utilized for compensatory storage. The only access to the property is from Little Branch Run, constructed by the applicant as part of the larger Riverfront at West Hyattsville development. The property, at its widest point, is approximately 293 feet, and therefore no area of the property meets the 300-foot lot depth requirement as it currently exists. Consistent with the recommendations of the West Hyattsville TDDP, the property is to be constructed with medium- to high-density multifamily residential development with ground floor retail. These conditions, including the unusual shape of the property, are unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, in order to develop the property.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The only regulation applicable to the variation being discussed is Section 24-121(a)(4). The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. Certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to issuance of building permits, and notes shall be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The property has unique existing physical surroundings, when compared to abutting properties and located within an area with an established framework of development and roadways. These unique physical surroundings include the abutting Metrorail line, location of 100-year floodplain on the property, and prior approval of public right-of-way of Little Branch Run along the western property line, which resulted in the site's existing narrow width. The location of the rail line in the eastern part of the site and location of Little Branch Run creates an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of 750 multifamily dwelling units and 15,000 gross floor area of commercial use, which is the entire development included in this PPS. This would result in a particular hardship to the applicant, as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

(5) In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the requested variation from Section 24-121(a)(4) for Parcel 1 and Parcel 2.

20. City of Hyattsville—The subject property is located within geographical boundary of the City of Hyattsville. The PPS application was referred to the City for review and comments on July 8, 2021. The City notified staff (via an email from Powers to Gupta) that the applicant would be presenting this application to the City Council at their August 2, 2021 meeting. The case came back to City Council for discussion and action at their September 20, 2021 meeting, after which City Council comments were provided. In a memorandum dated September 22, 2021 (Ward to

Hewlett), incorporated by reference herein, the City Council expressed support for the PPS and the applicant's variation request so long as conditions that address the impact of noise and vibration on the dwellings are included. The findings and conditions included in this resolution address both noise and vibration.

21. Washington Metropolitan Area Transit Authority—The subject property is located adjacent to the West Hyattsville Metro Station, which is owned and operated by WMATA. This PPS application was referred to WMATA for review and comments on July 19, 2021. No referral or correspondence was received from WMATA.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 7, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of October 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: October 21, 2021

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-144 File No. DSP-20053

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on December 16, 2021, regarding Detailed Site Plan DSP-20053 for West Hyattsville - ETOD, the Planning Board finds:

1. **Request**: The subject detailed site plan (DSP) is for approval of a vertical mixed-use development consisting of 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 and infrastructure only on proposed Parcel 2.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Multifamily and commercial retail
Gross Acreage	8.09	8.09
Commercial Gross Floor Area	0	3,213
Total Multifamily Dwelling Units	0	293
Studio	0	6
1-Bedroom Unit	0	164*
2-Bedroom Unit	0	119**
3-Bedroom Unit	0	4

Notes: ***** 1-Bedroom units include junior 1-BR, 1-BR, and 1-BR plus den types.
****** 2-Bedroom units include 2-BR and 2-BR plus den types.

Parking

With 0.25 mile of West Hyattsville Metro Station	MAX. PERMITTED*	APPROVED
Commercial at 2.0 spaces per 1,000 sq. ft of gross leasable area	7	-
Residential at 1.5 spaces per dwelling unit	440	-
Total	**447**	**298****
Of which Standard handicap-accessible spaces		7
Handicap-accessible van spaces		1

Notes: *There is no minimum number of off-street parking or loading spaces within the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone,* only a maximum number of surface parking spaces, as specified on page 118.

**Total off-street parking spaces are in a garage, which is surrounded by the mixed-use building on three sides. An amendment to change the standard parking space size from 9.5 by 19 feet to 8.5 by 18.5 feet is required and discussed in Finding 7 below.

Loading

	REQUIRED	APPROVED
Loading Spaces*	2	2

Note: *The Transit District Overlay Zone does not prescribe a minimum number of loading spaces. The requirement is in accordance with the Prince George's County Zoning Ordinance.

Bicycle Parking Spaces

	REQUIRED BY TDOZ	PROVIDED
Residential (293 Units @ 1 space/20 Units)	15	34 (in garage)
Commercial/Retail (1 space/per 20 off-street parking spaces)	1	5 (outdoor)
Total	**16**	**39**

3. **Location:** The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and southwest of the intersection of Ager Road and Little Branch Run, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.

4. **Surrounding Uses:** The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP). The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Mixed Use-Transportation Oriented (M-X-T) Zone, to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the M-X-T Zone, which is under construction, and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone.

5. **Previous Approvals:** The West Hyattsville TDDP retained the subject property in the Transit District Overlay (T-D-O) and M-X-T Zones.

The site was the subject of a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Prince George's County Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant in that case; however, the project never came to fruition. The conditions of the previous approval do not apply. A new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 for Expeditated Transit Ordinated Development, of the Zoning Ordinance, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

On March 7, 2017, the Planning Board approved PPS 4-15020 (PGCPB Resolution No. 17-42), which supersedes the previous approvals and provides an adequacy analysis based on the development proposed herein.

DSP-16029 for infrastructure for 183 townhouse lots and rough grading for a future multifamily building was approved by the District Council on April 25, 2017, for the overall 18.45-acre property, including the subject parcel.

DSP-17044, which is an umbrella architecture DSP, was approved by the Planning Board on July 19, 2018 (PGCPB Resolution No. 18-69), for 183 single-family attached (townhouse) dwelling units for development across Little Branch Run to the west of the subject site. A revision to this approval, DSP-17044-01, to adjust the approved townhouse models, was approved administratively.

DSP-20004 was approved by the Planning Board on May 28, 2020 (PGCPB Resolution No. 2020-88), for a 44,362-square-foot medical office building, for a site that is on the eastern side of the WMATA rail lines and in the southwest quadrant of the intersection of Little Branch Run and Ager Road.

On October 7, 2021, the Planning Board approved PPS 4-20040 (PGCPB Resolution No. 2021-122) for the subject site that includes the existing Parcels 2, 3, and 114. The new PPS subdivides the three parcels into proposed Parcels 1 and 2 that are included in this DSP.

The site also has an approved Stormwater Management (SWM) Concept, 3816-2021-00, which was approved on October 13, 2021, and is valid through October 13, 2024.

6. Design Features: This DSP application proposes to develop a vertical mixed-use building consisting of 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 and general grading and a compensatory SWM facility on Parcel 2.

The proposed mixed-use building will occupy the entire Parcel 1, with a parking garage in the middle of the building. The main residential entrance to the building is located in the middle of

the length fronting on Little Branch Run that also includes the access to the proposed parking garage and a drop-off area serving as the main entrance plaza. A public art theme used on the eastern elevation has also been featured in the main entrance area. An internal loading and trash area is located to the south of the main entrance plaza and is also accessed off of Little Branch Run. The commercial retail space is located on the first floor of the building at the southwestern corner, fronting Little Branch Run and a future central plaza and pedestrian walkway.

Architecture
The subject site is in close proximity to the West Hyattsville Metro Station, which offers an opportunity to create a sense of place and identity for this developing area of Hyattsville. The 293-unit, 5-story, flat-roof building complex is designed around a 4-level parking structure and constitutes Phase I of a two-phase project. The two phases, when complete, will form a plaza with public activities and retail around it that has direct connection to the West Hyattsville Metro Station to solidify the intent of the West Hyattsville TDDP to create a vibrant community center for this emerging area.

The architecture and massing of the building is calculated to enhance the feeling of interest activity and excitement. Bright, open, street-level visual interest, articulated roof line, lush landscaping, and colorful accents will make this an attractive place to live, adjacent to a Metro station, but also emphasizing the connection to the park and river (stream valley park owned by M-NCPPC) to the south that will result in a dramatic combination of urban living and natural amenities.

Great attention has been paid to building a contemporary building of high-quality construction and materials along the entire frontage of Little Branch Run to create a coherent and harmonious architectural expression on both sides of this public street. The building articulation includes vertical divisions of the massing to match that of the 4-story townhouses to the west, the selection of a matching color scheme, and a combination of brick and cementitious panels that results in a uniform development of high quality.

The eastern elevation, along the Metro rail lines, shows a different treatment from the main elevation along Little Branch Run. The parking garage occupies a large portion of this elevation and features precast concrete panels that are decorated with artwork that creates a colorful accent similar to that on the main entrance plaza. The rest of the elevation carries the typical residential architectural treatments, including fenestration and building materials, of the main elevation.

Lighting
A photometric plan has been included in this application that shows the foot-candle readings of the entrance areas, as well as the immediate surrounding outdoor areas of the building with three types of light fixtures, including pole light, bollard, and wall mount. All of the proposed light fixtures are light-emitting diode (LED) and full cutoff optics. Sufficient lighting has been provided. Due to different ways of calculating foot-candle reading, on a point-by-point base, a limited number of locations on the site will not meet the very specifically prescribed foot-candle requirements of the West Hyattsville TDDP. The applicant requests an amendment to the standard, and the Planning Board approves the amendment, as discussed in Finding 7 below.

Signage
A uniform signage plan (shown on Sheets A060 and A061) has been submitted with this DSP that includes signs for residential and commercial retail uses and wayfinding signage for both vehicle and bicycle parking. The specific signs have been shown on each elevation of the building complex and specific sign face areas have also been provided. A summary sign face area calculation table has been provided that shows a total of 690 square feet of signage for the entire project.

The proposed signs are consistent with the applicable T-D-O Zone signage standards, except for the method of illumination for certain blade signs that the applicant has requested amendments for, and the Planning Board approves the amendment, as discussed in Finding 7 below.

Recreational Facilities and Amenities
This application for the development of Parcel 1 is not required to provide on-site private recreational facilities because Parcel 1's requirements for mandatory dedication of parkland have been met by previous land dedication pursuant to PPS 4-15020, as part of the townhouse development across the street of Little Branch Run to the west, known as the Riverfront at West Hyattsville development.

On-site private recreational facilities and amenities have been provided by the applicant in this DSP to serve future residents, including fitness spaces, an outdoor kitchen, and an outdoor pool area with seating in two courtyards. The northern courtyard features landscaping and a walking path with seating and other outdoor amenities. The large, southern courtyard includes a swimming pool that will be accessible to residents and will be connected to the promenade as one of the important destinations on-site. The pedestrian promenade varies in width from 20 to 60 feet, creating an inviting pedestrian space that provides direct access from the townhouse and multifamily neighborhood to the pedestrian tunnel under the West Hyattsville Metro Station.

The Planning Board has evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines* and finds that the applicant's proposal of on-site recreational facilities is acceptable.

Green Building Techniques
The West Hyattsville project will employ a comprehensive and integrative approach to sustainability by incorporating, at a minimum, the green building strategies of site design, resource efficiency, energy efficiency, water efficiency, indoor environmental quality and operation, maintenance, and building owner education, as follows:

a. Site Design

- Complete environmental remediation of infill brownfield site.
- Encourage multimodal transportation through Metro access, bicycle parking, rideshare, and electric vehicle charging stations.
- Install gravel wetlands system for SWM.
- Provide greenspace with native or regionally appropriate plantings to restore natural vegetation on-site.
- Provide fitness and recreation areas.

b. Resource Efficiency

- Incorporate building materials with recycled content.
- Recycle construction waste.
- Provide easily accessible space for occupants to store recyclables.
- Select durable and long-life building materials.

c. Energy Efficiency

- Install EnergyStar roofing system to reduce heat island effect and heat load.
- Durably seal building thermal envelope to limit air and moisture infiltration.
- Use high-efficacy lighting in dwelling units and common spaces.
- Build thermal envelope with improved insulation.
- Provide high Seasonal Energy Efficiency Ratio/Heating Seasonal Performance Factor Heating Ventilation and Air Conditioning (HVAC) systems.
- Provide high Uniform Energy Factor hot water heaters.
- Use EnergyStar lighting, appliances, and bath fans.
- Install automatic lighting controls in multifamily common areas and parking garage.
- Meter and monitor energy consumption.

d. Water Efficiency

- Use high-efficiency irrigation system to reduce potable water consumption.
- Install water conserving dishwashers.
- Install low-flow plumbing fixtures in dwelling units and common spaces.
- Meter and monitor water consumption.

e. Indoor Environmental Quality

- Include moisture control measures in design and construction.
- Select flooring with low emission levels.
- Specify low or no Volatile Organic Compound paints, sealants, and adhesives.
- Provide Minimum Efficiency Reporting Value 8 or better air filters.
- Protect HVAC systems and ductwork from moisture, dust, and other contaminants during construction.
- Locate all plumbing and ductwork within conditioned space to prevent condensation.

f. Operation, Maintenance, and Building Owner Education

- Implement an Integrated Pest Management plan.
- Monitor energy data with Environmental Protection Agency EnergyStar Portfolio Manager.
- Develop Building Operations and Maintenance Manuals and training building operations staff.

COMPLIANCE WITH EVALUATION CRITERIA

7. 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone: The West Hyattsville TDDP envisions three distinct neighborhoods in the West Hyattsville Transit District: Hamilton Square, North Park, and Queenstown. The subject site is located within the North Park neighborhood, which is located just north of the Metro tracks. The main character and attributes

of the North Park neighborhood include, but are not limited to, a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. Small, neighborhood-focused retail should be at the intersection of the primary internal streets, within two blocks of the Metro station.

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the building envelope, streetscape, architecture, and parking. The subject DSP has been reviewed for conformance with the T-D-O Zone standards and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Zoning Ordinance.

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a statement of justification (SOJ) to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

BUILDING ENVELOPE AND BLOCK STANDARDS:

MODIFICATION 1: **Ground Floor Retail (page 67)**

6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., … commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.

In accordance with the applicant's SOJ, a total of 3,213 square feet of commercial retail space is proposed and needed for this project. Retail is not proposed on all ground floor elevations, but only in the southernmost portion of the building, adjacent to the pedestrian promenade on the southeast side of the

building. The retail space is focused on this area with the highest foot traffic and is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. More extensive retail space is not supportable, due to the lack of vehicular access. This small-scale retail presence in this project is consistent with the TDDP vision for small neighborhood-focused retail in this neighborhood. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 2: **Shared Parking (page 68)**

8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.

Off-street parking is provided in a parking garage accessed directly from Little Branch Run. The parking garage is exclusively used by the residential tenants and will not be shared with the public. The parking garage is intended to be a secure facility, which will only be accessible by the residents and staff of the residential building. A small amount of retail use is located along the southern façade of the building but is primarily intended to serve residents of the development and pedestrians and bicyclists utilizing the trail system being incorporated into the project. It is anticipated that only a small number of the general public will utilize vehicles to patronize the retail spaces.
However, there are on-street parking spaces available on Little Branch Run that will be available to the general public. This amendment request to not share the parking garage with the general public will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 3: **Residential Street (page 75)**

1. Building Street Façade: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.

Proposed Parcel 1 has approximately 841.24 feet of frontage on Little Branch Run. The building is constructed at the build-to line for 538.24 feet along this frontage, which occupies 64 percent of the frontage on this road. The street façade is in a single plane, but façade jogs of greater than 24 inches are included that makes this design difficult to follow the build-to line. The main entrance to

the building is set back between 28 feet to 49.5 feet from the right-of-way, for 135 linear feet. The purpose of this arrangement is to accentuate the location of the entrance and provide a visual break in the building, which occupies a substantial length along the roadway. The final length, where the building does not occupy the build-to line, is at the southern end where existing easements prevent the building from being closer to the right-of-way. Given the smaller massing of the townhouses across the street, this design provides a transition space between the taller multifamily building and the existing shorter townhouses. The result is a smooth visual transition between the two developments while a human-scale complete street is achieved. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 4: **Residential Street (page 75)**

2. Maximum Block Length: Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).

Proposed Parcel 1 will create a block length of 743 feet, greater than the 400 feet in length allowed by this standard. The shape of the property is unusual in that it curves along Little Branch Run for approximately one-third of its length. This curvature makes dividing the property into two separate and distinct blocks more complicated. In addition, the subject site is bounded to the east by WMATA train tracks that make any road connection to the eastern side of the train tracks impossible. Given the unique shape of the site, the amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 5: **Residential Street (page 75)**

5. Rear Yard Line: On sites with no alley access, there shall be a 12-foot setback from the rear yard line.

The building backs up to the right-of-way of WMATA Metro train tracks, which curves along the rear property line to the east. In most locations, the building is set back between 13 to 28 feet from the right-of-way of the train tracks. In one location, however, where a corner of the garage is closest to the right-of-way, the setback is only 10.5 feet. The parking garage is a rectangular structure, and as noted above, the property line is not straight. At the southern end of the garage, it is 27.8 feet from the right-of-way, but the curvature of the right-of-way brings the garage closer at its northeast corner. In all other locations, the 12-foot setback is provided. Given the amendment is limited to a portion of the garage only, it will benefit the proposed development and the transit district

and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

STREETSCAPE STANDARDS:

MODIFICATION 6: **Landscaping of Building Fronts (page 82)**

7. Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.

The applicant is not proposing planters and window boxes within 2 feet of the building. However, landscaping is provided along the building base area fronting the streetscape of the entire Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 7: **Location of Mechanical Equipment (page 82)**

9. Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street…air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.

As noted on the DSP, the transformers are located within 25 feet of the build-to line to conform to Potomac Electric Power Company standards. The transformers will be attractively screened to ensure that they are not prominently visible from the streetscape. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 8: **Streetscape (page 83)**

2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.

Lead walks are provided from the building entrance to the sidewalks. In lieu of brick or precast pavers, the DSP proposes to utilize stamped concrete to be constructed to the City of Hyattsville standards. Compared with brick or pavers, stamped concrete requires less maintenance and has the same visual effect that

meets the intent of the West Hyattsville TDDP. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 9: **Public Street Lighting (page 89)**

2. Lighting levels shall be:

a. Minimum public/private space light levels shall be:

(1) 1.25 foot-candles for building façades.
(2) 5.0 foot-candles for building entries.
(3) 2.0 foot-candles for walkways.
(4) 0.5 foot–candles for trails.
(5) 1.25 foot-candles for all other outdoor areas.

b. Maximum public/private space lighting levels shall not exceed:

(1) 2.0 foot-candles for building façades.
(2) 5.0 foot-candles for building entries.
(3) 2.0 foot-candles for walkways.
(4) 1.25 foot-candles for trails.
(5) 1.5 foot-candles for all other outdoor areas.

A photometric study has been provided with this DSP that shows sufficient lighting has been provided throughout the site. However, as the applicant stated in Exhibit A, even though most of the site exceeds the lighting requirements, some locations are not in strict conformance in a point-by-point calculation. Fixture locations are limited due to underground utilities. The proposed lighting will produce a wider range of light levels than the requirements that well serve the proposed development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 10: **Public Street Lighting (page 90)**

6. Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.

As the cost of LED lighting has lowered, it became the common replacement for old-fashioned incandescent lighting, because LED lights not only last much

longer, but also use far less electricity than standard lighting. LED lighting is proposed for all fixtures in this project. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 11: **Blocks and Alleys (page 91)**

3. Block Size: Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.

As discussed previously, due to the shape of the property and its location adjacent to the WMATA train tracks, it is impossible to create any vehicular connection to the properties east of the train tracks. The proposed Parcel 1 will create a block length of 743 feet, which is greater than 400 feet. However, a pedestrian promenade between proposed Parcels 1 and 2 has been designed to provide a pedestrian connection to the West Hyattsville Metro Station. This pedestrian pathway will provide through access from the North Park neighborhood to the Metro station. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 12: **Blocks and Alleys (page 91)**

4. Alleys: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.

Due to the narrow and elongated shape of the property, and the presence of the WMATA train tracks to the east, no alleys are proposed with this DSP. There is no adjacent development which could access or benefit from providing an alley. The site is oriented toward Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 13: **Blocks and Alleys (page 91)**

5. Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer

shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

a. Sodding and providing routine landscape maintenance to the area.

b. Keeping the area clear of debris, litter, stored materials, and vehicles.

As discussed above, no alley is proposed, nor alley right-of-way is dedicated to the rear of the proposed building, because the site is too narrow to physically accommodate it. Limited landscaping is proposed between the building complex and the right-of-way of the WMATA train tracks. In the previously approved DSP-16029, the District Council approved an amendment to remove the requirement for an automatic irrigation system provided that native plant species be used. This DSP is proposing drought resistant native species that require less or no irrigation. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 14: **Sod, Groundcover and Mulch (page 93)**

4. Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.

For the same reason as discussed above, an irrigation system is not proposed for sod or groundcover areas. However, native species will be used throughout the development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

ARCHITECTURE STANDARDS:

MODIFICATION 15: **Windows/Doors and Entrances (page 106)**

1. All Windows:

- **Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).**

Windows have been placed on the building elevations based on functional furniture layout and to allow maximum daylight for healthy living. Some windows are closer than 30 inches to exterior building

corners. The proposed building is attractive and well-functioning to serve future residents. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 16: **Windows/Doors and Entrances (page 106)**

2. Ground Floor Windows:

- **Single panes of glass shall not be larger than six feet high by four feet wide.**

- **Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.**

  Residential window sizes are typically 6.125 feet wide by 6 feet high, and 8.125 feet wide by 6 feet high. Each window is divided in 2-3 panels; no panels are larger than 6 feet by 3 feet. Windows will have clear insulated low thermal emissivity glass for better thermal performance. While 60 percent of the surface view of the building allows for a depth of at least 20 feet in the lobby and retail areas, it does not allow for this depth in the residential units. This amendment to the above standard is limited to those ground floor areas occupied by residential uses only. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 17: **Windows/Doors and Entrances (page 106)**

3. Upper-Story Windows:

- **Windows shall be double-hung, single-hung, awning, or casement windows.**

  Single-hung windows have been proposed, in accordance with prevailing industrial standards, as shown in applicant's Exhibit C. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 18: **Windows/Doors and Entrances (page 106)**

4. Doors/Entrances:

- **Roll-down security gates, door, and windows shall be prohibited.**

  Roll-down security gates, doors, or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on the garage and loading entrances for security and screening. The Planning Board agrees that the garage doors selected in this DSP are attractive and opaque to block views into the garage and loading areas. The parking lot will be a secure facility and the garage doors will ensure that access is limited. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 19: **Signage (page 107)**

1. Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration.

The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. The location of the retail uses along the southern façade of the building, accessible to pedestrians and bicyclists, requires adequate signage. The retail signs will be internally illuminated so that the space is easily identifiable. Visibility from the Metro is also desired for placemaking purposes, as the building is not readily accessible from Ager Road. As a result, some blade signs will also be internally illuminated. Some of the blade and retail signs have low level internally illuminated graphics. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

PARKING STANDARDS:

MODIFICATION 20: **Parking Standards (page 109)**

5. Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:

c. Off-Street Parking Structures

- **Landscaping shall be provided along parking structure foundation facades that front the public realm.**

- **Landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.**

- **Planting beds shall be a minimum of 5 feet in width and a minimum of 5 feet in depth.**

The garage is fully screened from the view of Little River Run by liner residential units. The garage is visible from a pedestrian trail and the Metro train tracks to the east. Landscaping provided along the rear of the parking structure does not provide the density of plant units specified, due to the narrowness of this area. Instead, limited landscaping is provided, and alternative compliance is also requested. Part of the garage façade will be painted with artwork to provide visual interest. The landscaping treatment between the garage and the Metro train tracks is appropriate and functional. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 21: **OFF-STREET PARKING (page 112)**

Materials:

The following is a list of permitted and prohibited material:

1. **Permitted: Brick and tile masonry; Native Stone (or synthetic equivalent); Precast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (for trim elements only); Metal (for beams, lintels, trim elements and ornamental only); Wood lap siding (horizontal configuration), smooth or rough-sawn finish; Hardie-plank equivalent or better siding.**

2. **Prohibited: Stucco/EIFS (cementitious finish); Split-faced block; Concrete (except for parking deck surface); Concrete Masonry Units; Faux wood grain.**

3. **Façade Treatments for Parking Structures: Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking**

structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural façades along both the front and side streets.

Three sides of the parking garage will be surrounded by the residential building with no visible elevations and only one side is visible to the public. The only parking garage elevation that is visible to the public views is oriented toward the WMATA Metro train tracks to the east. That elevation will be constructed of precast concrete to be painted with artwork to provide visual interest and tie into the other colorful elements of the building. The base of the garage is constructed of gray masonry blocks which will also be painted to match the finish materials of the main building. In addition, landscaping is also provided along the entire length of the eastern property line. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 22: **OFF-STREET PARKING (page 113)**

4. Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.

The parking garage is integral to the building and will be fully screened from the street, except for the entry doors and on the eastern elevation, which will be visible from the WMATA train tracks. The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. Given the elongated shape of the property, the DSP takes full use of the site's frontage along Little Branch Run to provide access to the building complex including the parking garage. The main entrance area is designed to allow vehicles to safely enter the garage and also provides a drop-off venue so that delivery vehicles and rideshare services such as Uber/Lyft drivers do not block the traffic. The entrance to the garage will be a secure and decorative roll up door with material selection that resembles semitransparent windows. With the proposed design of the parking garage, which cannot meet the minimum openings of 75 percent transparency, an amendment to this rigid standard is necessary. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 23: **OFF-STREET PARKING (page 114)**

8. Parking Structure Entrances and Exits (Multifamily/Nonresidential): Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be prohibited.

The garage door conforms with the 16-foot clear height and 24-foot clear width requirements and there are no other garage entrances. The subject property is not a corner lot, so the entrance is not within 100 feet of a block corner. The garage is set back 82 feet from the surrounding façade. A single point of access to the garage is provided, but from the street frontage. The layout of the entrance and exit of the proposed building complex and parking garage is functional and appropriate. Given the unique shape and location of the subject property, the vehicular access to the property can only be provided from Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 24: **OFF-STREET PARKING (page 114)**

9. Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.

The parking structure is part of the proposed building complex. Illumination of the stairwells will comply with standards. The design of the stairwells will be in conformance with the governing building and fire codes. However, the steps are precast and are not open risers. Given that additional building code review will be carried out prior to issuance of the building permit, the Planning Board defers this issue to the later review.

MODIFICATION 25: **OFF-STREET PARKING (page 114)**

10. Parking Structure Elevators: Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

Residential units and the private parking garage share a common elevator. The illumination level of the elevator will comply with this standard. However, the elevator will not be glass enclosed. As discussed above, the entire design of the building complex, including the parking structure and vertical transportation inside the building, will be in conformance with the governing building and fire codes. Given that additional building code review will be carried out prior to issuance of the building permit, the Planning Board defers this issue to the later review.

MODIFICATION 26: **OFF-STREET PARKING (page 115)**

11. Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:

a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

c. Perimeter or core uplight wall fixture

d. 250W metal halide

e. 10-foot 6-inch parking structure ceiling

f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls

The parking structure will provide adequate lighting to meet the above standards. The parking structure ceiling is designed to allow each level of the parking garage to access a residential floor in the mixed-use building. The gross ceiling heights in the garage comply with the 10-foot 6-inch minimum requirement and are designed in accordance with the prevailing practices in the areas. However, after deducting the structural elements, the clear height in the garage for vehicles is 9 feet on the first floor and 8 feet on all other levels of the garage. In fact, the governing building code (Section 406.22, Clear Height, International Building Code) limits the clear height of each floor level in vehicle and pedestrian areas to no less than 7 feet. The proposed 8 and 9 feet are above the minimum clear height required by the building code. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 27: **Parking Space Size in Parking Garage**

Section 27-558(a) of the Zoning Ordinance governs the size of surface parking spaces and provides that nonparallel standard parking spaces shall measure 9.5 feet by 19 feet, but permits up to one-third of the required spaces to be compact measuring 8 feet by 16 feet. This DSP proposes the use of 8.5 feet by 18.5 feet parking spaces within the garage for all 298 spaces, excluding handicap-accessible parking spaces. No compact parking spaces are proposed.

The subject property is located within the West Hyattsville T-D-O Zone. In a T-D-O Zone, Section 27-548.06(d)(1) provides that "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit district standards do not modify the size of parking spaces. Section 27-548.06(2) further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3), states the following:

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.

The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

8. Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the M-X-T and T-D-O Zones and the requirements for Expedited Transit-Oriented Development (ETOD) Projects of the Zoning Ordinance, as follows:

a. The proposed multifamily residential and commercial/retail uses are listed on the Table of Permitted Uses in the M-X-T Zone within the West Hyattsville TDDP, as amended by DSP-16029, and are consistent with the land use vision of the approved TDDP.

b. In accordance with Section 27-107.01(a)(242.2)(A) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

(A) the subject property is located entirely within a Transit District Overlay Zone ("TDOZ"),

The subject site is located entirely within the T-D-O Zone.

Section 27-290.01 sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects, as follows:

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

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The subject application is located within 0.25 mile of the West Hyattsville Metro Station platform. This mixed-use building is considered high-density development.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

The overall Riverfront at West Hyattsville development, which includes this proposed mixed-use building, provides a mixture of uses that that allow multiple trips to take place within the community. Landscaping, pedestrian pathways, and building architecture create a quality streetscape along Little Branch Run, and this DSP includes no new surface parking. The building is connected to the Metro station via a pedestrian promenade full of amenities and public art that encourages walking and bicycling.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind the sidewalk and public utility easements. There are increased setbacks at the main entrance plaza and along the building façade to allow for variations in the elevation, which the Planning Board finds improves the streetscape design.

(D) Utilizing pedestrian scale blocks and street grids;

The subject site is located at the easternmost of the North Park neighborhood right against the WMATA Metro train tracks that makes it not practical to create any vehicular connection to the east of proposed Parcel 1. However, this DSP creates a high-quality promenade leading to the existing tunnel to the entrance of the West Hyattsville Metro Station. The design of the promenade focuses on human scale that makes it comfortable for pedestrians.

(E) Creating pedestrian-friendly public spaces; and

The public spaces in this DSP include two courtyards and a pedestrian promenade that connects the neighborhood to the West Hyattsville Metro Station. The promenade allows the general public to access the Metro station through the proposed project. The courtyards are limited to residents of the proposed building complex. All those spaces are pedestrian friendly and full of amenities.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 of the Zoning Ordinance has general design principles of urban centers as stated below:

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

The development proposed in this DSP contains two complementary uses. The DSP occupies the entire block of Parcel 1 and designs two attractive elevations with the main one fronting Little Branch Run. The building is sited closely to, and follows the curvature of, the street where possible. The building design takes into the consideration the massing and style of the existing townhouse community to the west and makes the shared street of Little Branch Run a complete street while proportionally arranging the vertical divisions of the multifamily family elevation. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape. The eastern elevation is conceived as a secondary elevation, but features artsy elaboration that strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety consideration by providing “eyes on the street” with windows and clear territorial demarcation. The pedestrian promenade is full of amenities and is designed to be inviting to encourage pedestrian traffic.

The storage of vehicles is concealed, so are other site-serving utilities. The parking garage is in the middle of the mixed-use building complex and is surrounded on three sides by the residential units. The screening of the mechanical equipment is also functional and is consistent with the applicable regulations.

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

The plans propose residential and retail uses that are envisioned for this area by the West Hyattsville TDDP.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above uses are included on this DSP.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

(c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and the creation of a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses on the subject property, but only require private utilities to serve this project.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

This DSP is generally compatible with the governing TDDP requirements, and where it deviates, the applicant has filed amendment requests, in accordance with the requirements in the T-D-O Zone. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP, as discussed in Finding 7 above.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

c. Section 27-546(d), Site Plans, of the Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

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

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

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

The site is within 0.25 mile of the West Hyattsville Metro Station. The property is in the West Hyattsville Metro local transit center, as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan.* Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and

offer local-serving retail and limited office uses, to which this project conforms.

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

The West Hyattsville TDDP recommends a mix of townhouse, four- to six-story condominiums, and mixed-use residential on the subject property. The TDDP identifies the subject property as part of the North Park neighborhood, described as follows:

"Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller 'pocket' parks --one acre or less in size --that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park."

The subject development will ultimately fulfill the vision of the area, as described above.

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

The proposed development plan takes full advantage of the development pattern in the M-X-T Zone on the area proposed for the mixed-use building. For the overall site, as envisioned by the TDDP and the previously approved PPS, more development is anticipated. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

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

The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation that a person may not need an automobile, due to the convenient access to the Metro station. The proposed site layout further facilitates walking and bicycling and transit use.

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

The proximity of the site to the West Hyattsville Metro Station, proposed medical office building, parkland, and the future anticipated additional multifamily residential and retail development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

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

The proposed layout of the development occupies the entire Parcel 1 with a vertical mixed-use building. A promenade at the southern edge of the parcel will provide a spatial transition to the future phase that will blend harmoniously with the proposed development on the subject site.

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

This DSP shows a vertical mixed-use project with a distinctive visual character that will create a memorable place adjacent to the West Hyattsville Metro Station.

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

This DSP represents the first phase of a two-phase development that features high-density, compact, urban development around the West Hyattsville Metro Station. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

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

The subject application is proposing a mixed-use development that was envisioned by the West Hyattsville TDDP. This development will further rejuvenate the area on the west side of the West Hyattsville Metro Station and create the neighborhood as planned by the West Hyattsville TDDP.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The applicant has requested a number of amendments to the West Hyattsville TDDP that the Planning Board supports to give the applicant freedom of architectural design.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The West Hyattsville TDDP retained the subject property in the T-D-O/M-X-T Zones. Therefore, this requirement is not applicable to the subject project, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development is the first phase of a two-phase development that is oriented mainly toward Little Branch Run, with the second phase also fronting on M-NCPPC parkland. A promenade is provided between the two phases that provides direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation, which will integrate and catalyze the development of the

surrounding neighborhood. The appearance of the project from the Metro rail line is equally important, and a very lively appearance has been achieved through the application of artwork.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

This DSP for a multistory building has been designed to be compatible with the existing townhouse community by use of a common contemporary style, color scheme, and building finish materials.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The multifamily and retail uses will complement the existing townhouse community to the west, and the office use and Metro station to the east. The pedestrian promenade provides a direct connection to link the two communities on both sides of this project that will create a cohesive larger community, as envisioned by the West Hyattsville TDDP.

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

The DSP is itself the first phase of a two-phase development. The proposed development in this phase has 293 multifamily units of various sizes and small, ground-level retail space designed as a self-sufficient entity that will allow effective integration with the future phase.

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

This project is designed to be pedestrian-friendly with sidewalks along the Little Branch Run frontage with street trees and a pedestrian promenade full of amenities that closely links the larger community to the West Hyattsville Metro Station and the office use to the east. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the entire transit district.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other

amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The site will have a main pedestrian path, which will be well-landscaped and includes site amenities, such as benches and bike racks, and function as a promenade, leading to the West Hyattsville Metro Station. The pavement of the promenade and the surrounding buildings has been designed to pay adequate attention to human-scale and pedestrian friendly elements with sufficient visual interests and colorful artwork. The buildings will have a clear change in building materials to create a masonry water table and strong elevations.

(9) 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, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, 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.

This finding does not apply to the DSP.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

The governing PPS 4-20040 was approved on October 7, 2021, pursuant to PGCPB Resolution No. 2021-122, in which an adequacy finding was made, and this proposal is consistent with that approval.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

The subject site is not a proposed mixed-use planned community.

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

Section 27-544. Regulations.

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Section 27-544 of the Zoning Ordinance is modified by the West Hyattsville TDDP and the provisions of an ETOD project, as stated specifically in Section 27-290.01(a)(1) and discussed above.

Section 27-547. - Uses permitted.

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

Section 27-290.01(a)(1) and (2) states that the requirements above are overridden and allows an application to include a mix of uses on-site or in the adjacent areas. The subject site is surrounded by a mix of uses, existing or proposed, including residential uses across Little Branch Run and a medical office use to the east of the WMATA train tracks. Regardless, the subject DSP application includes both residential and commercial uses.

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

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

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposal.

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

The subject DSP includes two parcels that have direct frontage on Little Branch Run, which is a public street.

e. Pursuant to Section 27-548.08(c)(2), the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a mix of multifamily residential and commercial retail uses and is consistent with the land use vision of the North Park neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the West Hyattsville Metro Station to provide significant residential opportunities and appropriate retail space. The DSP includes one, 5-story, multifamily building, with limited first floor retail space around the main entrance area plaza and the southwest end of Parcel 1 where the pedestrian promenade starts. The DSP conforms to most of the mandatory requirements of the TDDP, except for those standards to which the applicant has requested amendments, in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested modifications will benefit the proposed development and the transit district and will not substantially impair the implementation of the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The subject site is within the North Park neighborhood of the West Hyattsville TDDP that is also within the walking distance of the West Hyattsville Metro Station, and the development proposal is consistent with the development standards and guidelines for the North Park neighborhood.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-X-T Zone and applicable T-D-O Zone standards, except for amendments that the Planning Board approves, as discussed above. The Planning Board concludes that the subject DSP meets the requirements of both the T-D-O and M-X-T Zones.

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

The proposed mixed-use building is surrounded on two sides by Little Branch Run and WMATA Metro train tracks. The main entrance is oriented toward Little Branch Run, with various design focuses on this elevation. The eastern elevation, fronting the WMATA train tracks, will have an exposed elevation of the parking garage and the rest of the multifamily units. This elevation is decorated with artwork that creates a lively and energetic appearance, which can be seen from the passing Metro trains. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site. The two courtyards, where all outdoor amenities including a swimming pool are located, are surrounded by the residential units on all sides, except for the southern courtyard, which is open to the promenade on the south side. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

The subject DSP is for a vertical mixed-use building on the property that is part of a larger mixed-use development within walking distance of the West Hyattsville Metro Station in the North Park neighborhood of the West Hyattsville TDDP. This high-quality development will improve the appearance of the area

significantly and reinforce a high-quality standard for all future adjacent developments.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

The T-D-O Zone has a maximum allowed parking requirement for this site. There is no required minimum number or ratio of off-street parking spaces in the West Hyattsville TDDP. According to the applicant, the proposed parking is below the maximum allowed and will satisfy the parking demand of this project.

f. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:

(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.

In this case, the applicant has not filed a new CSP, due to the exemption above. In addition, pursuant to Section 27-548.08(c)(2), a DSP in a transit district does not have to conform to a previously approved CSP.

9. Preliminary Plan of Subdivision 4-20040: The property is the subject of PPS 4-20040, which was approved by the Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122), including two parcels of 8.1 acres for the development of 750 multifamily dwelling units and 15,000 square feet of commercial space, subject to 23 conditions. This subject DSP proposes 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 only. The conditions that are relevant to the review of this DSP warrant the following discussion:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The development shown with the DSP is within the development limits of the approved PPS. The table below summarizes trip generation in weekday peak hours for the site:

Weekday Trip Generation Summary: DSP-20053: West Hyattsville								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	293	Unit	23	99	122	92	49	141
Note: residential trips are 20% TOD credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	3,213	1,000 sq. ft. GFA	1	1	2	3	3	6
Note: pass-by trips per M-NCPPC guidelines (50% AM/50% PM)								
Total Trip			**24**	**100**	**124**	**95**	**52**	**147**
Trip Cap – 4-20040 PPS			**66**	**252**	**318**	**247**	**141**	**388**

As evidenced above, the uses proposed on this site plan are within the PPS trip cap.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

The applicant has submitted an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicycle facilities approved with PPS 4-20040.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

The 5-foot-wide sidewalk shown on the DSP extends to the vehicle entry point on Parcel 2, but does not extend to the Northwest Branch Trail. This will need to be shown with the DSP for full development of Parcel 2. Bicycle parking in the parking garage is shown and labeled. However, bicycle fix-it stations are not labeled on the DSP. Crosswalks crossing the drive aisle at points of vehicle entry are provided. Pedestrian and bicycle access near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station have been provided. Appropriate conditions regarding these items have been included herein.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

The DSP is in general conformance with Type 1 Tree Conservation Plan TCP1-012-2016-01. The Planning Board finds that the submitted TCP2-001-2017-02 is consistent with the previously approved TCP1.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

The DSP is in general conformance with SWM Concept Plan 3816-2021-00.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

The applicant has provided a Phase II noise report that demonstrates that the interior of all buildings can be mitigated to 45 dBA Ldn or less through installation of certain Sound Transmission class rated soundproof windows, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. Building permits will have to demonstrate conformance to these noise requirements, as conditioned by the PPS.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

The proposed development is located on Parcel 1 and no improvements other than general grading and a SWM facility have been shown on the Parcel 2. Additional on-site recreational and amenities (see above Finding 6) have been proposed on Parcel 1 within the courtyards of the building complex that are acceptable.

10. 2010 Prince George's County Landscape Manual: The proposed mixed-use development is within the West Hyattsville TDDP that is subject to the standards as contained under the Landscape Section of the TDDP. However, for those landscaping requirements not covered by the standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations govern. The DSP demonstrates conformance to the applicable requirements, except for Section 4.7, Buffering Incompatible Uses, for which Alternative Compliance AC-21021 has been submitted and reviewed, as follows:

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the Metrorail lines along the eastern boundary area. Alternative compliance is being requested because the building setback and the width of the landscape yard do not meet the minimum requirements. The applicant is seeking approval to reduce both the minimum building setback and the width of the landscape yard to a range between 10.5 and 37.2 feet.

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1, adjacent to the WMATA rail lines

Length of Bufferyard	498 feet
Minimum building setback	50 feet
Minimum landscape yard	40 feet
Plant units (160 per 100 linear feet)	796

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1 adjacent to the WMATA rail lines

Length of bufferyard	498 feet*
Building setback	10.5–37.2 feet*
Landscape yard	10.5–37.2 feet*
Fence or wall	No
Plant units	210*

Note: *The linear feet of buffer strip, building setback, landscape yard widths, and number of provided plant units are not correct on the landscape plan and need to be corrected to match the plan and be inclusive of the proposed shrubs.

Justification

The applicant is requesting alternative compliance from Section 4.7, Buffering Incompatible Uses, ofthe Landscape Manual, along the eastern side of the property adjacent to the WMATA rail lines. A Type D bufferyard, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet, is required along this property line. The site is unusually shaped and is also an urban infill site built in the floodplain, which limits the amount of grading that can occur. The Metrorail lines are located underground at the Little Branch Run right-of-way and are below grade at the northeast end of the building and are not at grade until the southern end. The proposed parking garage is located along a portion of the eastern property line (approximately 200 feet), providing a structural buffer from residential units. There is a pedestrian trail that runs on WMATA's property abutting the site, and safety concerns limit the possibility of dense landscaping or walls along this edge.

The applicant is proposing a minimum building setback and landscape yard of 10.5 to 37.2 feet and approximately 210 plant units, including a mix of shade and ornamental trees. However, the building setback and landscape yard widths are not listed correctly in the schedule and the 210 plant units do not include the proposed shrubs. These corrections need to be made to the landscape plan, but there are still opportunities for even more plantings along this edge that will enhance the buffer. In addition, the landscape and site plan seem to show a proposed fence line along most of the eastern property line, however this is not labeled, and no detail is provided. A fence, even if it is not sight-tight, will provide some enhanced buffering between these uses,

so a condition has been included herein to label this on the plan and provide a detail. A noise and vibration study was submitted to address the impacts of the rail lines on the residential units and states that the building materials will reduce the interior noise levels below 45 dBA. The study stated that the vibration levels conform to the Federal Transportation Administration standards.

The Alternative Compliance Committee finds that given the specific site conditions, parking garage and adjacent pedestrian trail locations, the reduced building setback and landscape yard, planting units, and building materials will sufficiently meet the objectives of a Section 4.7 bufferyard. The Committee finds the proposed alternative design equally effective as normal compliance with Section 4.7(c)(3)(4), for the eastern property line, if revised as conditioned herein.

The Planning Board adopts the Planning Director's APPROVAL of Alternative Compliance AC-21021 from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the eastern property line of proposed Parcel 1, adjacent to the Washington Metropolitan Area Transit Authority rail lines, subject to four conditions that have been included in this resolution.

11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual, because the property has previously approved tree conservation plans. TCP1-012-2016-01 was approved with PPS 4-20040 and TCP2-001-2017-02 was submitted with the subject application.

a. The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. The NRI covers both Parcel 1 and Parcel 2. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. Although a good portion of the area covered by this NRI is associated with an area of previously developed 100-year floodplain within Parcel 2, no existing floodplain or associated primary management area (PMA) exists on-site within the scope of this DSP application on Parcel 1. The DSP is consistent with the NRI.

b. The initial PPS was not phased, but this DSP is creating a phased development broken down into three separate phases. Phase 1 is the previously developed area located to the west of the site associated with DSP-16029 and TCP2-001-2017, Phase 2 is the proposed development associated with this DSP application on Parcel 1, and Phase 3 is for rough grading required to support the development of Phase 2 SWM on Parcel 2. The area within this application was previously approved for rough grading under DSP-20004 and TCP2-001-2017-01.

The site has an overall woodland conservation threshold of 15 percent or 0.54 acre. According to the TCP2 worksheet, no existing woodlands are present on Phase 2. No net tract woodland is associated with any of the phases. A total of 0.42 acre of woodlands was present in the floodplain for all phases, all of which was previously cleared under

grading permits for Phase 1. The cumulative woodland conservation requirement for Phase 2 is 0.96 acre for all phases of development. The TCP2 proposes to meet the requirement of Phase 2 through a combination of 0.88 acre of previously recorded off-site preservation recorded under Phase 1 with DSP-16029 and TCP2-001-2017; 0.03 acre of existing street tree credit approved with DSP-20004 and TCP2-001-2017-01 (four willow oaks at the intersection of Ager Road and Little Branch Run); and 0.05 acre of fee-in-lieu with this DSP application.

Since the street trees credited towards meeting woodland preservation under DSP-20004 and TCP2-001-2017-01 were not placed into a woodland preservation easement as required prior to permit, the landscape credit must be removed from the plan and shown as additional fee-in-lieu.

There are several additional minor revisions that need to be addressed on the TCP2. These revisions are specified in the conditions in this resolution.

12. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This DSP covers a total of 8.09 acres of land; however, the proposed development is only on the proposed 3.05-acre Parcel 1. The applicant has applied this calculation only to Parcel 1 (3.05 acres), as it is shown for full development, and the remaining acreage is shown only for grading impacts. The subject application provides a schedule showing that the TCC requirement has been met through the proposed on-site tree planting.

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

a. **Community Planning**—The Planning Board adopts a memorandum dated November 17, 2021 (Benton to Zhang), incorporated herein by reference, which stated that pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that benefit the proposed development and the transit district and does not substantially impair the TDDP.

b. **Historic Preservation**—The Planning Board adopts a memorandum dated November 12, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, which stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

c. **Transportation Planning**—The Planning Board adopts a memorandum dated November 18, 2021 (Yang to Zhang), incorporated herein by reference, which provided the following discussion:

Access is proposed via Little Branch Run. The driveway to the garage has a minor offset from existing Kirkwood Place. While the offset should be corrected, if at all possible, given that Kirkwood Place is not a through street and serves a limited number of residences, the offset is not deemed to be an issue for this case, and is determined to be acceptable.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.

d. **Subdivision Review**—The Planning Board adopts a memorandum dated November 15, 2021 (Heath to Zhang), incorporated herein by reference, which provided a review of this DSP's conformance with the applicable conditions attached to the approval of PPS 4-20040, and concluded that the proposed DSP is within the development limits of the approved 4-20040.

e. **Bicycle and Pedestrian**—The Planning Board adopts a memorandum dated November 12, 2021 (Ryan to Zhang), incorporated herein by reference, which analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* to provide the appropriate pedestrian and bicycle transportation recommendations. The proposed development is in conformance with the pedestrian and bicycle transportation recommendations of the West Hyattsville TDDP.

The Planning Board also reviewed the DSP's conformance with the requirements of the Zoning Ordinance and the applicable conditions attached to PPS 4-20040, which is the governing PPS, and concluded that the proposed DSP meets the applicable requirements and conditions.

The Planning Board concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation, and the conditions of approval for the subject PPS, and finally the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation.

f. **Environmental Planning**—The Planning Board adopts a memorandum dated November 16, 2021 (Juba to Zhang), incorporated herein by reference, which stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Preservation of Regulated Environmental Features
At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire PMA on-site, which covers 4.73 acres to raise the

proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Since no further impacts to on-site regulated environmental features are proposed, the Planning Board finds that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement of Subtitle 24-130(b)(5).

Stormwater Management
The site has an approved SWM Concept Plan 3816-2021-00, which is valid until October 13, 2024. According to the Final Plan Best Management Practices Summary Table on the approved Concept Plan, one submerged gravel wetland structure is proposed on the southernmost section of the property. According to the approval letter, the concept for Buildings A and B have been combined into this approval (see Concept 11905-2016-01 for previous approvals on Building A). A floodplain waiver from DPIE, dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan.

The Planning Board approves DSP-20053 and TCP2-001-2017-02, subject to two conditions that have been included in this resolution.

g. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire Department did not offer comments on the subject application.

h. **Prince George's County Department of Parks and Recreation**—The Planning Board adopts a memorandum dated November 15, 2021 (Yu to Zhang), incorporated herein by reference, in which the Prince George's County Department of Parks and Recreation (DPR) provided comments on the possible impact of the proposed compensatory facility on Parcel 2 on the adjacent stream valley park to the south and west of the subject property, summarized as follows:

The subject property's compensatory storage on Parcel 2 abuts M-NCPPC's property to the west. The proposed grading of the compensatory storage will disturb the embankment in M-NCPPC's property; therefore, right of entry will be required during the construction phase.

The DSP did not address how the outfall from the compensatory storage facility will impact the existing embankment on M-NCPPC land. A further study is needed to investigate the impact of joining three outfalls into one confluence and rip-rap outfall.

Due to high visibility of the outfall improvements at the subject property, an aesthetic treatment of the headwall and weir wall should be considered.

The subject DSP proposes development only on Parcel 1. Parcel 2 is included in this DSP as the site for future development and rough grading. A compensatory facility, which was approved by DPIE for flood control, is located in the southernmost part of the site on Parcel 2 abutting the M-NCPPC property. Given no additional improvements are proposed on Parcel 2 in this DSP, DPR's concerns raised in this memorandum will be addressed at time of a full DSP for Parcel 2.

i. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police Department did not offer comments on the subject application.

j. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated November 2, 2021 (Adepoju to Zhang), incorporated herein by reference, in which the Health Department provided five comments on the subject application that have been transmitted to the applicant. Two comments on limiting construction noise and particle pollution during the construction phases of this project have been included in this resolution.

k. **Prince George's County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this resolution, DPIE did not offer comments on the subject application.

l. **City of Hyattsville**—The Planning Board adopts a letter dated November 16, 2021 (Mayor Ward to Chair Hewlett), in which the Mayor of the City of Hyattsville stated that the Hyattsville City Council reviewed this DSP on November 15, 2021, and voted in support of DSP-20053, affirming the applicant's request for certain modifications to the development standards of the West Hyattsville TDDP, given that technology and design standards have evolved substantially since adoption of the West Hyattsville TDDP in 2006. Specifically, the City supports the applicant's request for modifications to the Ground Floor Retail standard, maximum block length, block size, and rear yard line standards, requirement for an automatic irrigation system, off-street parking standards, location of mechanical equipment, universal parking space sizes of 8.5 feet by 18.5 feet in the parking structure, use of LED lighting, and signage standards for internally illuminated signs and graphic heavy wayfinding signage in both English and Spanish.

The City also stated requests for three conditions, as follows:

1. The City recommends that off-street parking be provided in the proposed parking garage for employees of the retail space to reduce pressure on

on-street parking. The City requests the Planning Board require that property owners and developers unbundle, or separate, the cost of off-street parking from the costs of housing or commercial space.

The proposed off-street parking in the parking garage includes parking spaces for the retail space. However, those spaces are not clearly demarcated on the site plan. A condition has been included in this resolution requiring the applicant to clearly mark those parking spaces for retail use, prior to certification of this DSP. The issue of unbundling the cost of off-street parking spaces is operational in nature and outside the purview of the Planning Board.

2. **The City supports the applicant's request for incorporating EV charging stations within structured parking garage with capacity for conversion of additional charging stations should demand increase. The City requests that the locations of EV charging stations shall be detailed in the applicant's exhibit(s).**

The Planning Board supports this request, and the applicant also agrees to provision of the electric vehicle charging stations in the parking garage. A condition has been included in this resolution requiring the applicant to clearly show electric vehicle charging stations on the floor plan, prior to certification of this DSP.

3. **The City requests the applicant significantly increase bike storage proposed by the applicant, given the property's proximity to Metro and the Anacostia Tributary Trail System. The requests the applicant achieve a minimum of a 5 (RDU) – 1 (dedicated bicycle parking space) ratio, which may include a combination of vertical bike storage included in an indoor bike room and secured outdoor bicycle storage. Staff recommends the applicant consider additional covered bike storage outside building with private fob entry, integration of double-deck bike racks to increase capacity, and basic bike repair stand like the College Park Metro Bike Facility. In addition, the City recommends wayfinding and an assistive door device at the street-level pedestrian entrance to the garage to ensure safety and ease of access for cyclists utilizing bike parking within the structure parking garage.**

The West Hyattsville TDDP standards require 1 bicycle parking space for every 20 vehicular parking spaces. This DSP is required to provide 16 bicycle parking spaces based on this ratio. Currently, the proposed plans show 34 bicycle spaces and a bicycle fix-it station in the parking garage which exceed the requirements.

In addition, 4 racks (8 bicycle parking spaces) will be provided in the plaza area of the pedestrian promenade. After receiving the comments from the City, the applicant proffered to increase the total bicycle parking in the parking garage from 34 spaces to 60 spaces. The Planning Board welcomes this increase in

bicycle parking capacity of the project and included a condition in the resolution to require the applicant to update the bicycle parking information, prior to certification of this DSP.

Finally, the City Council also stated two considerations, as follows:

4. The City requests that the Planning Board to refer to back to Prince George's County DPW&T a request for an evaluation of pedestrian and cyclist safety adequacy at crossings of Ager Road at both Lancer Drive and Nicholson Street, along with all other intersections evaluated in the applicant's Traffic Impact Study.

This request from the City to evaluate the pedestrian and cyclist safety within the adjacent public rights-of way that are beyond the boundary of this DSP is outside the purview of the Planning Board. At the time of PPS 4-20040 approval, an adequate public facility test, including the test for adequate transportation, bicycle and pedestrian facilities to serve the proposed development, was performed and found to be sufficient for this project.

During the Public Hearing for this DSP on December 16, 2021, the Planning Board supported the City's request, and further encouraged the City to reach out to operational agencies, including DPIE and DPW&T, to request those agencies to look into the issues of pedestrian and cyclist safety.

5. The City of Hyattsville encourages the applicant to pursue opportunities to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.

This consideration has been transmitted to the applicant, who will pursue the opportunities as appropriate.

m. **Washington Metropolitan Area Transit Authority**—At the time of the writing of this resolution, WMATA did not offer comments on the subject application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-001-2017-02 and APPROVED Alternative Compliance AC-21021, and further APPROVED Detailed Site Plan DSP-20053 for the above described land, subject to the following conditions:

A. APPROVE Alternative Transit District Overlay Zone Standards, as follows:

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground floor retail only in the southernmost portion of the building, adjacent to the pedestrian trail, on the southeast side of the building.

2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.

3. **Residential Street - Build-to line (page 75):** To allow various building plane setbacks from the curb line of Little Branch Run and a frontage occupancy of less than 75 percent, as shown on the detailed site plan.

4. **Residential Street - Maximum Block Length (page 75):** To allow a block length longer than 400 feet, as shown on the detailed site plan.

5. **Residential Street - Rear Yard Line (page 75):** To allow a corner of the proposed parking garage to be set back only 10.5 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

6. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.

7. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards to be less than 25 feet from the build-to line, as shown on the detailed site plan.

8. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete with a brick appearance.

9. **Public Street Lighting (page 89):** To allow the proposed lighting level to be in accordance with the submitted photometric study for the proposed development.

10. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.

11. **Blocks and Alleys (page 91):** To allow the block length to be greater than 400 feet, as shown on the detailed site plan.

12. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.

13. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided, and no automatic irrigation system to be installed, provided that native planting species be used in the areas between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro rail tracks.

14. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

15. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.

16. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground floor residential windows to have less than 60 percent surface view for a depth of 20 feet, and use smaller single panels as shown on the submitted architectural elevations.

17. **Windows/Doors and Entrances (page 106):** To allow single-hung windows to be used on the residential units, as shown on the submitted architectural elevations.

18. **Windows/Doors and Entrances (page 106):** To allow the proposed garage doors, as shown on the submitted architectural elevations.

19. **Signage (page 107):** To allow some blade signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

20. **PARKING STANDARDS (page 109):** To allow the landscaping treatment between the rear of the parking garage and the Washington Metropolitan Area Transit Authority train tracks, as shown on the landscape plan.

21. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.

22. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.

23. **OFF-STREET PARKING - Entrance and Exit (page 114):** To allow the entrance and exit to the parking garage to be located 82 feet from the surrounding façade and to be accessed directly from Little Branch Run, as shown on the detailed site plan.

24. **OFF-STREET PARKING - Stairwells (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.

25. **OFF-STREET PARKING - Elevators (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.

26. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure with varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.

27. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet 6 inches by 18 feet 6 inches in the proposed parking garage, as part of the mixed-use building complex.

B. APPROVE Detailed Site Plan DSP-20053, for West Hyattsville, including Type 2 Tree Conservation Plan, TCP2-001-2017-02, and Alternative Compliance AC-21021, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

      "The applicant shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

      (2) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2.

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

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

* * * * * * * * * * * * *

DSP-20053-02 & DPT-2025-0003_Backup 277 of 277

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 16, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of December 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

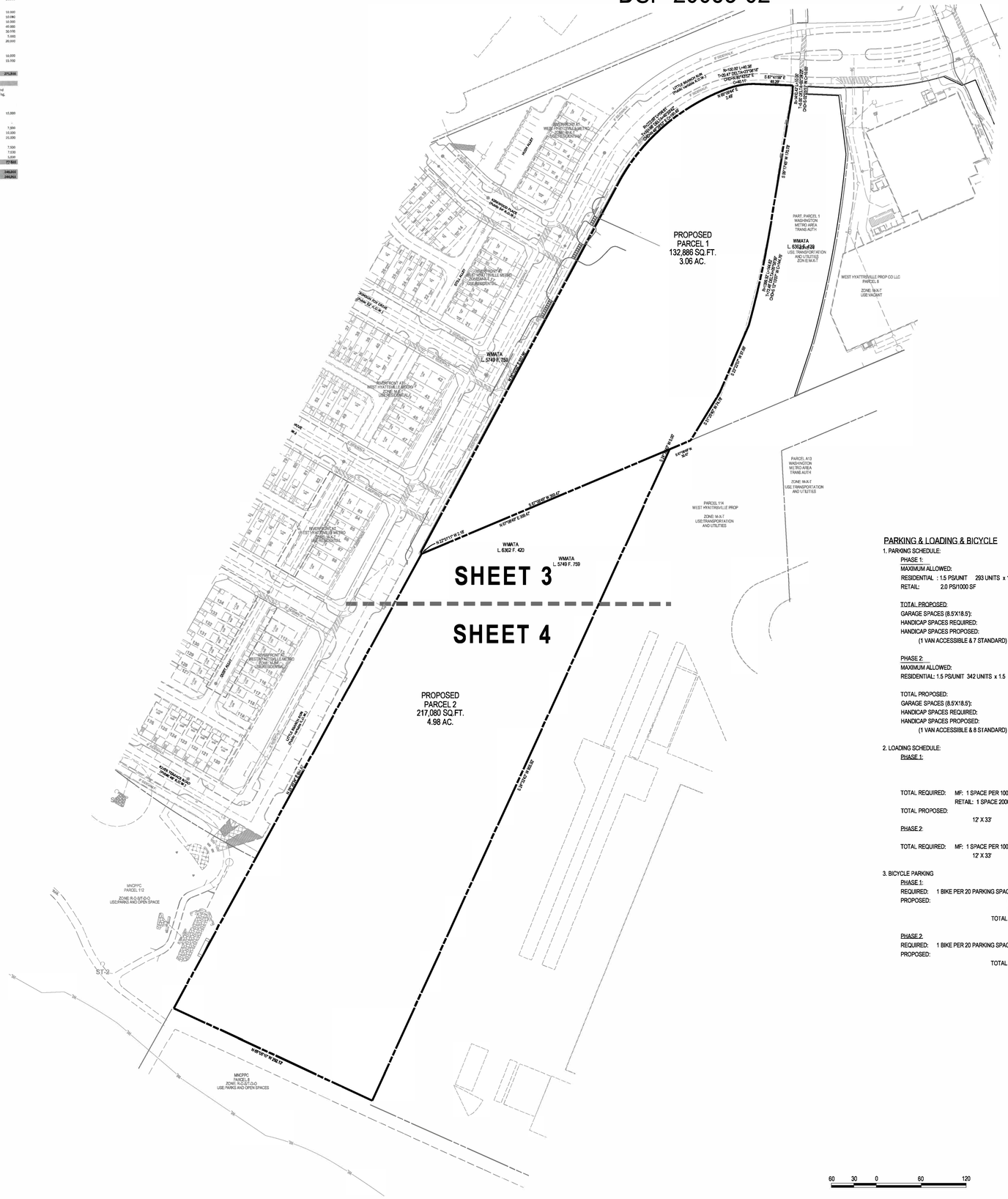
EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: December 17, 2021

WEST HYATTSVILLE
DETAILED SITE PLAN - PHASE II
DSP-20053-02

Amenity	Size/Count	$/sf/Unit	AREA/value
Indoor			
Indoor amenities include a fitness center, club room, and 5th floor lounge. The fitness center will include a variety of cardio and strength training equipment. Additionally, the fitness center will provide spectacular views for residents and a tankless living studies. The gathering club room is a multi-use room that will be a space for entertaining and working. The club room will provide furniture for two (2) to social gathering (gaming, movies, TV, and fireplace) to allow for a gathering events as well as a room for work. From the one (one), private offices and conference space. Similarly, our 5th floor lounge will provide a variety of furniture for gathering and working.			
Fitness Center Equipment	1,425		$ 12,000
Storage / Water / Audio Visual			$ 74,000
Treadmill	3	$ 6,000	$ 18,000
Elliptical	2	$ 7,500	$ 15,000
Bike	2	$ 7,500	$ 5,000
Rower	1	$ 5,000	$ 90,000
Strength Training (varies)			
Club Room	1,346		$ 10,000
Art			$ 10,000
Equipment (juice, refrigerator, microwave)			$ 10,000
Gaming/Etc/people - arcade, ping pong, pool table, cheese board			$ 45,000
Soft Seating			$ 30,000
Work and Conference Tables			$ 5,000
Accessories			$ 20,000
Audio Visual			
5th Floor Lounge	588		$ 10,000
Seating			$ 15,000
Work and Conference Tables			
Total Indoor			**271,916**
Outdoor			
The property will have two, private courtyards for exclusive use by residents and guests. Our primary courtyard will be designed for activity and includes grill stations and a bar for use by residents and for building-wide events. The bar will be a permanent structure and will provide seating, shelving, and solar shade. Additionally, a 5th floor terrace will have a variety of seating and gathering spaces.			
Grill Stations	2	$ 7,500	$ 15,000
Event/entertainment Area	922		$
Seating			$ 7,500
Lighting			$ 10,000
Bar Structure			$ 25,000
5th Floor Terrace Furniture	848		
Seating			$ 7,500
Tables			$ 7,500
Lighting			$ 5,000
Total Outdoor			**77,500**
Total Recreational Facilities Requirement			**349,416** **344,866**


PROPOSED PARCEL 1 132,886 SQ.FT. 3.06 AC.
PROPOSED PARCEL 2 217,080 SQ.FT. 4.98 AC.
SHEET 3
SHEET 4
WMATA L. 5749 F. 759
WMATA L. 6362 F. 420
WMATA L. 6362 F. 420
WMATA L. 5749 F. 759
WMATA L. 6362 F. 420
PARCEL A13 WASHINGTON METRO AREA TRANS AUTH
ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES
PARCEL 114 WEST HYATTSVILLE PROP
ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES
WEST HYATTSVILLE PROP CO LLC PARCEL 6
ZONE: M-X-T USE:VACANT
PART PARCEL 1 WASHINGTON METRO AREA TRANS AUTH
WMATA L. 6362 F. 420
USE: TRANSPORTATION AND UTILITIES (ON E-W ALIGN.)
RIVERFRONT AT WEST HYATTSVILLE METRO
ZONE: M-X-T
USE: MULTIFAMILY
RIVERFRONT AT WEST HYATTSVILLE (SECTION 2)
ZONE: M-X-T
USE: MULTIFAMILY
RIVERFRONT AT WEST HYATTSVILLE (SECTION 3)
ZONE: M-X-T
USE: MULTIFAMILY
MNCPPC PARCEL 112
ZONE: R-O-S/T-D-O
USE:PARKS AND OPEN SPACE
MNCPPC PARCEL 8
ZONE: R-O-S/T-D-O
USE: PARKS AND OPEN SPACES
MNCPPC PARCEL 112
ZONE: R-O-S/T-D-O
USE:PARKS AND OPEN SPACE
S 87°41'58" E 49.29'
S 87°41'58" E 49.29'
S 87°41'58" E 49.29'

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE PROPERTY
DSP-20053

The resolution for this Detailed Site Plan was approved on December 16, 2021, in conjunction with Alternative Compliance AC-21021, by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-144, which contains the conditions listed below:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

      "The applicant shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

      (2) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2.

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

   e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

   g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

   h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

   j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

   k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

This approval includes:

1	Cover Sheet
1	Approval Sheet
2	Detailed Site Plans
5	Detail Sheets (including signage)
12	Landscape Plans
10	Architectural Floor Plan and Elevation Sheets
5	Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 6 years, until December 16, 2027, or as provided for in Section 27-27-548.08 (TDOZa) of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 02/25/22 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Digitally signed by Jill Kosack
Jill Kosack Date: 2022.02.25 15:54:54 -05'00'

Signed: _____
Jill Kosack, Acting Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE
DSP-20053-01

This amendment to a Detailed Site Plan was approved on October 15, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code.

The purpose of this amendment is to increase the face area on one of the approved wall signs, from 30 square feet to 54 square feet, and to add solar panels to the roof of the parking garage.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the prior Prince George's County Zoning Ordinance. The conditions of the original approval, dated December 16, 2021, shall remain in full force and effect.

This approval includes:

1	Cover Sheet
1	Approval Sheet
4	Detailed Site Plans
4	Detail Sheets
1	Architectural Elevation
2	Signage Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 10/17/2024 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Lakisha Hull 10/17, 2024 10:07 EDT
Lakisha Hull, AICP, LEED AP BD+C
Planning Director
Prince George's County Planning Department

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www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAM.# DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND · DAVID JOHN BOGE · NO. 3436 · LANDSCAPE ARCHITECT

12/12/2025

APPROVAL SHEET

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = _____	DATE: APRIL, 2021
	DESIGNED: YOR
	TECHNICIAN: YOR
	CHECKED: DJB
SHEET 2 OF 4	CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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REFERENCE GRID A B C D E F G H I J K L M N O

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www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAM. DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BOGEL
NO. 36746
LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM \ (7th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 206NE02 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL, 2021
SHEET 3 OF 4	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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REFERENCE GRID: A B C D E F G H I J K L M N O

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 3

LITTLE BRANCH RUN HAS BEEN CONSTRUCTED AND IS AWAITING RELEASE FROM FINAL PERMIT

RIVERFRONT AT ST. HYATTSVILLE METRO
ZONE: M-X-T
USE: RESIDENTIAL
L. 37417 F. 103

LOADING ZONE

OVERHEAD DOOR

GARAGE ENTRANCE

FF=45.00

BIKE STORAGE
20 PARKINGS

BIKE REPAIR

SEE A101 FOR PARKING DIMENSIONS

TRASH/UTILITY SPACE

PROPOSED PARKING STRUCTURE

LITTLE BRANCH RUN
(Public variable R.O.W.)

RIVER TERRACE ROAD
(Public 48' R.O.W.)

EX DRAINAGE SWALE

PARCEL 114
WEST HYATTSVILLE PROP
L. 44201 F. 571
ZONE: M-X-T
USE: TRANSPORTATION AND UTILITIES

FF=44.00

PROPOSED FIRE LANE

EXISTING STORMWATER POND

MNCPPC
PARCEL 112
L. 02073 F. 265
ZONE: R-O-S/T-D-O
USE: PARKS AND OPEN SPACE

BIORETENTION POND

BIORETENTION POND
PARTIALLY CONSTRUCTED IN

EXISTING
P/O PARCEL 114
WEST HYATTSVILLE PROP CO LLC
L. 44201 F. 571
ZONE: M-X-T/T-D-O

PROPOSED
PARCEL 2
217,080 SQ.FT.
4.98 AC.

EXISTING TRAIL CONNECTION

WSSC EASEMENT
LIBER 7483 FOLIO 483

WSSC EASEMENT
LIBER 7483 FOLIO 483

N 65°08'10" W 252.15'

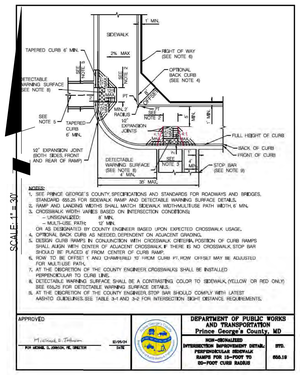
MNCPPC
PARCEL 8
ZONE: R-O-S/T-D-O
USE: PARKS AND OPEN SPACES

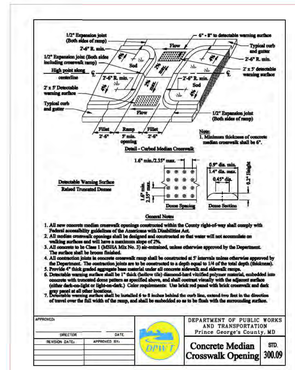
EX. SEWER MH S-1

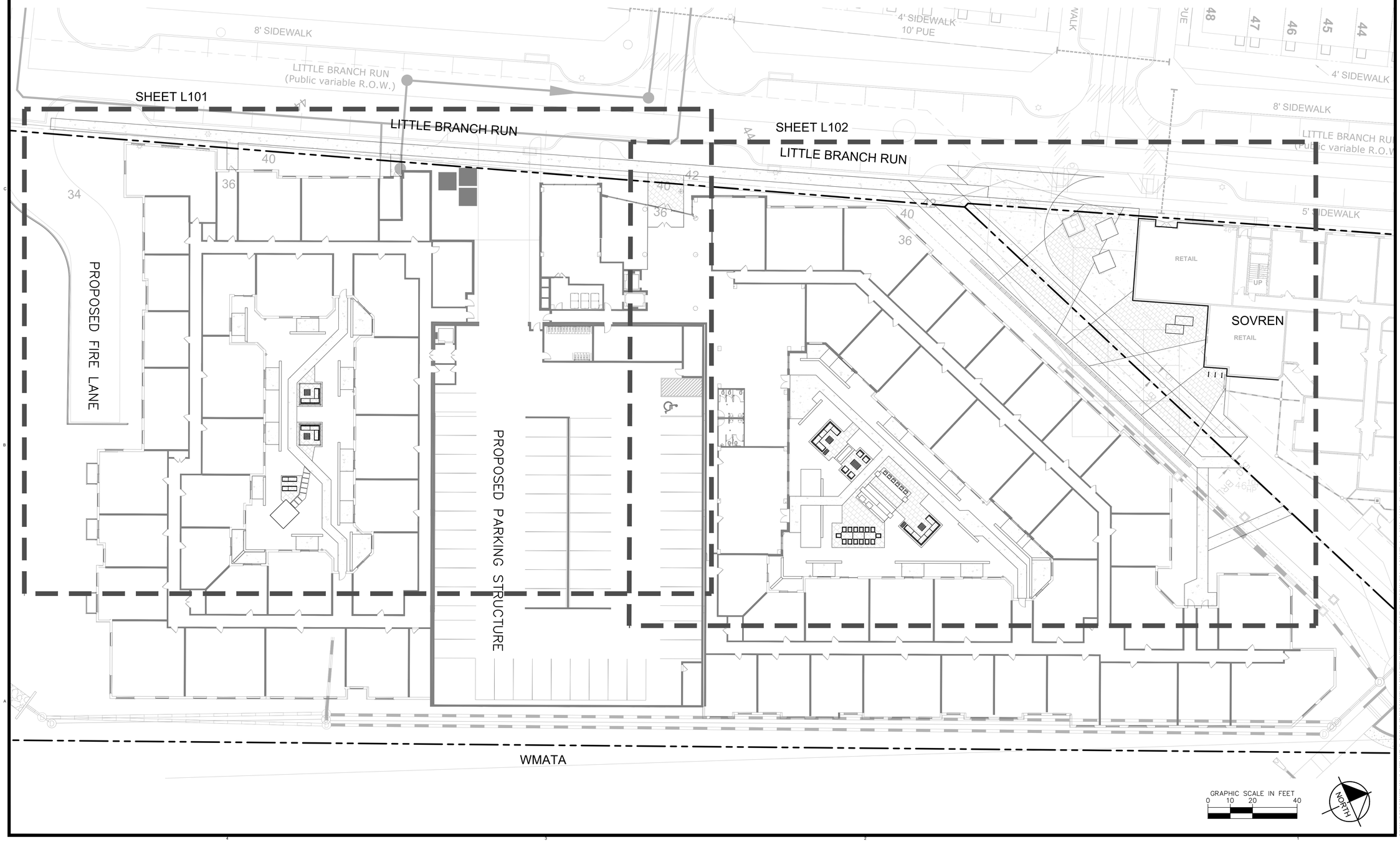
EX. SEWER MH S-2

EX. SEWER MH S-3

30 15 0 30 60




1/2" Expansion joint (Both sides of ramp)
2'-6" min.
2'-6" min.
2'-6" min.



dcs DESIGN

DAVIS CARTER SCOTT Ltd

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Interior Architecture
Land Planning

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Kimley»Horn

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PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

LANDSCAPE ARCHITECT
ZACHARY A. LEVI
REG. NO. 3000-0000
EXPIRATION DATE: 12/31/2025
STATE OF MARYLAND

12/12/2025

PRINT DATE 12/12/2025

ISSUE DATE

DSP SUBMISSION	5/30/2025
DSP RESUBMISSION	7/02/2025
DSP RESUBMISSION 2	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
OVERALL AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

DRAWING NUMBER
L100

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LITTLE BRANCH RUN

5' SIDEWALK

5' SIDEWALK

5' SIDEWALK

PROPOSED FIRE LANE

PROPOSED PARKING STR

MATCHLINE TO SHEET L102

PAVILION
SEATING AREA

LANDSCAPE
WALL, TYP.
SEATING AREA

PATIO, TYP.
SAUNA
4' WALK

GRAPHIC SCALE IN FEET
0 5 10 20

NORTH

dcs DESIGN

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LANDSCAPE ARCHITECT
ZACHARY A. LEVY
REG. NO. 3000-0000-0000
PROFESSIONAL ENGINEER
STATE OF MARYLAND

12/12/2025

PRINT DATE 12/12/2025

ISSUE DATE

DSP SUBMISSION	5/30/2025
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REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

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LITTLE BRANCH RUN

(Publ

5' S

ENTRANCE PLAZA

EXISTING TREE PITS

RETAIL

UP

SOVREN

RETAIL

EXISTING PLATFORMS

EXISTING BIKE RACKS

TRANSITION TO
EXISTING 12' TRAIL

5' WALK

4' WALK

ENLOSED
FIREPLACE

SEATING AREA

30' BUILDING
OFFSET

ARTIFICIAL TURF

PAVILION

GRILLING AREA

SEATING AREA

ENTERTAINMENT
& BAR AREA

LANDSCAPE
WALL, TYP.

SEATING AREA
PATIO, TYP.

MATCHLINE TO SHEET L101

GRAPHIC SCALE IN FEET
0 5 10 20

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LANDSCAPE ARCHITECT
ZACHARY A. LEVY
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12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

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PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT
TREES					
	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	B & B	3"-3.5" Cal.
	5	Acer saccharum 'Barrett Cole'	Apollo® Sugar Maple	B & B	3"-3.5" Cal.
	5	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	B & B	3"-3.5" Cal.
	7	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	B & B	2.5" - 3" Cal
	13	Carpinus caroliniana 'J.N. Upright'	Firespire® American Hornbeam	B & B	3"-3.5" Cal.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT
SHRUBS					
	58	Aronia melanocarpa `UCONNAM165`	Low Scape Mound Chokeberry	B & B	24" HT MIN.
	47	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	B & B	24" HT MIN.
	92	Distylium x 'PIIDIST-II'	Blue Cascade® Distylium	B & B	24" HT MIN.
	73	Distylium x 'PIIDIST-III'	First Editions® Coppertone™ Distylium	B & B	24" HT MIN.
	62	Fothergilla gardenii	Dwarf Fothergilla	B & B	24" HT MIN.
	196	Ilex glabra `Shamrock`	Shamrock Inkberry Holly	B & B	24" HT MIN.
	177	Ilex glabra 'Compacta'	Compact Inkberry	B & B	24" HT MIN.
	15	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.
	134	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.
	57	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT
GROUND COVERS				
	2,550 sf	Perennials / Grasses		1 gal

EXISTING TREE TO BE RELOCATED
SD EASEMENT
EXISTING TREES TO BE REMOVED
LITTLE BRANCH RUN (Public variable R.O.W.)
PROPERTY LINE
EXISTING TREES TO BE REMOVED
EXISTING TREE (PER DSP 16029) RELOCATED DURING PHASE 1 BUILD OUT DUE TO UTILITY CONFLICTS
EXISTING TREES TO BE REMOVED
8' SIDEWALK
4' SIDEWALK
10' PUE
5' SIDEWALK
PROPOSED FIRE LANE
PROPOSED PARKING STRUCTURE
RETAIL
EXISTING TREES TO REMAIN; DSP-20053
EXISTING TREES TO BE REMOVED; DSP-20053
SD EASEMENT
WSSC EASEMENT
PROPERTY LINE
FLOOD PLAIN
565'-0"
GRAPHIC SCALE IN FEET
0 10 20 40
NORTH

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STATE OF MARYLAND
12/12/2025

PRINT DATE 12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE
WEST HYATTSVILLE, MD
PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE PLAN

DRAWN BY	BRB
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Buffer Yard Requirements

Schedule 4.7-1

Onsite Use:	Mixed Use			
	Location	Adjacent Use / Road Type	Width	Buffer Required
Buffer A - B	North Boundary	Mixed Use	N/A	N/A
Buffer B - C	East Boundary	Transportation and Utility	40 LF	Type D
Buffer C - D	South Boundary	Stormwater	N/A	N/A
Buffer D - A	West Boundary	Private Road	N/A	N/A

Notes:
1. Alternative compliance for East Boundary Buffer approved in DSP-20053.
2. Stormwater plantings provided by others.

Buffering Incompatible Uses Requirements

LM 4.7-3

BUFFER B-C - Along Eastern Boundary

1)	General Plan Designation:	Developed Tier
2)	Use of Proposed development	Multifamily
3)	Impact of Proposed Development	Multifamily
4)	Use of adjoining development	Rail Lines at or above ground level
5)	Impact of Adjoining development	High
6)	Minimum required Bufferyard (A, B, C, D or E)	D
7)	Minimum required building setback:	50'
8)	Building setback provided:	Avg. 14'
9)	Minimum required width of landscape yard:	40 LF
10)	Width of landscape yard provided:	Avg. 14 LF
11)	Linear feet of buffer strip required along property line and right-of-way:	565 feet
12)	Percentage of required bufferyard occupied by existing trees:	0%
13)	Is a six (6) foot high fence or wall included in bufferyard?	NO
14)	Total number of plant units required in buffer strip:	**904 Planting Units**
15)	Total number of plant units provided:	

Shade Trees (1 Tree = 10 PU)	0 Trees	0 Planting Units
Ornamental/Evergreen Trees (1 Tree = 5 PU)	0 Trees	0 Planting Units
Shrubs (1 Shrub = 1 PU)	331 Shrubs	331 Planting Units
		331 Planting Units

Schedule 4.9-1

Sustainable Landscaping Requirements

LM 4.9-1

1) Percentage of Native Plant Material Required for each Category

Shade Trees	Total Provided 14	x 50% =	7	Total Native Required
		100% =	14	Total Native Provided
Minor Shade Trees	Total Provided 20	x 30% =	13	Total Native Required
		100% =	20	Total Native Provided
Evergreen Trees	Total Provided 0	x 30% =	0	Total Native Required
		#DIV/0!	0	Total Native Provided
Shrubs	Total Provided 911	x 30% =	273	Total Native Required
		82% =	746	Total Native Provided

2) Are invasive species proposed? ____ Yes ✓ No

3) Are existing invasive species on-site in areas to remain un disturbed? ____ Yes ✓ No

4) If yes is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with section 1.5; Certification of Installation of Plant Materials ____ Yes ✓ No

5) Are trees proposed to be planted on slopes greater than 3:1? ____ Yes ✓ No

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP#:	DRD Case #	Area (acres)
	M-X-T	DSP-20053	
Site Calculations:	Zone 1:		4.98
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		4.98

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
4.980	10.0%	0.50	21,693
A. TOTAL ON-SITE WC PROVIDED (acres) =		acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			4,095
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			4,095
E. TOTAL SQUARE FOOTAGE REQUIRED =			21,693
			Shortage

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75	14	1,050
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**		0
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110	7	770
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**		0
	3 - 3 1/2" = 175	13	2,275
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**		0
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		34	4,095

NOTES:
1.SEE APPROVED DSP-16029 FOR EXISTING STREET TREE INFORMATION.
2. EXISTING TREES PER DSP-16029 AND DSP-20053 NOT CREDITED ABOVE.

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT	DROUGHT TOLERANT?	NATIVE?
TREES							
AR	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	B & B	3"-3.5" Cal.	Yes	Yes
AB	5	Acer saccharum 'Barrett Cole'	Apollo® Sugar Maple	B & B	3"-3.5" Cal.	Yes	Yes
AA	5	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	B & B	3"-3.5" Cal.	Yes	Yes
AM	7	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	B & B	2.5" - 3" Cal	Yes	Yes
CJ	13	Carpinus caroliniana 'J.N. Upright'	Firespire® American Hornbeam	B & B	3"-3.5" Cal.	Yes	Yes

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT	DROUGHT TOLERANT?	NATIVE?
SHRUBS							
AMS	58	Aronia melanocarpa `UCONNAM165`	Low Scape Mound Chokeberry	B & B	24" HT MIN.	Yes	Yes
CAH	47	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	B & B	24" HT MIN.	Yes	Yes
DIS	92	Distylium x 'PIIDIST-II'	Blue Cascade® Distylium	B & B	24" HT MIN.	Yes	No
DIP	73	Distylium x 'PIIDIST-III'	First Editions® Coppertone™ Distylium	B & B	24" HT MIN.	Yes	No
FOG	62	Fothergilla gardenii	Dwarf Fothergilla	B & B	24" HT MIN.	Yes	Yes
IGS	196	Ilex glabra `Shamrock`	Shamrock Inkberry Holly	B & B	24" HT MIN.	Yes	Yes
IGC	177	Ilex glabra 'Compacta'	Compact Inkberry	B & B	24" HT MIN.	Yes	Yes
IVH	15	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.	Yes	Yes
IVS	134	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.	Yes	Yes
VDC	57	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.	Yes	Yes

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT
GROUND COVERS				
PG	2,550 sf	Perennials / Grasses		1 gal

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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE CALCULATIONS

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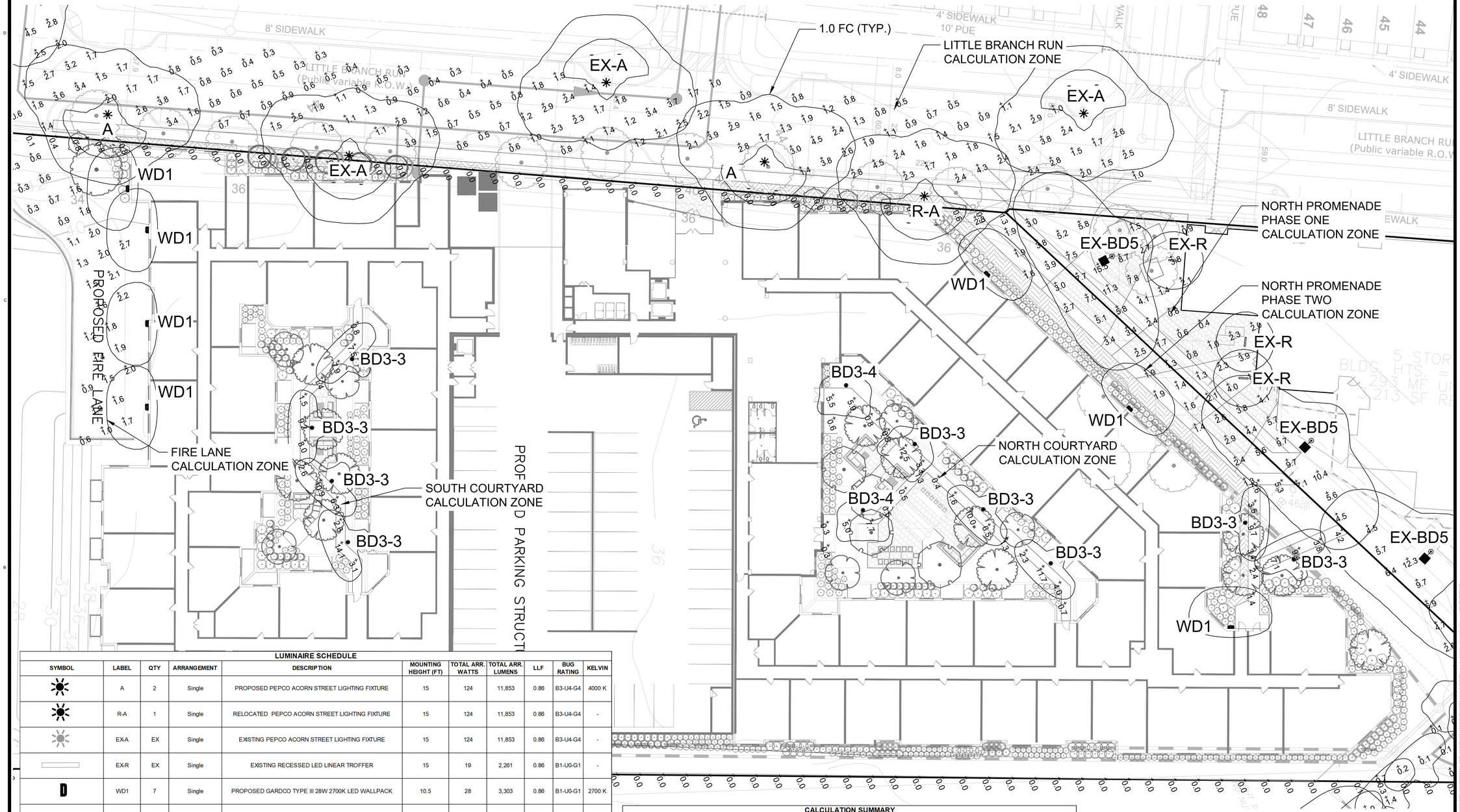

LUMINAIRE SCHEDULE

SYMBOL	LABEL	QTY	ARRANGEMENT	DESCRIPTION	MOUNTING HEIGHT (FT)	TOTAL ARR. WATTS	TOTAL ARR. LUMENS	LLF	BUG RATING	KELVIN
	A	2	Single	PROPOSED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	4000 K
	R-A	1	Single	RELOCATED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	-
	EX-A	EX	Single	EXISTING PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	-
	EX-R	EX	Single	EXISTING RECESSED LED LINEAR TROFFER	15	19	2,261	0.86	B1-U0-G1	-
	WD1	7	Single	PROPOSED GARDCO TYPE III 28W 2700K LED WALLPACK	10.5	28	3,303	0.86	B1-U0-G1	2700 K
	EX_BD-4	EX	Single	EXISTING LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0	3000 K
	EX_BD-3	EX	Single	EXISTING LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0	3000 K
	EX_BD2-4	EX	Single	EXISTING LIGMAN TYPE IV 30W 3000K LED SHOEBOX	12	54	4,983	0.86	0	3000 K
	BD3-4	3	Single	PROPOSED LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0	3000 K
	BD3-3	8	Single	PROPOSED LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0	3000 K
	EX_BD5	EX	Single	EXISTING WMATA STANDARD FIXTURE	12	159	18,960	0.86	B3-U0-G3	-

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVERAGE	TARGET AVERAGE	MAX	TARGET MAX	MIN	TARGET MIN	AVG/MIN	TARGET AVG/MIN	MAX/MIN
FIRE LANE	ILLUMINANCE	FC	1.3	1.2	2.7	N/A	0.3	N/A	4.3	N/A	9.0
LITTLE BRANCH RUN	ILLUMINANCE	FC	1.6	1.2	4.5	N/A	0.3	N/A	5.5	6.0	15.0
NORTH PROMENADE PH1 (EX)	ILLUMINANCE	FC	4.9	1.2	15.5	N/A	0.4	1.2	12.3	N/A	38.8
NORTH PROMENADE PH2	ILLUMINANCE	FC	3.3	1.2	9.7	N/A	1.3	1.2	2.6	N/A	7.5
NORTH COURTYARD	ILLUMINANCE	FC	3.6	1.2	12.5	N/A	0.3	N/A	12.1	N/A	41.7
SOUTH COURTYARD	ILLUMINANCE	FC	5.8	1.2	14.1	N/A	0.8	N/A	7.3	N/A	17.6
PROPERTY BOUNDARY	ILLUMINANCE	FC	0.0	N/A	1.3	2.0	0.0	N/A	N/A	N/A	0.0

1. Target criteria taken from Sec. 27-6700 of Prince George's County Zoning Ordinance, Subdivision Regulations, & Landscape Manual.
2. Target criteria for Little Branch Run taken from IES RP-8-00 Table 2: Roadway Illumanince.
3. Property Boundary calcuations performed using only proposed fixtures.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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STATE OF MARYLAND
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WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
PHOTOMETRIC PLAN

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QC CHECKED BY	KLB
CA REVIEWED BY	Approver

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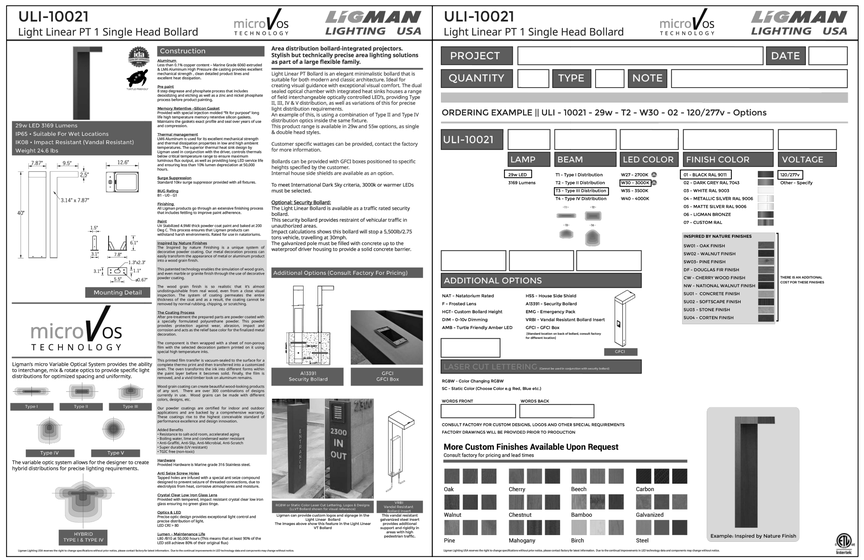

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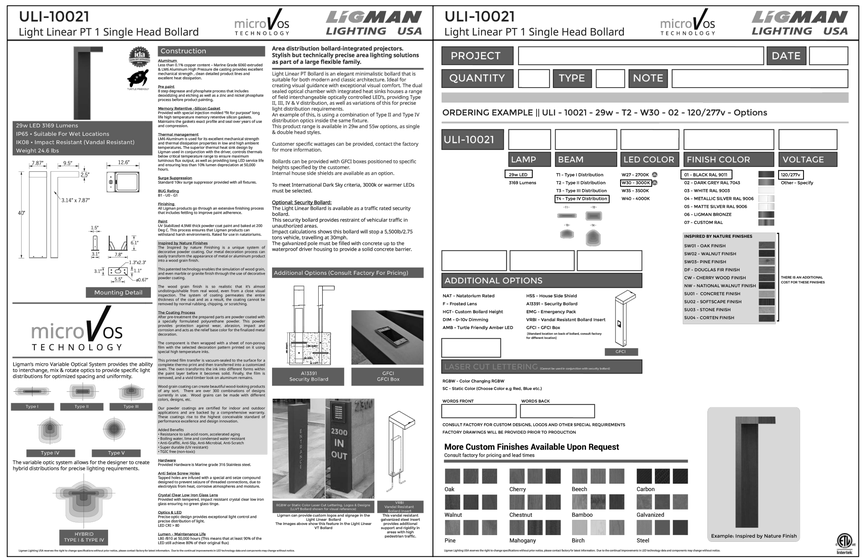
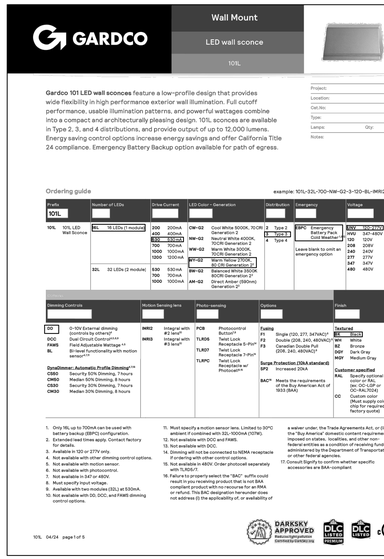
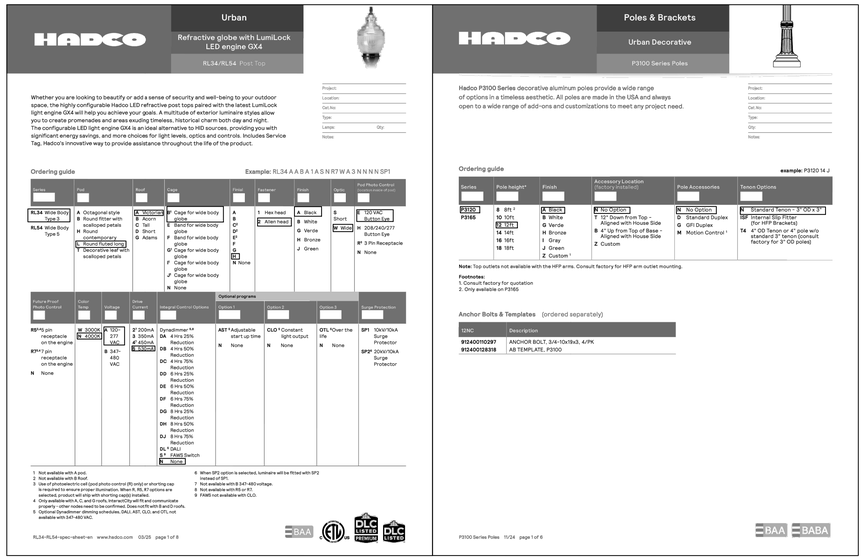


FIXTURE BD3-4



FIXTURE WD1



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WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
PHOTOMETRIC DETAILS

DRAWN BY	PJA
QC CHECKED BY	KLB
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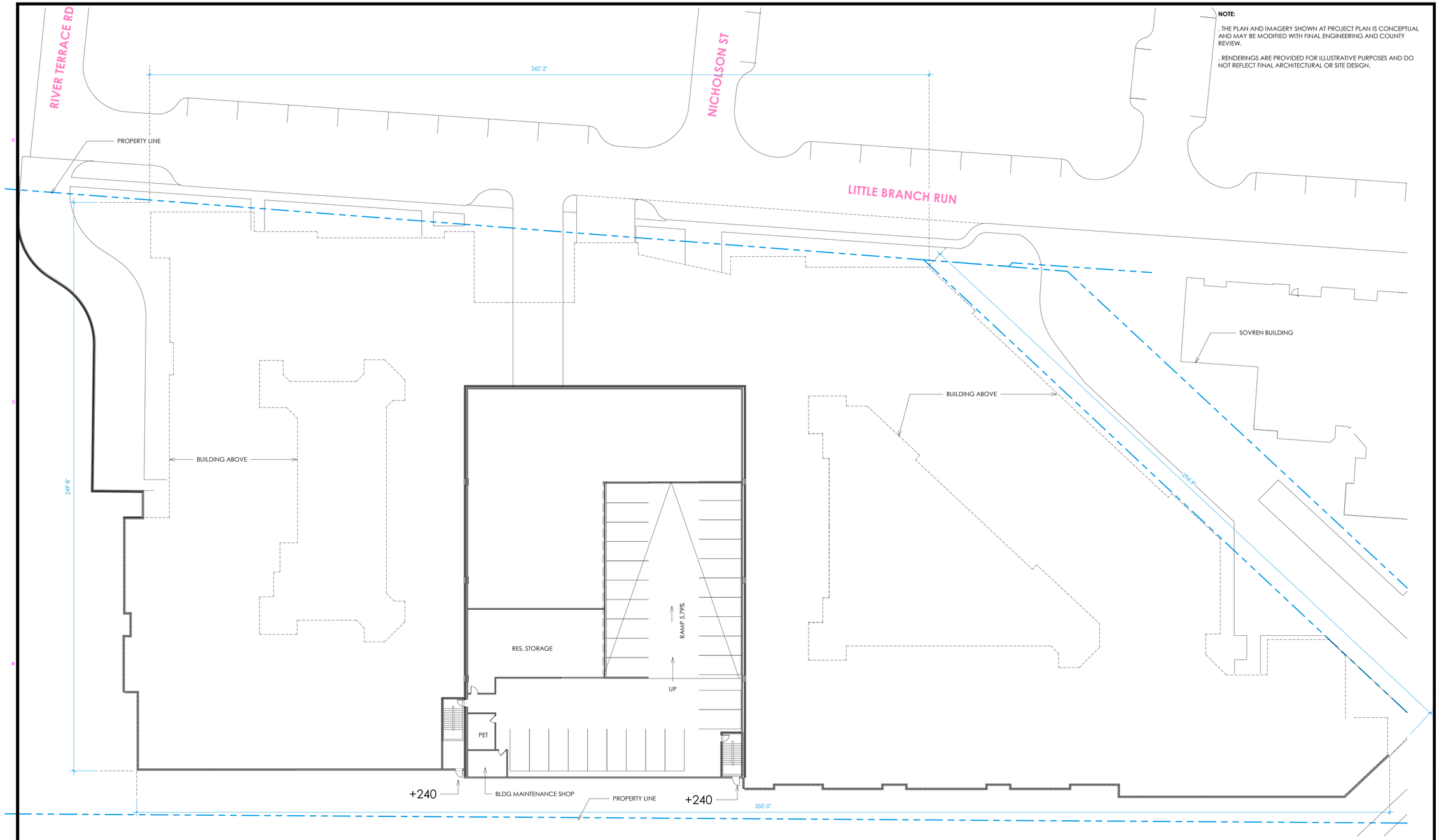

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OFF STREET PARKING SCHEDULE

LEVEL	TYPE	NUMBER	TYPE MARK
P1 LEVEL			
P1 LEVEL	01 Standard - 8'-6"	31	S
		31	
LEVEL 1			
LEVEL 1	01 Standard - 8'-6"	54	S
LEVEL 1	04 ADA Van (UD)	1	HCV
		55	
LEVEL 2			
LEVEL 2	01 Standard - 8'-6"	63	S
LEVEL 2	03 ADA (UD)	2	HC
		65	
LEVEL 3			
LEVEL 3	01 Standard - 8'-6"	63	S
LEVEL 3	03 ADA (UD)	2	HC

OFF STREET PARKING SCHEDULE

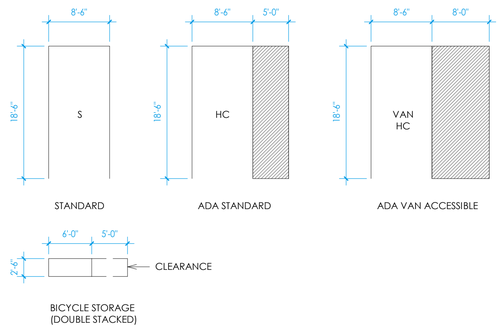
LEVEL	TYPE	NUMBER	TYPE MARK
		65	
LEVEL 4			
LEVEL 4	01 Standard - 8'-6"	63	S
LEVEL 4	03 ADA (UD)	2	HC
		65	
LEVEL 5			
LEVEL 5	01 Standard - 8'-6"	63	S
LEVEL 5	03 ADA (UD)	2	HC
		65	
ROOF			
ROOF	01 Standard - 8'-6"	33	S
		33	
TOTAL SPACES		379	

OFF STREET PARKING SCHEDULE (PROVIDED) - TOTAL

TYPE	NUMBER	TYPE MARK	PARKING DIMENSIONS
01 Standard - 8'-6"	370	S	8'-6" x 18'-6"
03 ADA (UD)	8	HC	8'-6" x 18'-6" w/ 5'-0"AISLE
04 ADA Van (UD)	1	HCV	8'-6" x 18'-6" w/ 8'-0" AISLE
TOTAL SPACES	379		

* 362 STANDARD PARKING SPACES + 8 EV-READY SPACES. REFER TO A107.

* BIKE PARKING CALCULATION:
BIKE PARKING REQUIRED: 1 PER 20 PARKING SPACES → 379 UNITS ÷ 20 = 18 SPACES REQUIRED
PROVIDED: 20 PARKINGS ON LEVEL 1



P1 LEVEL PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 LEVEL PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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LEVEL 1 PLAN SCALE: 1" = 20'-0"

UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 1		
1BR	41	67%
2BR	19	31%
3BR	1	2%
61	61	
LEVEL 2		
1BR	43	61%
2BR	26	37%
3BR	1	1%
70	70	
LEVEL 3		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	

UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 4		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	
LEVEL 5		
1BR	42	61%
2BR	26	38%
3BR	1	1%
69	69	

UNIT MATRIX - TOTAL		
UNIT TYPE	NUMBER	UNIT MIX
1BR	212	62%
2BR	125	37%
3BR	5	1%
	342	

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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LEVEL 2 SCALE: 1" = 20'-0"

N

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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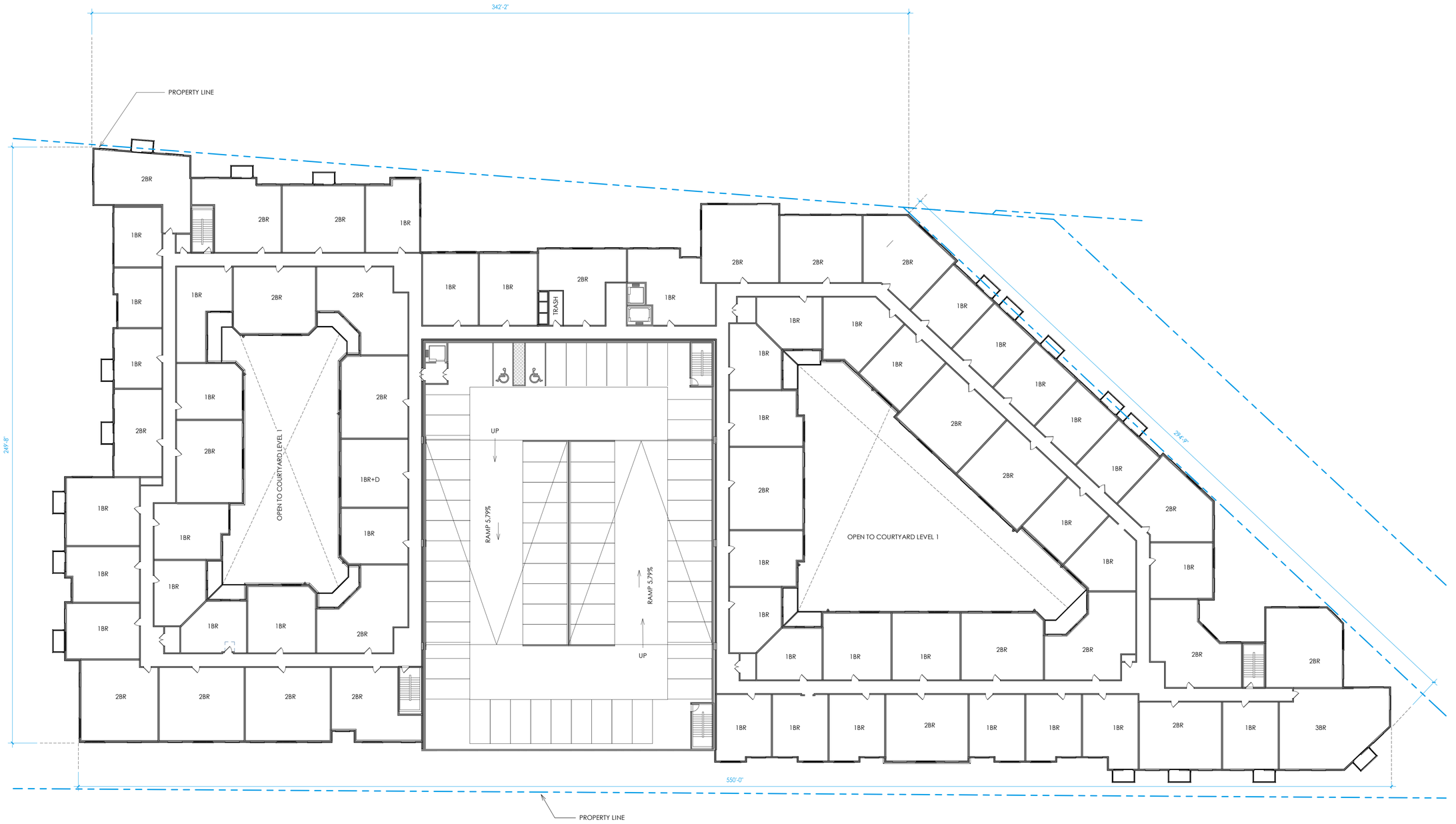

LEVEL 3 AND 4 PLAN SCALE: 1" = 20'-0"

N

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

LEVEL 3 AND 4 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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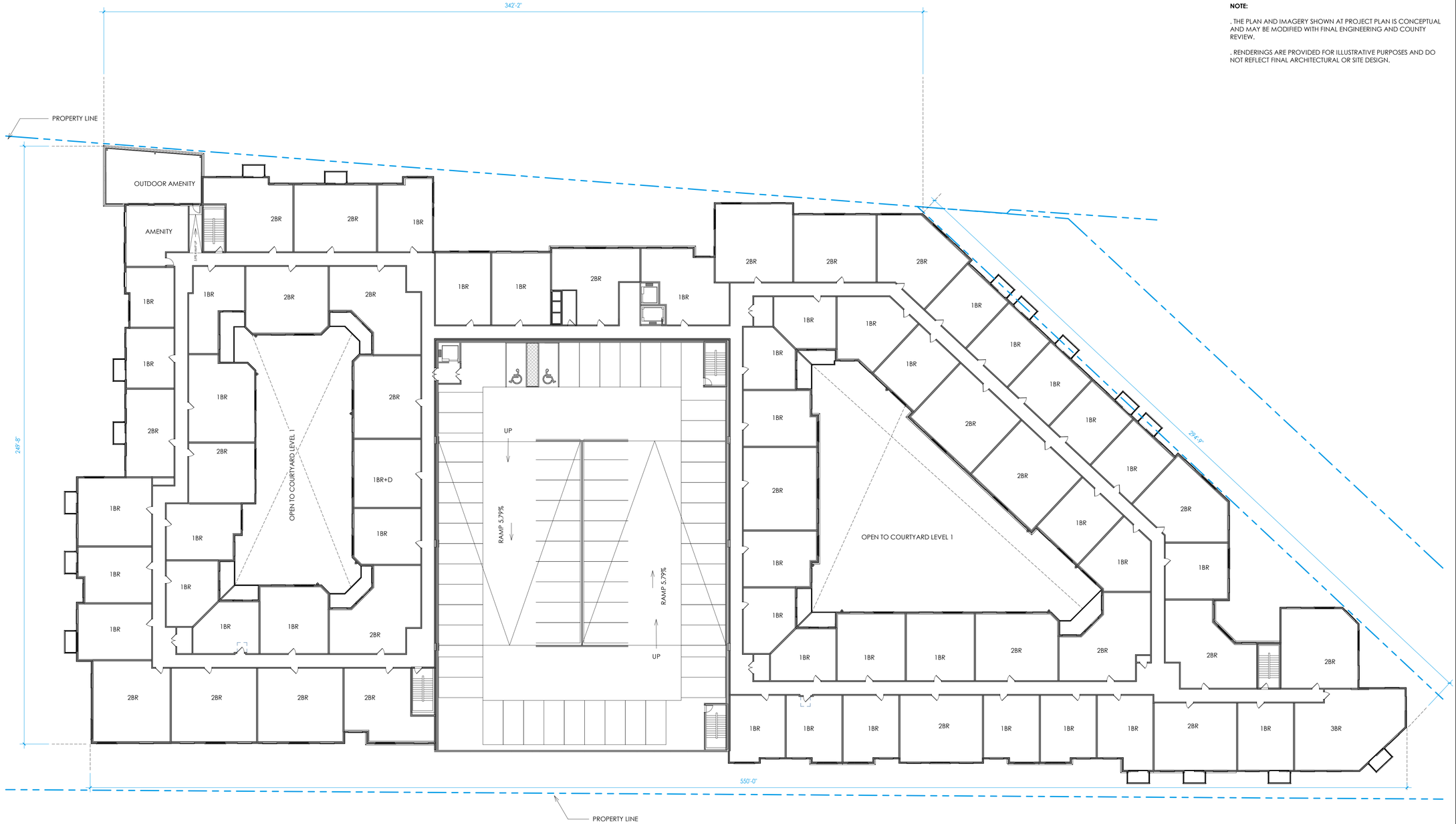

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LEVEL 5 PLAN SCALE: 1" = 20'-0"

N

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SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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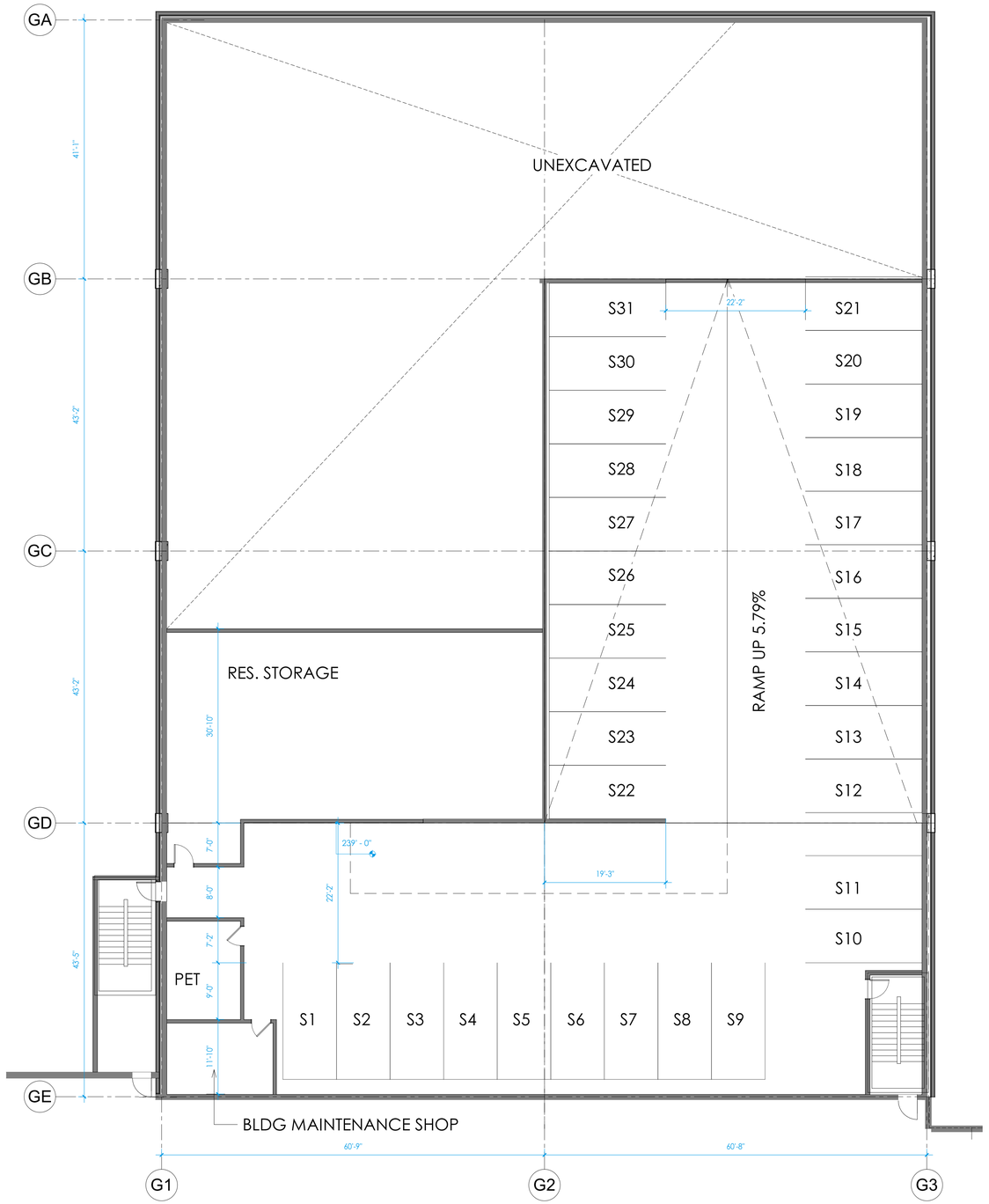

P1 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 GARAGE PLAN

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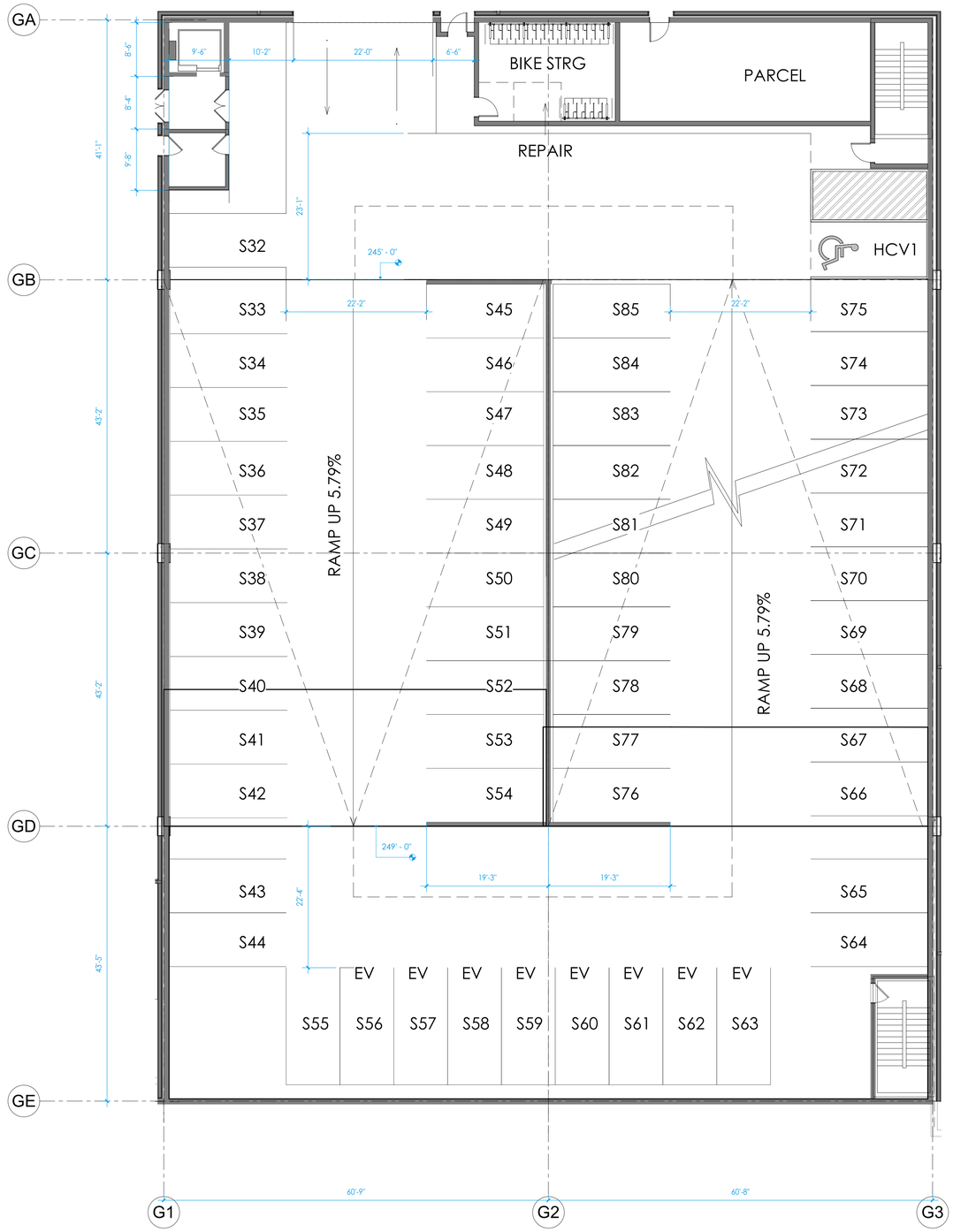

GARAGE LEVEL 1 SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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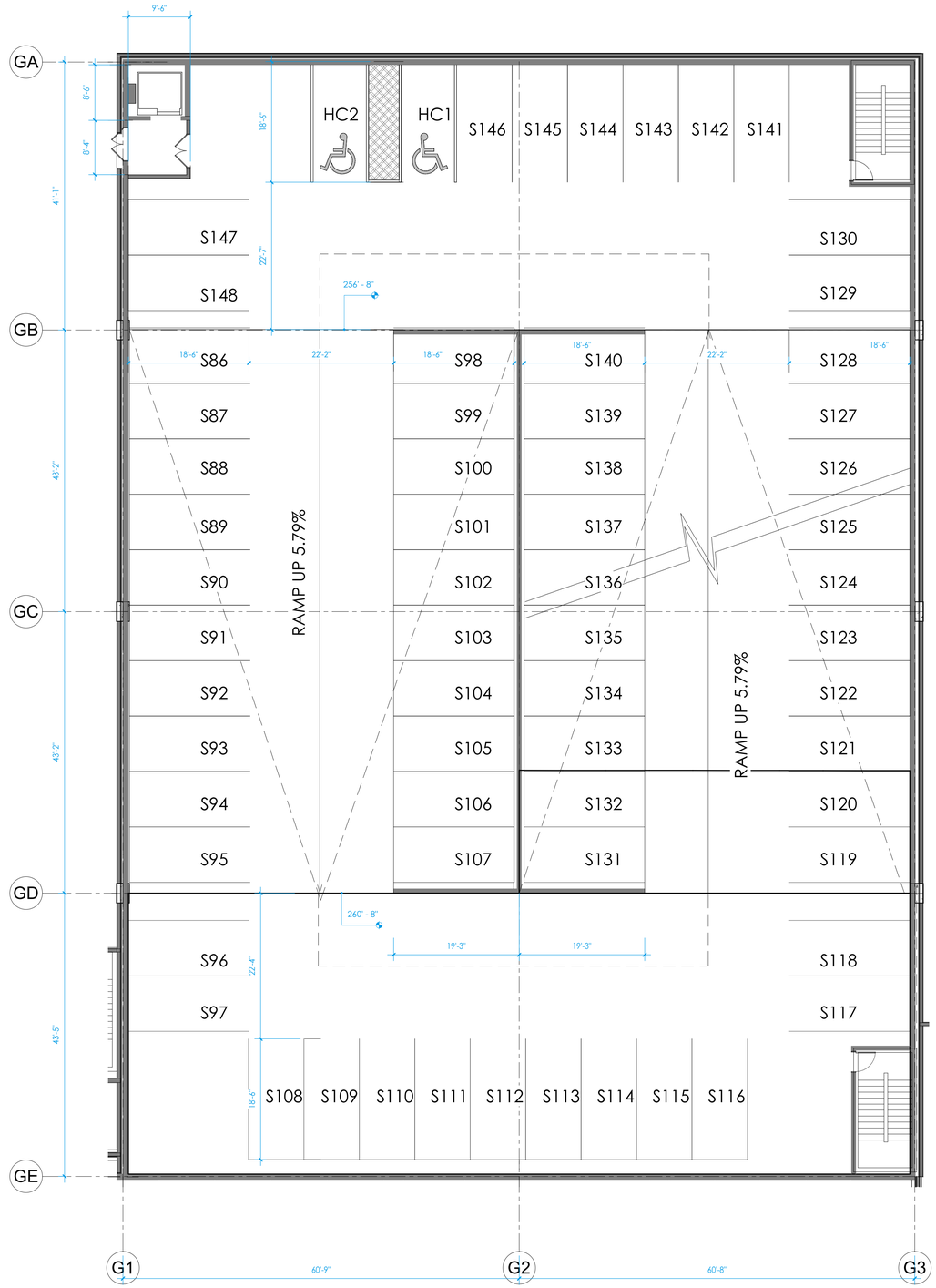

LEVEL 2 GARAGE SCALE: 1" = 10'-0"

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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N

10' 20' 40'
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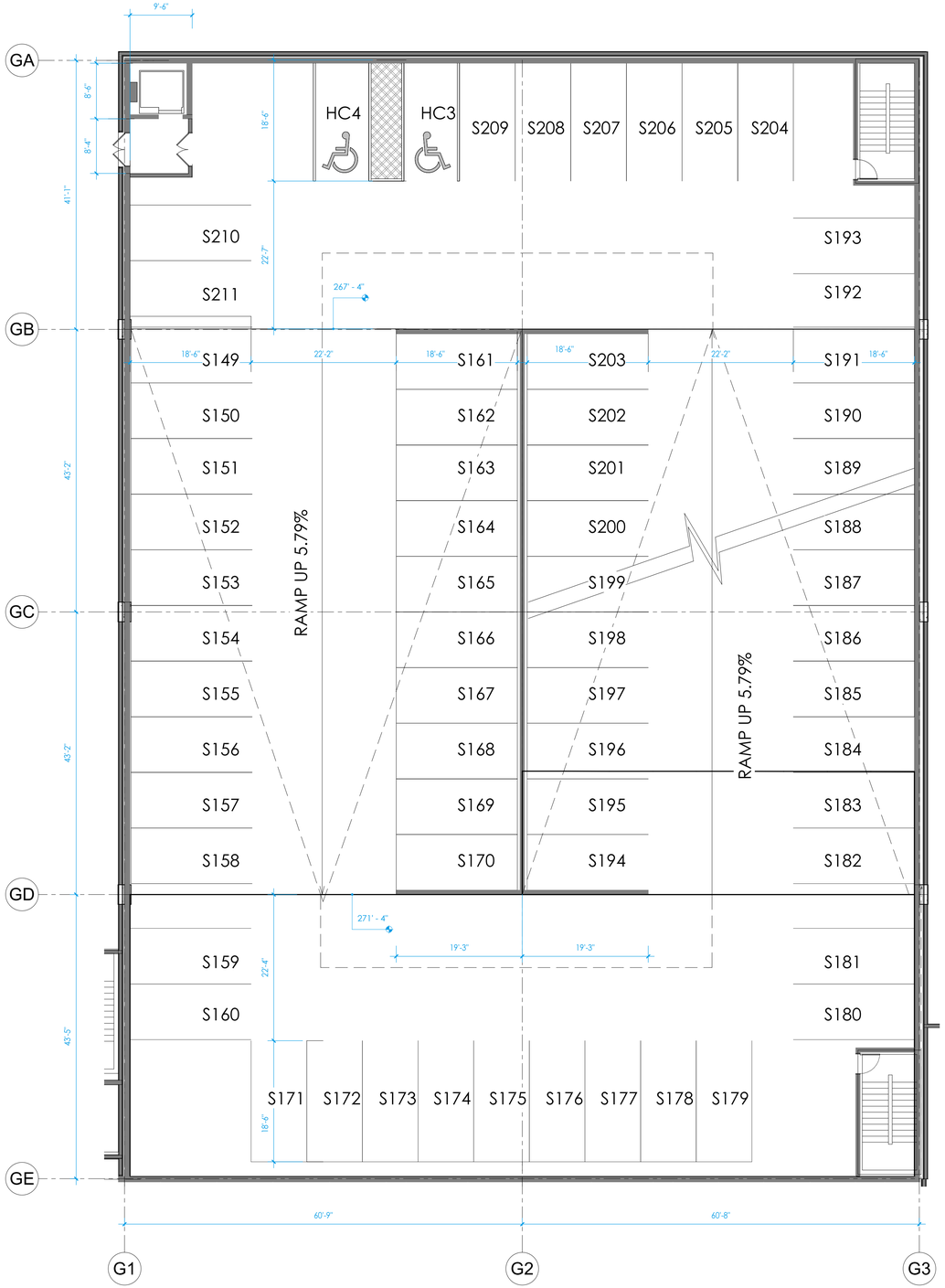

LEVEL 3 GARAGE PLAN SCALE: 1" = 10'-0"

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10' 20' 40'
SCALE: 20'= 1'-0"

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9.19.06
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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 3
GARAGE PLAN

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CA REVIEWED BY	JH

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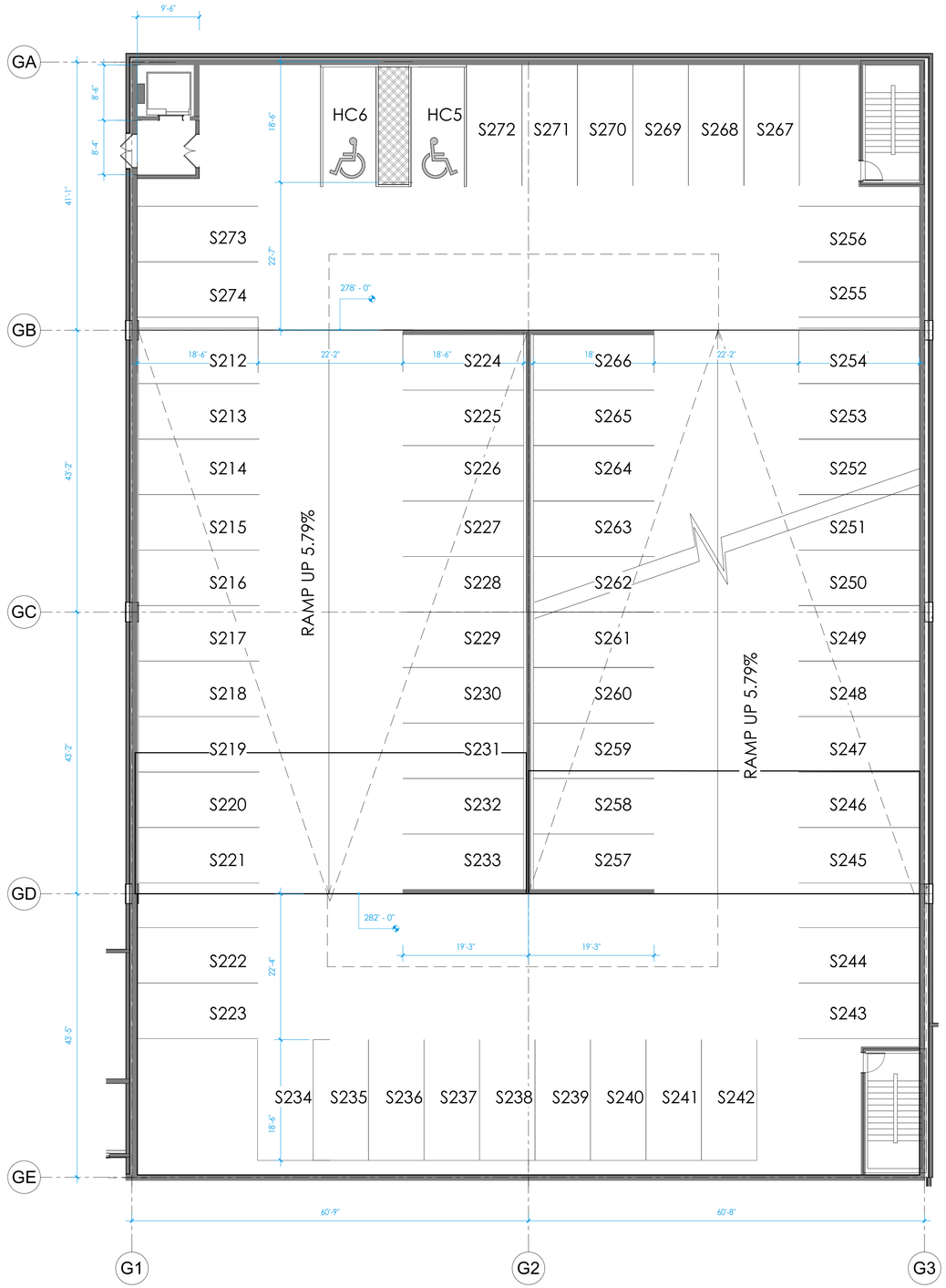

LEVEL 4 GARAGE PLAN SCALE: 1" = 10'-0"

N

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SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 4
GARAGE PLAN

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CA REVIEWED BY	JH

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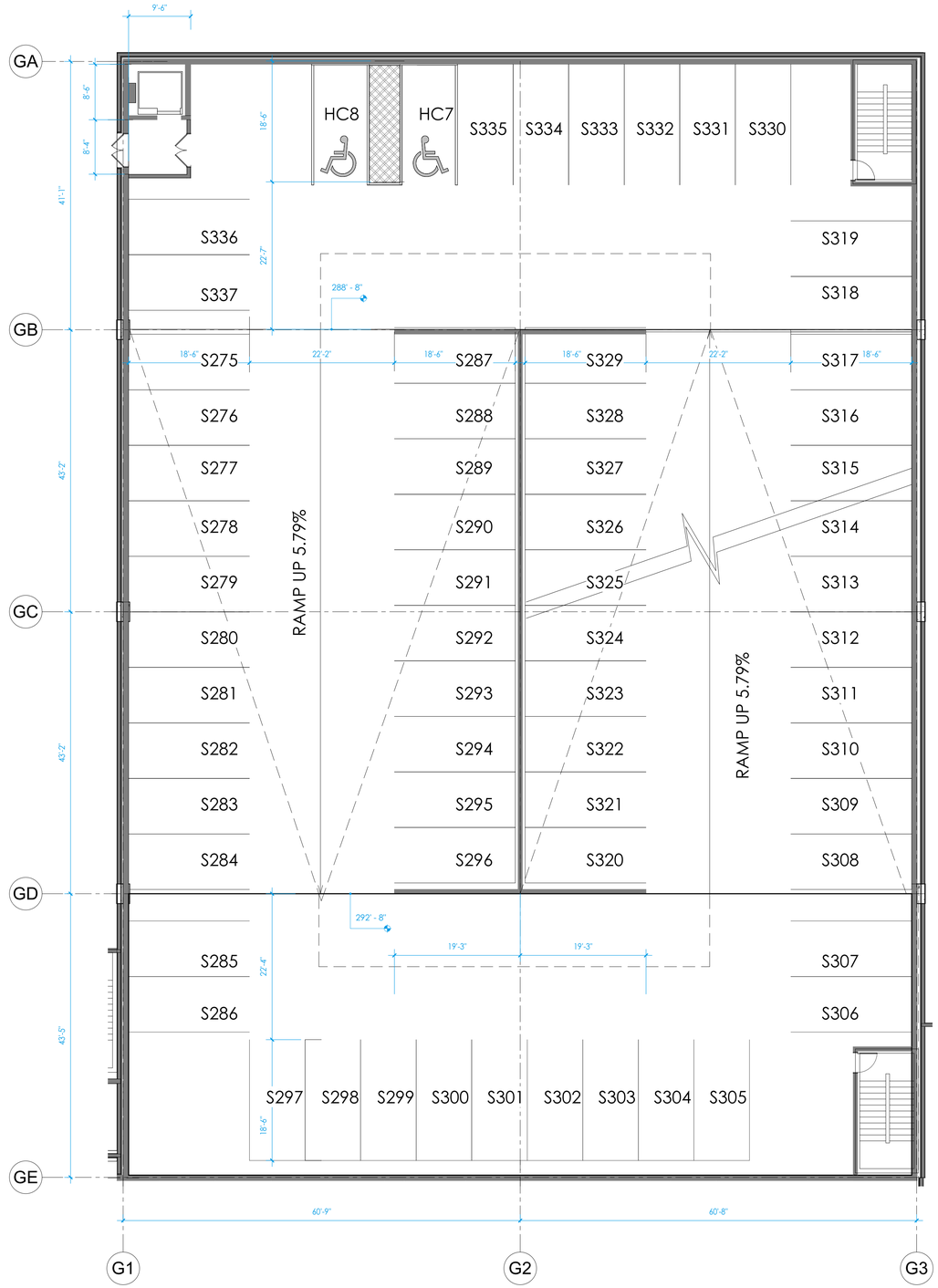

LEVEL 5 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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ARCHITECT
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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
A111

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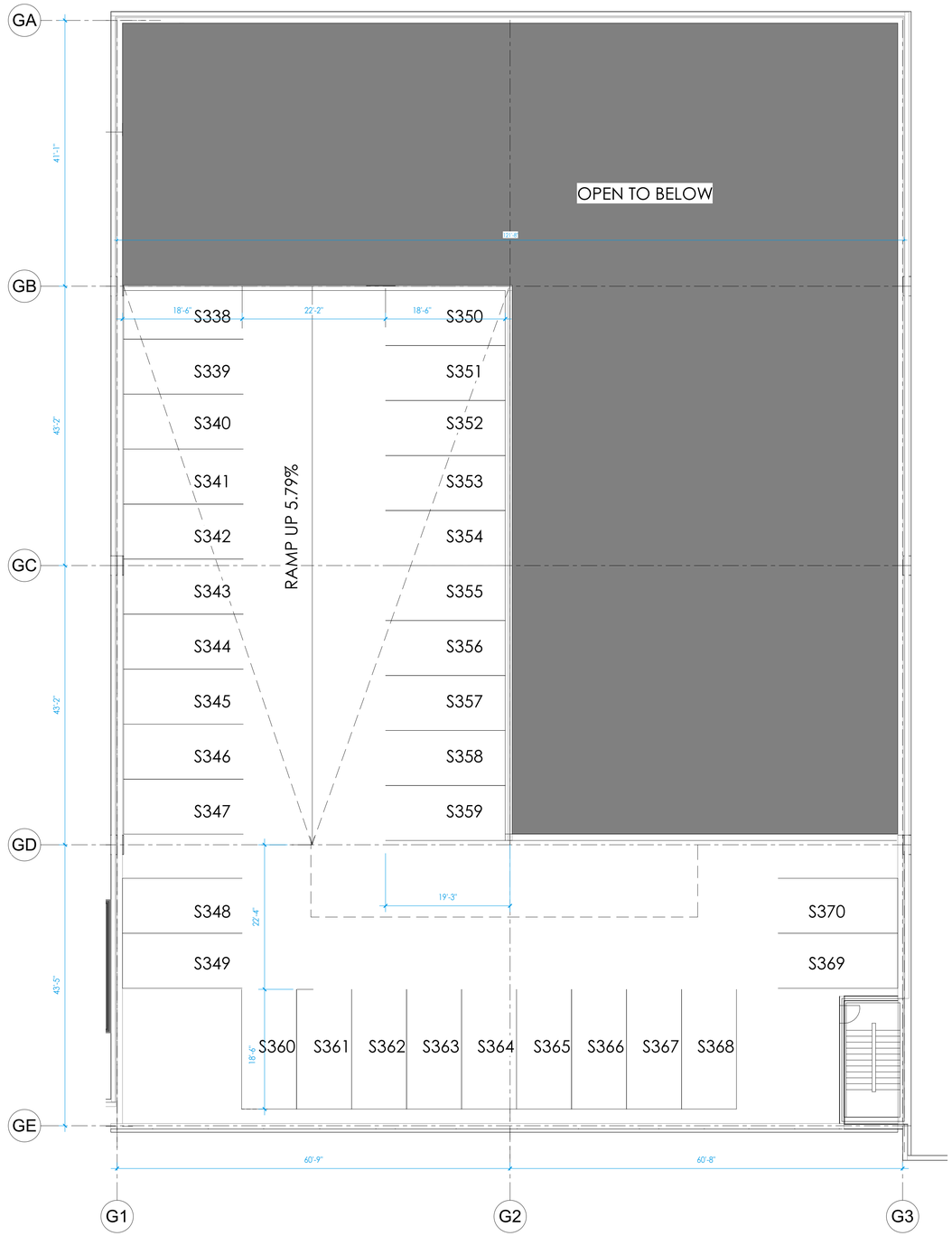

GARAGE ROOF PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
ROOF LEVEL GARAGE PLAN

DRAWN BY	TN
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DRAWING NUMBER
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ELEVATION 1 SCALE: 1" = 20'-0"

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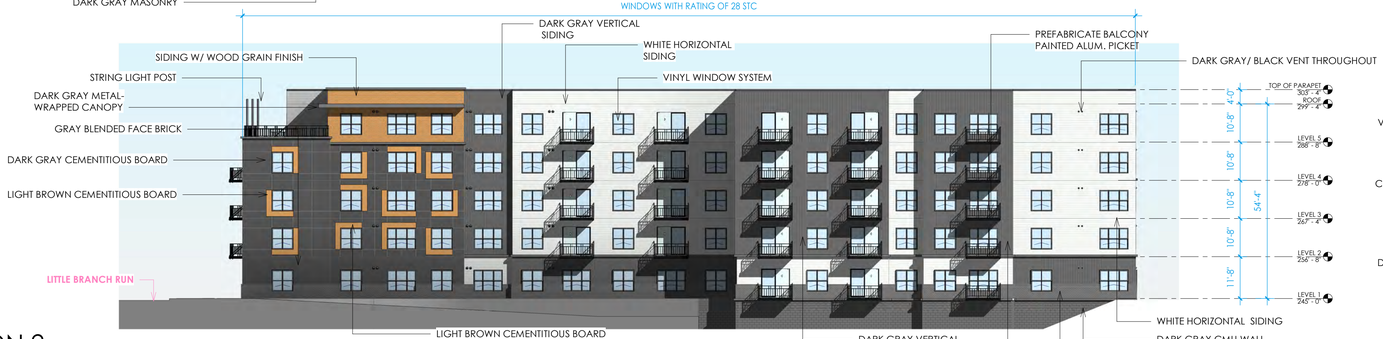

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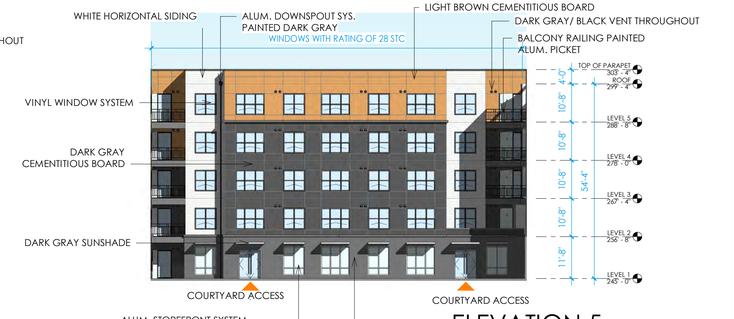

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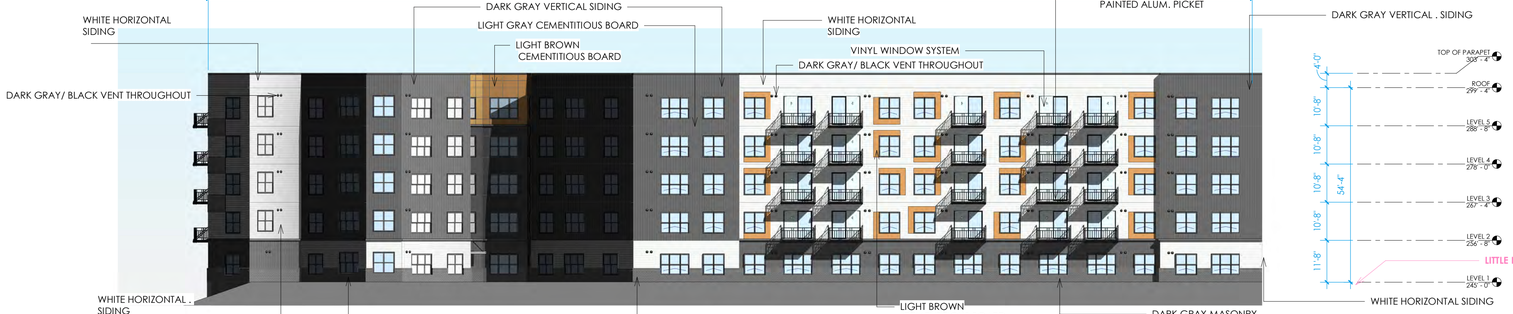

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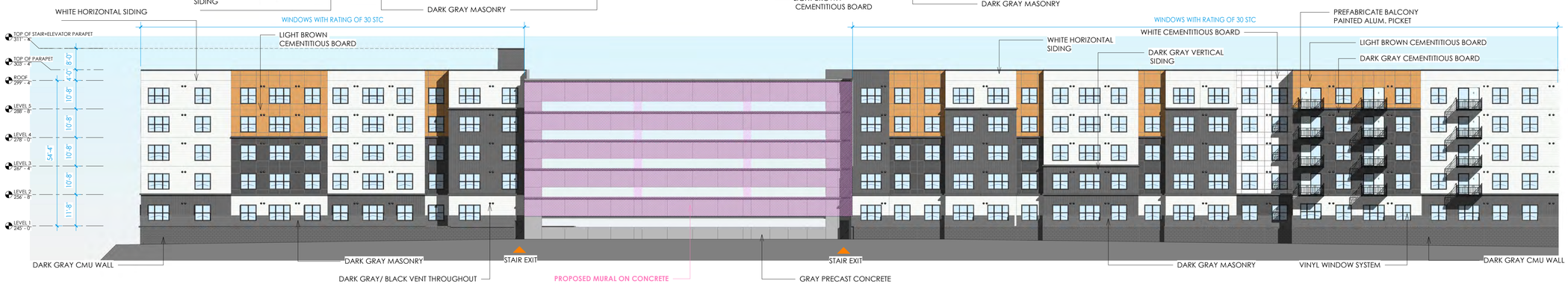

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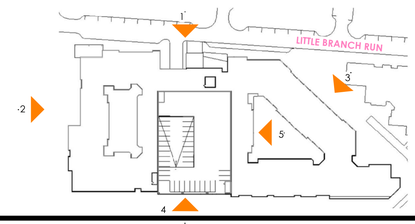

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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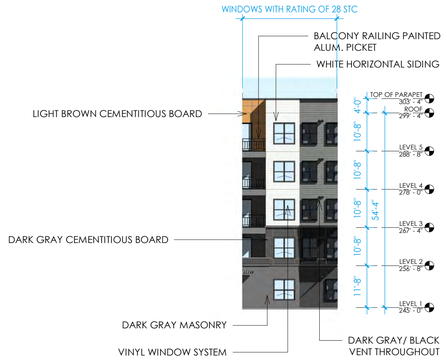

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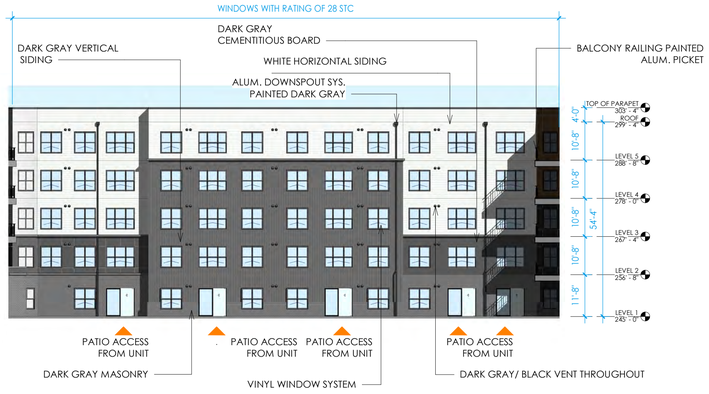

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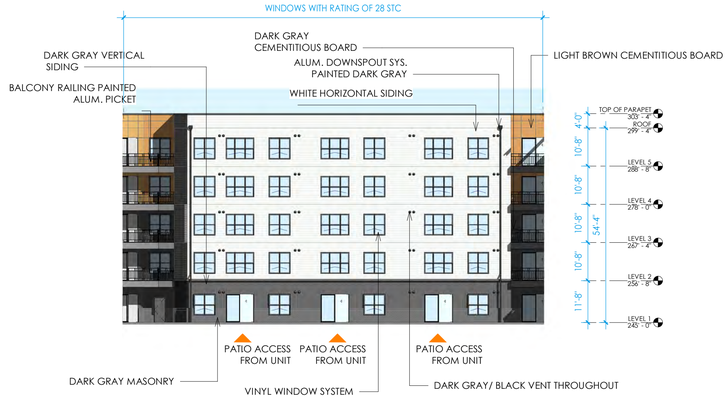

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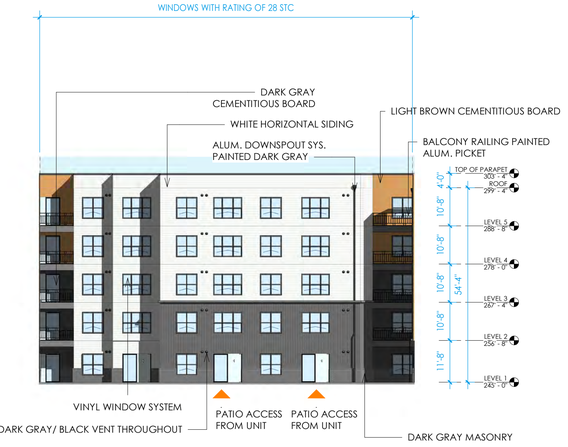

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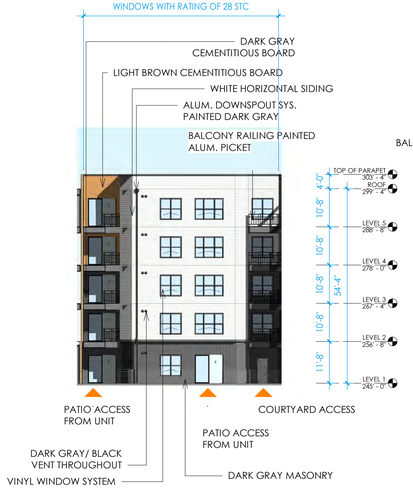

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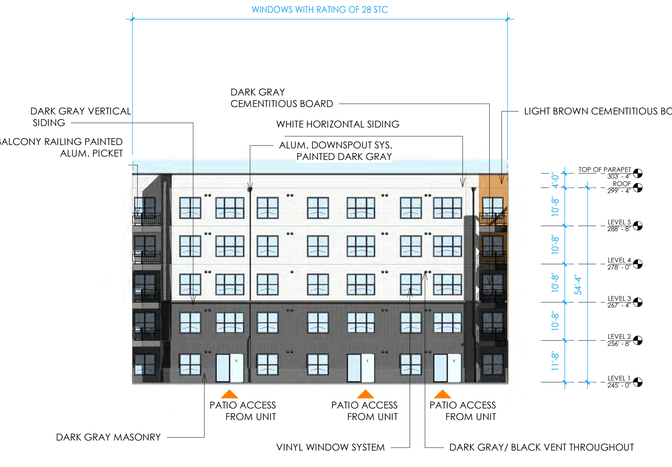

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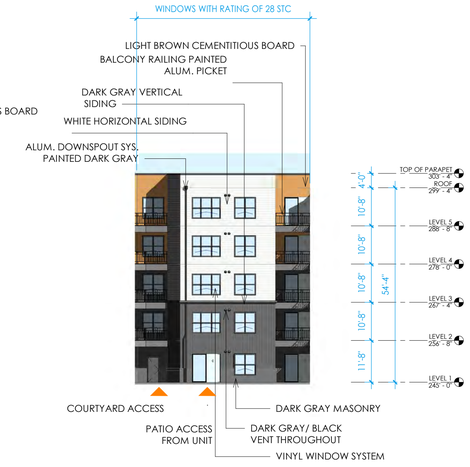

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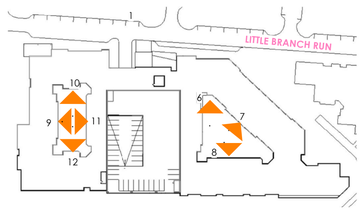

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
BUILDING ELEVATIONS

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CA REVIEWED BY	JH

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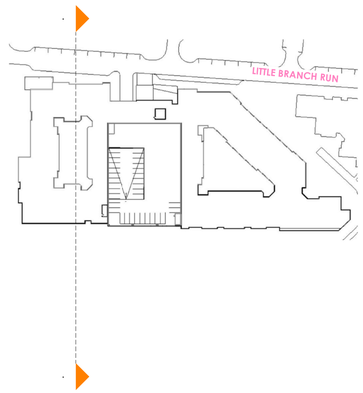

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
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HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
SITE SECTION

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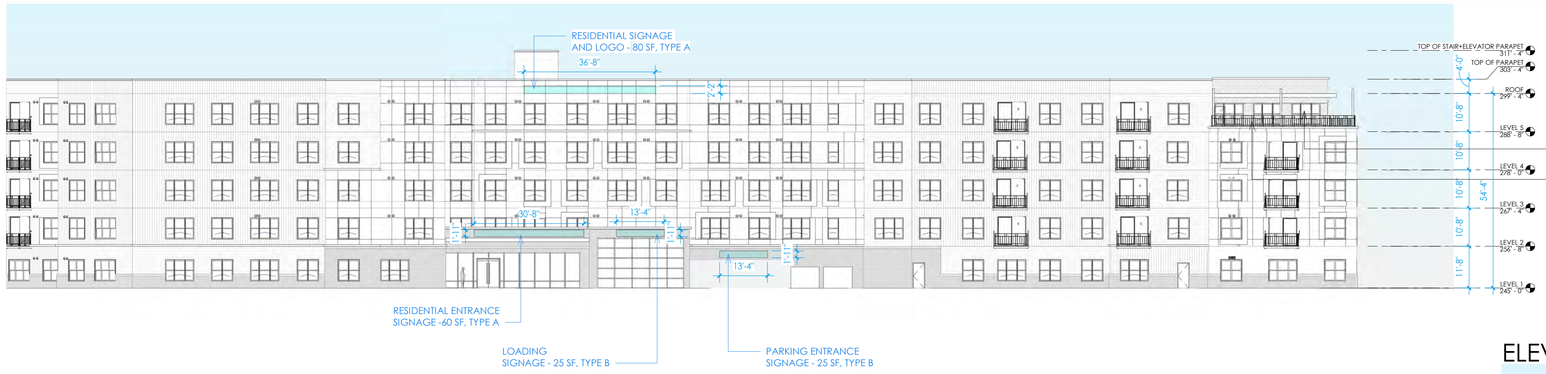

ALUM. STOREFRONT SYSTEM

PAINTED ALUM. PICKET RAILING

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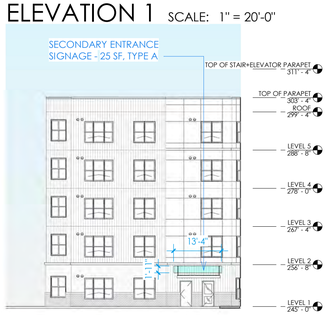
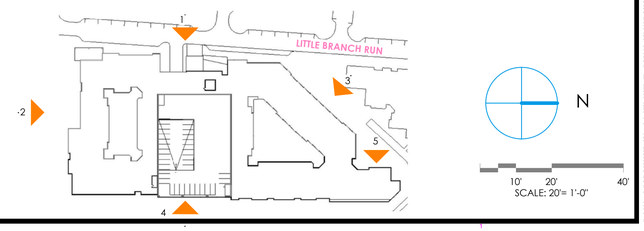


ELEVATION 2 SCALE: 1" = 20'-0"

ELEVATION 3 SCALE: 1" = 20'-0"

ELEVATION 4 SCALE: 1" = 20'-0"

SIGNAGE SCHEDULE			
SIGNAGE TYPE	**DESCRIPTION**	**COUNT**	**AREA**
A	LIGHTED, TRIMLESS SIGN WITH CHANNEL LETTERS	6	345 SF
B	PAINTED ALUMINUM PANELS 1" DEEP - STUD-MOUNTED ON WALL SURFACE DIMENSIONAL LETTERS WITH PAINTED FINISHES	2	50 SF
TOTAL		8	395 SF



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ARCHITECT
DOUGLAS N. FERRARA
No. 19,10,2006
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REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE ELEVATIONS

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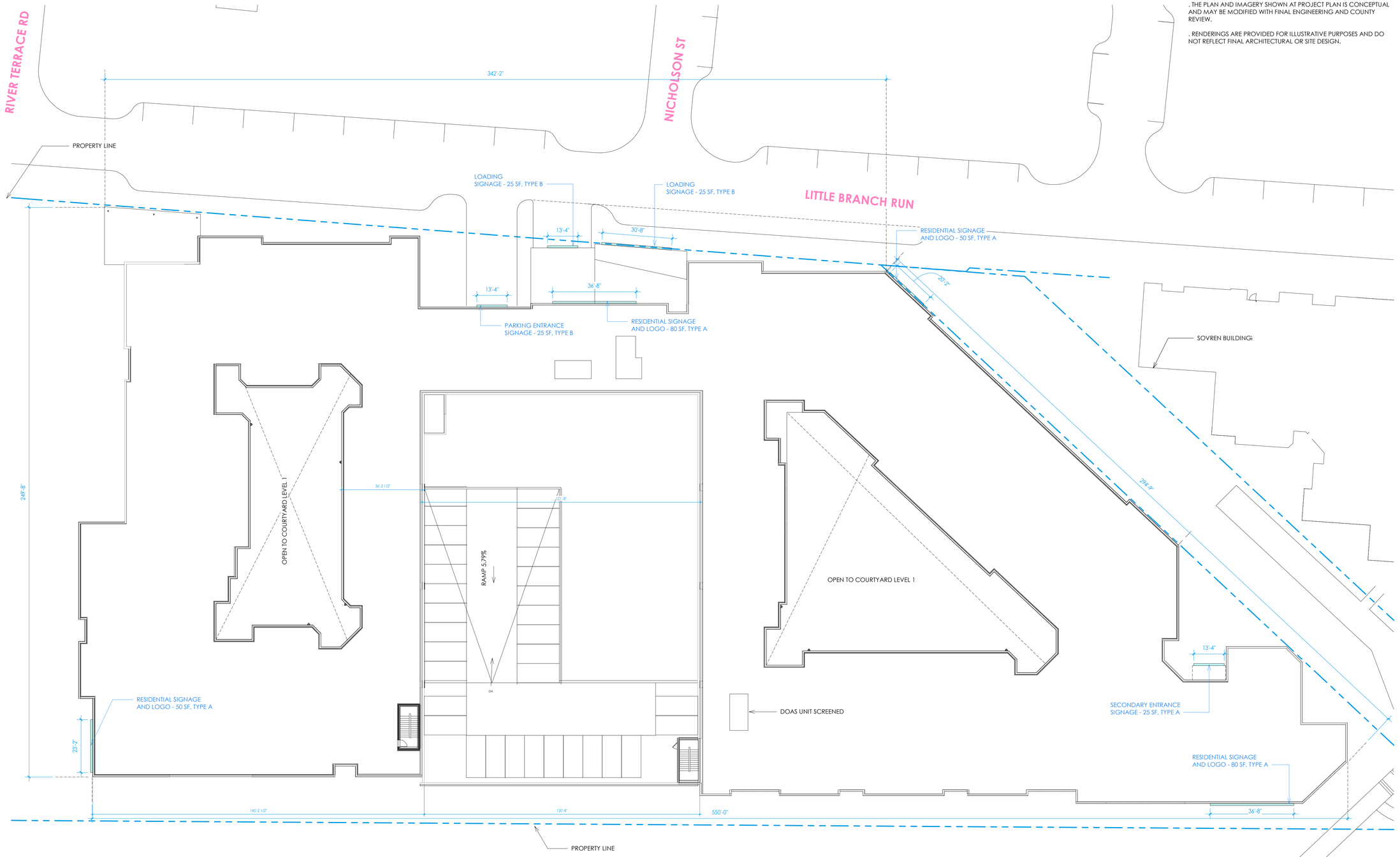

SIGNAGE PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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ARCHITECT
DOUGLAS W. CARTER
No. 10138
9.10.26
STATE OF MARYLAND

12/12/2025

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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SIGNAGE FACE AREA SUMMARY

ELEVATION 1 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	2	140 SF
B	LOADING SIGNAGE	1	25 SF
B	PARKING ENTRANCE SIGNAGE	1	25 SF
TOTAL		4	190 SF

ELEVATION 2 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 3 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 4 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	80 SF
TOTAL		1	80 SF

ELEVATION 5 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	SECONDARY ENTRANCE SIGNAGE	1	25 SF
TOTAL		1	25 SF

TOTAL SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A		6	345 SF
B		2	50 SF
TOTAL		8	395 SF

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19,191
STATE OF MARYLAND

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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE SCHEDULE

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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WEST HYATTSVILLE
TREE CONSERVATION PLAN TYPE II

General Notes

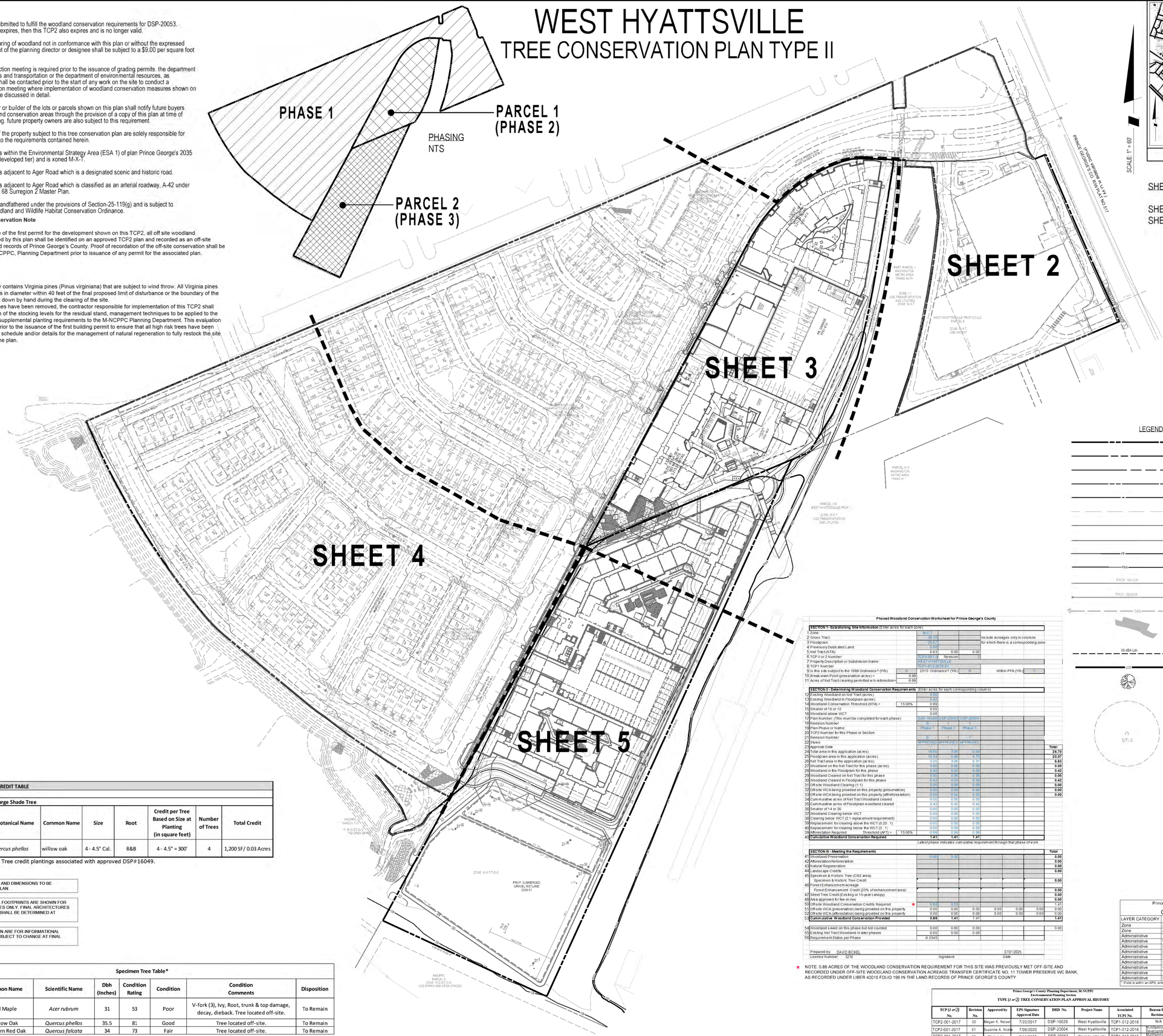
1. This plan is submitted to fulfill the woodland conservation requirements for DSP-20053. If DSP-20053 expires, then this TCP2 also expires and is no longer valid.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the planning director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. the department of public works and transportation or the department of environmental resources, as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the Environmental Strategy Area (ESA 1) of plan Prince George's 2035 (formerly the developed tier) and is xoned M-X-T.
7. The property is adjacent to Ager Road which is a designated scenic and historic road.
8. The property is adjacent to Ager Road which is classified as an arterial roadway, A-42 under Planning Area 68 Surregion 2 Master Plan.
9. This plan is grandfathered under the provisions of Section-25-119(g) and is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance.

Off-site Woodland Conservation Note

1. Prior to the issuance of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

Virginia Pine Notes

1. The subject property contains Virginia pines (Pinus virginiana) that are subject to wind throw. All Virginia pines greater than 6 inches in diameter within 40 feet of the final proposed limit of disturbance or the boundary of the property shall be cut down by hand during the clearing of the site.
2. After the Virginia pines have been removed, the contractor responsible for implementation of this TCP2 shall submit an evaluation of the stocking levels for the residual stand, management techniques to be applied to the residual stand, and supplemental planting requirements to the M-NCPPC Planning Department. This evaluation shall be submitted prior to the issuance of the first building permit to ensure that all high risk trees have been removed. A planting schedule and/or details for the management of natural regeneration to fully restock the site must be shown on the plan.



VICINITY MAP
SCALE 1"=2000'

SCALE 1" = 60'

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2-5: PLAN VIEW

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15 -OVER 25% STEEP SLOPES
- 65 dBA Ldn — NOISE CONTOUR
- LOC — LIMIT OF DISTURBANCE
- STREET TREE CREDIT
- EXISTING SPECIMEN TREE

Phased Woodland Conservation Worksheet for Prince George's County

SECTION I- Establishing Site Information (Enter acres for each zone)								
1 Zone:		M-X-T						
2 Gross Tract:		26.70				Include acreages only in columns		
3 Floodplain:		20.07				for which there is a corresponding zone		
4 Previously Dedicated Land:		0.00						
5 Net Tract (NTA):		6.63	0.00	0.00				
6 TCP I or 2 Number:		SDP-2001-01	Revision	0				
7 Property Description or Subdivision Name:		WEST HYATTSVILLE						
8 TCP1 Number		TCP1-012-2016-01						
9 Is this site subject to the 1989 Ordinance? (Y/N)	N	2010 Ordinance? (Y/N)	N	Within PFA (Y/N)	Y			
10 Break-even Point (preservation acres) =	0.99							
11 Acres of Net Tract clearing permitted w/o reforestation=	-0.99							
SECTION II - Determining Woodland Conservation Requirements (Enter acres for each corresponding column)								
12 Existing Woodland on Net Tract (acres)		0.00						
13 Existing Woodland in Floodplain (acres)		0.42						
14 Woodland Conservation Threshold (NTA) =	15.00%	0.99						
15 Smaller of 10 or 12		0.00						
16 Woodland above WCT		0.00						
17 Plan Number. (This must be completed for each phase)		DSP-16029	DSP-20053	DSP-20053				
18 Revision Number		0	1	1				
19 Plan Phase or Name:		Phase 1	Phase 2	Phase 3				
20 TCP2 Number for this Phase or Section								
21 Revision Number		0	1	1				
22 Status		APPROVED	APPROVED	APPROVED				
23 Approval Date								Total
24 Total area in this application (acres)		15.60	3.06	8.04				26.70
25 Floodplain area in this application (acres)		15.54	0.00	4.73				20.27
26 Net Tract area in the application (acres)		3.24	3.06	0.31				6.63
27 Woodland on the Net Tract for this phase (acres)		0.00	0.00	0.00				0.00
28 Woodland in the Floodplain for this phase		0.42	0.00	0.00				0.42
29 Woodland Cleared on Net Tract for this phase		0.00	0.00	0.00				0.00
30 Woodland Cleared in Floodplain for this phase		0.42	0.00	0.00				0.42
31 Off-site Woodland Clearing (1:1)		0.00	0.00	0.00				0.00
32 Off-site WCA being provided on this property (preservation)		0.00	0.00	0.00				0.00
33 Off-site WCA being provided on this property (afforestation)		0.00	0.00	0.00				0.00
34 Cumulative acres of Net Tract Woodland cleared		0.00	0.00	0.00				
35 Cumulative acres of Floodplain woodland cleared		0.42	0.42	0.42				
36 Smaller of 14 or 26		0.00	0.00	0.00				
37 Woodland Clearing below WCT		0.00	0.00	0.00				
38 Clearing below WCT (2:1 replacement requirement)		0.00	0.00	0.00				
39 Replacement for clearing above the WCT (2: 1)		0.00	0.00	0.00				
40 Replacement for clearing below the WCT (2 : 1)		0.00	0.00	0.00				
39 Afforestation Required Threshold (AFT) =	15.00%	0.99	0.99	0.99				
40 **Cumulative Woodland Conservation Required**		**1.41**	**1.41**	**1.41**				
		Latest phase indicates cumulative requirement through that phase of work						
SECTION III - Meeting the Requirements								Total
41 Woodland Preservation		0.00	0.00					0.00
42 Afforestation/Reforestation								0.00
43 Natural Regeneration								0.00
44 Landscape Credits								0.00
45 Specimen & Historic Tree (CRZ area)								
Specimen & Historic Tree Credit								0.00
46 Forest Enhancement Acreage								
Forest Enhancement Credit (25% of enhancement area)								0.00
47 Street Tree Credit (Existing or 10-year canopy)								0.00
48 Area approved for fee-in-lieu								0.00
50 Off-site Woodland Conservation Credits Required	*	0.83	0.58					1.41
51 Off-site WCA (preservation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
52 Off-site WCA (afforestation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
53 **Cumulative Woodland Conservation Provided**		**0.83**	**1.41**	**1.41**				**1.41**
54 Woodland saved on this phase but not counted		0.00	0.00	0.00				0.00
55 Existing Net Tract Woodland in later phases		0.00	0.00	0.00				
56 Requirement Status per Phase		-0.5345						

Prepared by: DAVID BICKEL 07/01/2025
License Number: 3210 Signature Date

* NOTE: 0.88 ACRES OF THE WOODLAND CONSERVATION REQUIREMENT FOR THIS SITE WAS PREVIOUSLY MET OFF-SITE AND RECORDED UNDER OFF-SITE WOODLAND CONSERVATION ACREAGE TRANSFER CERTIFICATE NO. 11 TOWER PRESERVE WC BANK, AS RECORDED UNDER LIBER 40015 FOLIO 196 IN THE LAND RECORDS OF PRINCE GEORGE'S COUNTY

STREET TREE CREDIT TABLE							
Category:							
Deciduous - Large Shade Tree							
Key	**Botanical Name**	**Common Name**	**Size**	**Root**	**Credit per Tree Based on Size at Planting (in square feet)**	**Number of Trees**	**Total Credit**
QP	*Quercus phellos*	willow oak	4 - 4.5" Cal.	B&B	4 - 4.5" = 300'	4	1,200 SF/ 0.03 Acres

NOTE: Street Tree credit plantings associated with approved DSP#16049.

NOTE: FINAL LOT SIZES AND DIMENSIONS TO BE DETERMINED AT SITE PLAN.

NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURES AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT.

NOTE: UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

Specimen Tree Table*							
No.	**Common Name**	**Scientific Name**	**Dbh (Inches)**	**Condition Rating**	**Condition**	**Condition Comments**	**Disposition**
ST-1**	Red Maple	*Acer rubrum*	31	53	Poor	V-fork (3), Ivy, Root, trunk & top damage, decay, dieback. Tree located off-site.	To Remain
ST-2**	Willow Oak	*Quercus phellos*	35.5	81	Good	Tree located off-site.	To Remain
ST-3**	Southern Red Oak	*Quercus falcata*	34	73	Fair	Tree located off-site.	To Remain

* Note: Trees were field located per approved NRI/FSD plan-002-16.
** This tree is located off-site.

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	M-X-T
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	41: E4
Administrative	WSSC Grid (Sheet 200)	207NE02, 206NE02
Administrative	Policy Analysis Zone (PAZ)	N/A
Administrative	Planning Area (Plan Area)	68
Administrative	Election District (ED)	17
Administrative	Councilmanic District (CD)	2
Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	Traffic Analysys Zone (TAZ-COG)	968, 970
Administrative	PG Traffic Analysis Zone (TAZ-PG)	968
Administrative	* If site is within an APA, enter the name of the airport, if not enter "N/A"	N/A

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE II TREE CONSERVATION PLAN APPROVAL HISTORY

TCP II or II No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A. Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Mandatory Development Mandatory Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Mandatory Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Mandatory Development

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NO.	TD\DIDING	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BICKEL
NO. 3210
LANDSCAPE ARCHITECT

12/12/2025

COVER SHEET

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4		ZONING CATEGORY: M-X-T	
WSSC 200' SHEET: 206NE02 207NE02			
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929			
1" = 60'		DATE: APRIL 2021	
SHEET 1 OF 5		DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S VERSION: V8 / NCS	
PROJECT NO: 0706-06-00			

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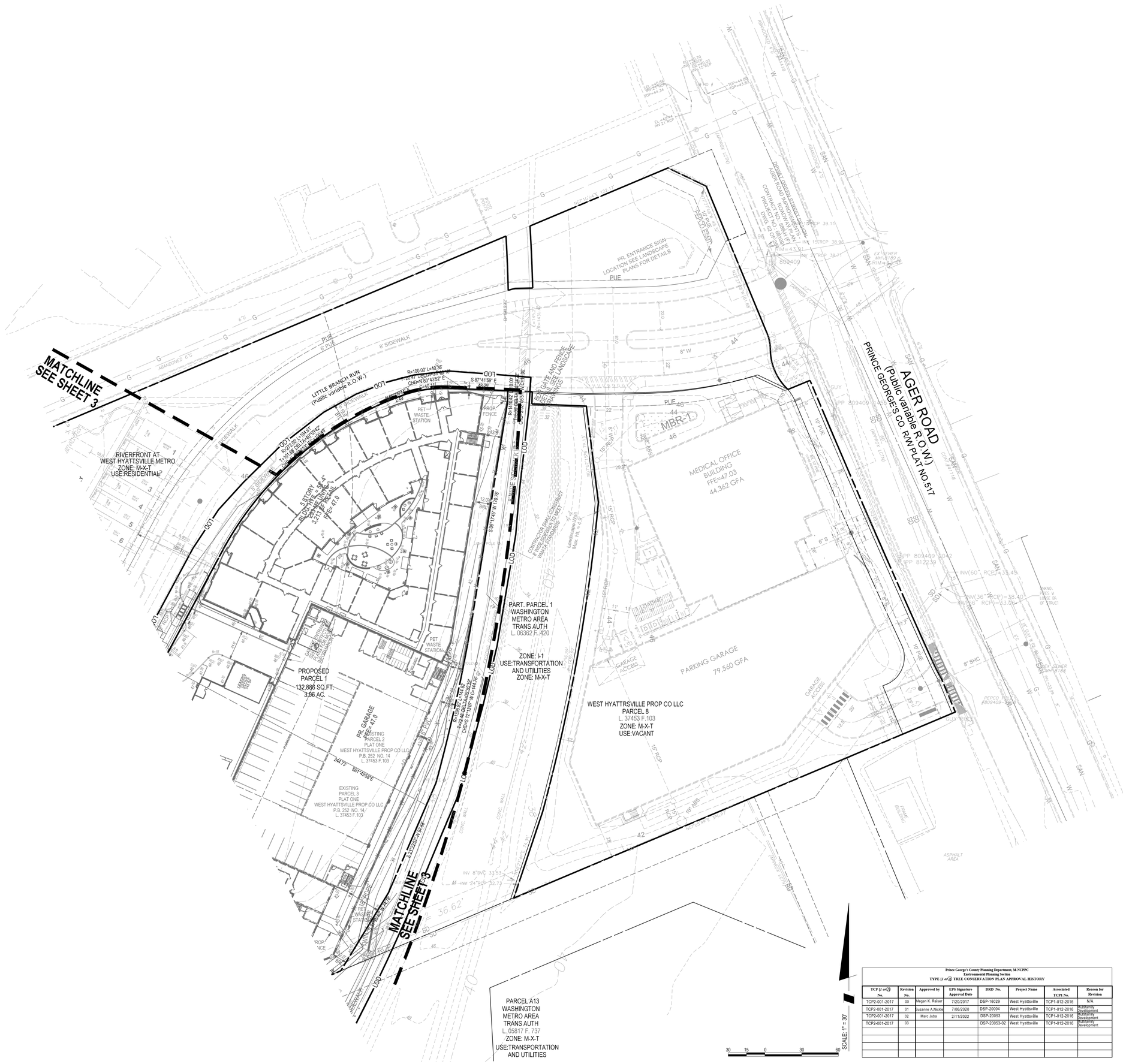

Prince George's County Planning Department, M-NCPPC Environmental Planning Section TYPE 1 or 2 TREE CONSERVATION PLAN APPROVAL HISTORY							
TCP 1 or 2 No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Additionally Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Additionally Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Additionally Development

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NO.	REVISIONS	BY	DATE

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CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BORGE
NO. 3210
LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83; VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021 DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB
SHEET 2 OF 5	CAD STD'S VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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REFERENCE GRID A B C D E F G H I J K L M N O

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH L. 05362 F. 420 ZONE: I-1 USE:TRANSFORTATION AND UTILITIES ZONE: M-X-T

PARCEL 114 WEST HYATTSVILLE PROP L. 44201 F. 571 ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES

PROPOSED PARCEL 1 132,886 SQ.FT: 3.66 AC.

EXISTING PARCEL 2 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F. 103

EXISTING PARCEL 3 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F. 103

WSSC EASEMENT L. 2482 F. 360

LITTLE BRANCH RUN (Public, variable R.O.W.)

KIRKWOOD PLACE (Public, 54' R.O.W.)

CRIMSON FOX DRIVE (Public 52' R.O.W.)

EMERALD BRANCH DRIVE (Public 52' R.O.W.)

ELKHORN ALLEY

WHISPER ALLEY

STILL ALLEY

HUSH ALLEY

WHISPER ALLEY

5 STORY BLDG.HTS 58'-4" 380 MF UNITS 3,213 SF RETAIL FFE: 47.0

5 STORY BLDG.HTS 58'-4" 380 MF UNITS 3,213 SF RETAIL FFE: 46.0

PR GARAGE 47.0

PET WASTE STATION

PROP. FENCE

BIKE RACKS (6 SPACES)

LOD

SCALE: 1" = 30'

30 15 0 30 60

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE II TREE CONSERVATION PLAN APPROVAL HISTORY

TCP II or III No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCPI No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Preliminary Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Preliminary Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Preliminary Development

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c/o GILBANE DEVELOPMENT COMPANY
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1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND JOHN DAVID BOGEL NO. 3210 LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP	41, E4
ZONING CATEGORY:	M-X-T
WSSC 200' SHEET	206NE02 207NE02
SITE DATUM HORIZONTAL:	NAD83
VERTICAL:	NGVD1929
1" =	30'
SHEET	3
OF	5
PROJECT NO.	0706-06-00
DATE:	APRIL 2021
DESIGNED:	YOR
TECHNICIAN:	YOR
CHECKED:	DJB
CAD STD'S, VERSION:	V8 / NCS

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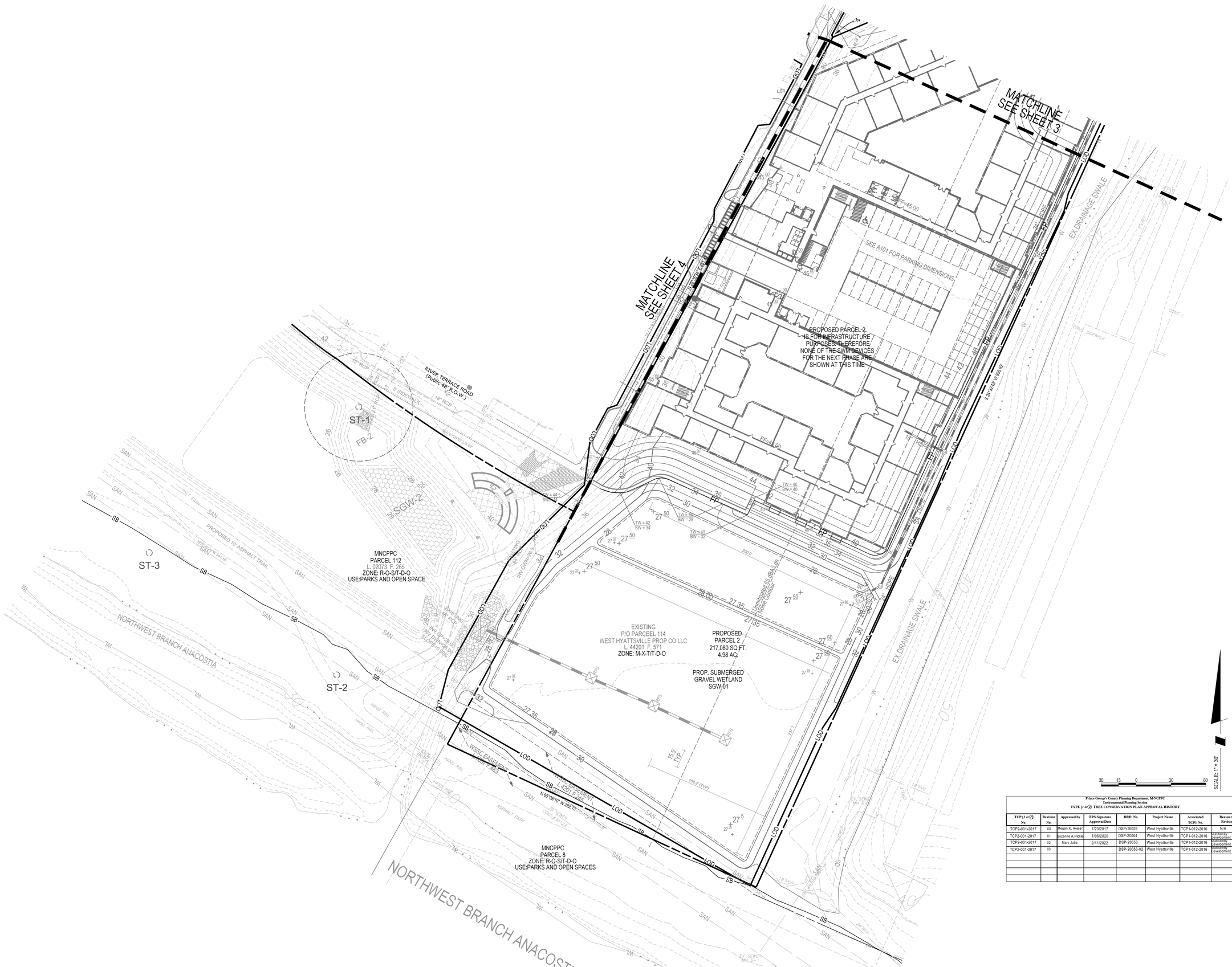

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 1 (1 or 2) TREE CONSERVATION PLAN APPROVAL HISTORY

TCP 1 (1 or 2) No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Multifamily Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Multifamily Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Multifamily Development

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NO.	REVISIONS	BY	DATE

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STATE OF MARYLAND
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LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021 DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
SHEET 5 OF 5	
PROJECT NO. 0706-06-00	

Additional Back-up

For

DSP-20053-02 West Hyattsville Phase 2 ETOD & DPT-2025-0003 West Hyattsville Phase 2

Ford, Ronda

From: Tom Haller <thaller@gibbshaller.com>
Sent: Tuesday, February 17, 2026 11:56 AM
To: PPD-PGCPB; Hunt, James; Conner, Sherri; Kosack, Jill; Garland, Hyojung
Subject: DSP-20053-02 and DPT-2025-0003; west Hyattsville Phase 2
Attachments: Applicant's Supplemental Material DSP-20053-02.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please find the Applicant's Supplemental Material for the referenced applications before the Planning Board on February 19, 2026. Please let me know if you have any questions.

Tom

GIBBS AND HALLER

Thomas H. Haller
1300 Caraway Court, Suite 102
Largo, MD 20774
(301)306-0033

APPLICANT'S EXHIBIT 1

APPLICANT'S PROPOSED REVISIONS TO RECOMMENDATIONS AND CONDITIONS

APPLICANT'S PROPOSED REVISIONS TO RECOMMENDATIONS AND CONDITIONS WEST HYATTSVILLE, PHASE 2 DETAILED SITE PLAN DSP-20053-02 DEPARTURE FROM DESIGN STANDARDS 2025-0003

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and further recommend APPROVAL of this application to the District Council, as follows:

A. Recommend to the District Council ~~DISAPPROVAL~~ APPROVAL of the property owner's request to permit the ~~nonuse of multifamily dwellings with no ground-floor retail uses~~ **ground floor non-residential use to include any type of office or financial service use, eating or drinking establishment, services and trade, barber or beauty shop, book store, pet grooming establishment, drug store, hardware store, veterinary clinic, department store, dry cleaning or laundry pickup station, food or beverage store, studio for artistic practice, community building, art gallery or cultural center, in addition to retail uses,** on proposed Parcel 2, provided such use is not prohibited by Section 27-290.01(b)(3).

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground-floor retail only in the ~~northernmost portion~~ **northwestern corner** of the building, **adjacent to Little Branch Run** and the pedestrian ~~trail~~ **promenade**.

B. APPROVE Detailed Site Plan DSP-20053-02 and Type 2 Tree Conservation Plan TCP2-2025-0074, for West Hyattsville Phase 2, including a waiver of the tree canopy coverage requirement, and DISAPPROVE Alternative Compliance ACL-2025-0008 as described herein, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   n. Revise the architecture and site plans to show the provision of **no less than 1,000 square feet of** ground-floor ~~retail~~ **commercial** space ~~along the northern side~~ **in the northwestern corner** of the building **adjacent to Little Branch Run and the pedestrian** ~~trail~~ **promenade**.

APPLICANT'S EXHIBIT 2

SOVREN

WEST HYATTSVILLE

PHASE 1

SOVREN
5685

SOVREN
6685
PARKING ENTRANCE

MISS CHEEVE

APPLICANT'S EXHIBIT 3

WEST HYATTSVILLE
PHASE 2

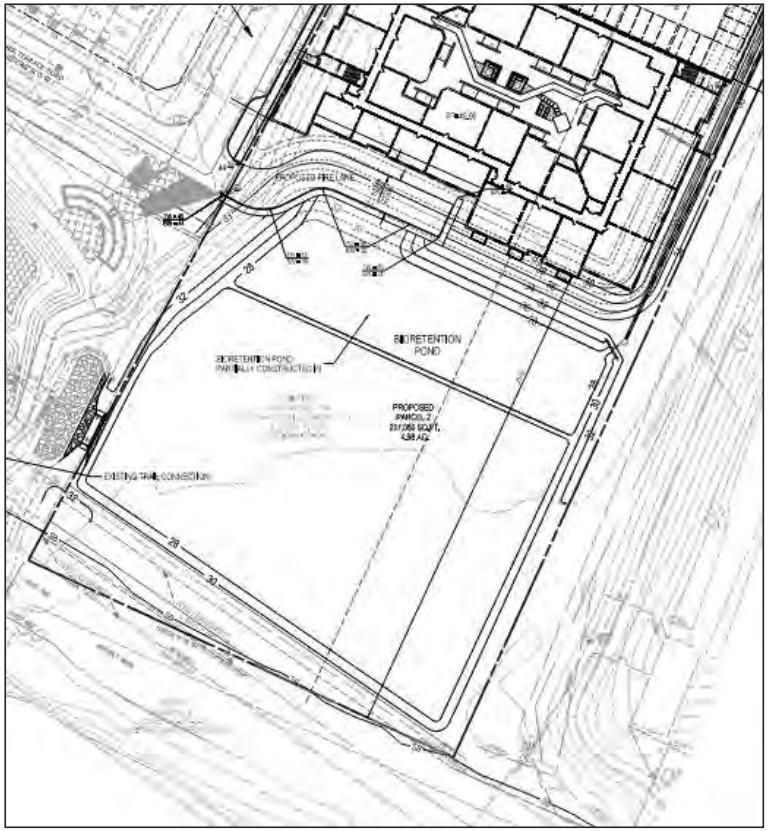
Riverfront at West Hyattsville

Phase Two Multifamily

Connectivity

Stormwater Management

Phase 2 - Gravel Wetlands



RIVER TERRACE ROAD

LITTLE BRANCH RUN

NICHOLSON STREET

PROPOSED FIRE LANE

PROPOSED PARKING STRUCTURE

RETAIL

RETAIL

RETAIL

UP

STREET LIGHT (TYP.)

REMOVABLE BOLLARDS

BEGIN PLAZA IMPROVEMENTS

SEATING & PLANTER AREA

EXISTING LIGHT POLE (TYP.)

22' FIRE LANE

BEGIN PLAZA IMPROVEMENTS

PLANTERS

WSSC EASEMENT

TO METRO

BENCHES

PUBLIC ART OPPORTUNITY

BOLLARD (TYP.)

LIGHTING LEGEND

- PROPOSED WALLPACK
- PROPOSED BOLLARD
- EXISTING LIGHT POLE
- STREET LIGHTING

AMENITY LEGEND

1. DUAL SIDE ENCLOSED ELECTRIC FIRE FEATURE
2. PERGOLA WITH PRIVACY SCREENS
3. PERGOLA
4. OUTDOOR KITCHEN AND BAR
5. GATHERING TABLE
6. LOUNGE SOFA AND TABLE
7. LOUNGE CHAIRS AND TABLE
8. SAUNA
9. CHAISE LOUNGE CHAIRS
10. LOW LANDSCAPE WALL
11. MULTI-USE ARTIFICAL TURF

COLOR LEGEND
DARK GREEN: PLANTED AREA
LIGHT GREEN: TURF
DARK TAN: PRIVATE PAITO/ACCESS AND GATHERING SPACES
LIGHT TAN: PRIMARY PATHWAYS

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182

P 703.556.9275
F 703.821.6976
www.dcsdesign.com

Kimley»Horn

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11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191
PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

PRINT DATE

ISSUE DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE PLAN

DRAWING NUMBER

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PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

PRINT DATE

ISSUE DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE

INSPIRATION IMAGES

DRAWING NUMBER

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WEST HYATTSVILLE

PERSPECTIVES

HYATTSVILLE, MD 20782

FOR ILLUSTRATIVE PURPOSES ONLY

A-22

8/1/2025 10:05:20 AM

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

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PERSPECTIVES

A-23

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

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PERSPECTIVES

A-24

8/1/2025 10:05:21 AM

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APPLICANT'S EXHIBIT 4

2022 RETAIL MARKET STUDY

RCLCO
REAL ESTATE ADVISORS

RETAIL ANALYSIS

SITE RETAIL OPPORTUNITY

RCLCO
REAL ESTATE ADVISORS

THERE IS DEMAND FOR A LIMITED AMOUNT OF LOCAL-SERVING CONVENIENCE RETAIL AT THE SUBJECT PROPERTY

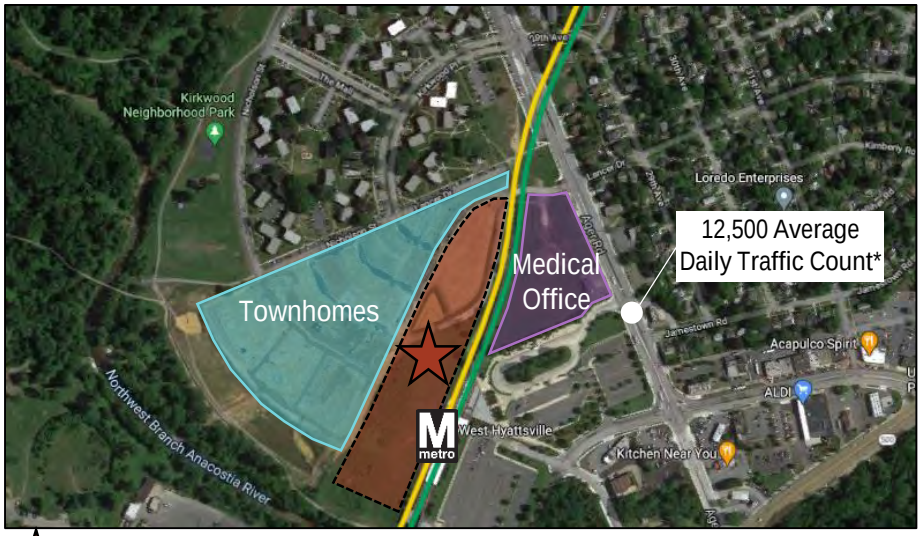
- RCLCO finds support for approximately 1,000 to 2,500 square feet of space at the subject property targeting a mix of local-serving convenience and service retailers, such as coffee, café, dry cleaning, banking, etc. Limited visibility into the site, and only modest traffic counts along Ager Road likely limits the potential to attract a conventional, or even a small format/specialty grocery anchor at the development, that would in turn drive demand for additional retail a the site.

- The subject site has very limited frontage along Ager Road and any potential retail would be obstructed by the elevated rail station and office development from this critical marketing window.

- Furthermore, traffic counts on Ager Road are relatively modest at 12,500 (24 hour average daily two-way counts), which is below the typical threshold for major credit tenants, such as a grocery anchor; and while RCLCO expects some level of demand from metro riders, the subject site's location on the far side of the tracks, opposite the bus and vehicular access, will likely limit traffic from metro riders.

- Furthermore, adjacent homeowners and medical office visitors are likely customers that would contribute to retail expenditures at the site, but the reality is that these sources of demand are just not that significant and would only support a limited amount of retail space.

Subject Site Map



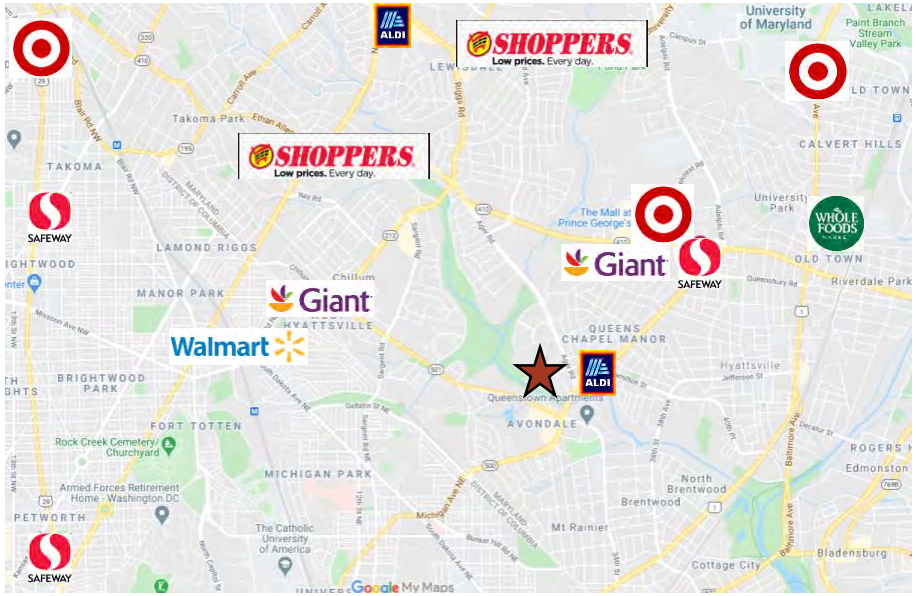
Note: Data current as of 2018. Includes average daily traffic count in both directions
SOURCE: Maryland Department of Transportation: RCLCO

GROCERY DEMAND

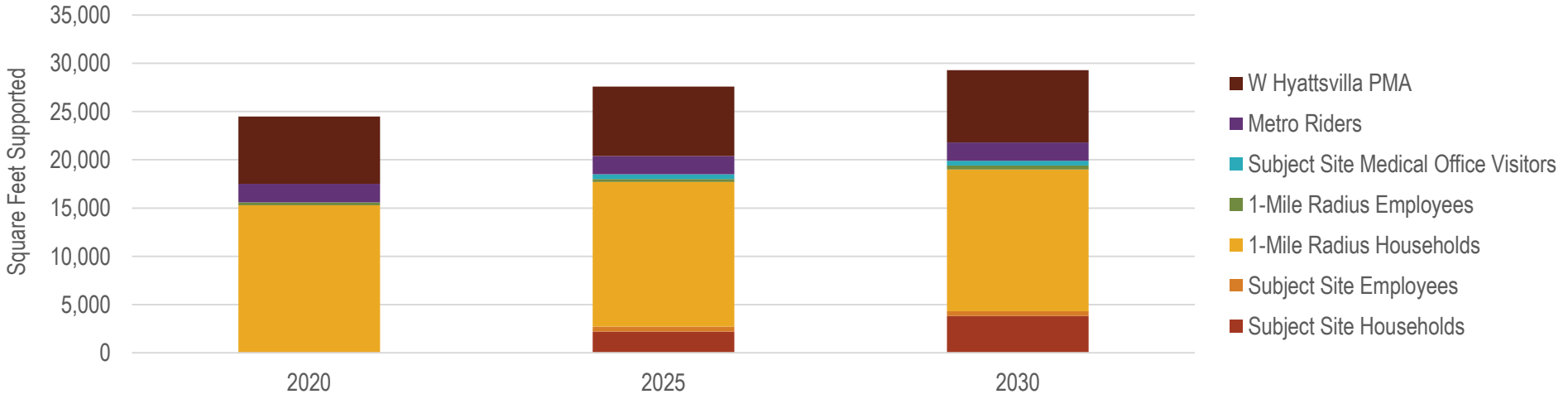
THE SUBJECT SITE IS LOCATED IN A COMPETITIVE GROCERY MARKET, WITH MOST OF THE MAJOR CREDIT GROCERY TENANTS ALREADY ACCOUNTED FOR

- While the local area is generally well-represented with regional grocery anchors, including more than 40 within five miles of the subject site, Harris Teeter is perhaps the only conventional grocer conspicuously missing from the market area. Other small format and specialty grocery operators absent from the local trade area include Lidl, Mom's, and Yes! Organic Market.
- Unfortunately, RCLCO demand models indicate that there is insufficient demand to support a conventional grocery anchor such as Harris Teeter, which typically has a footprint of 45,000 to 60,000+ square feet of space.
- Theoretically, the subject site could support a small format/specialty grocer, which typically ranges from 10,000 to 20,000+ square feet; however the poor visibility and low daily traffic on Ager Road would likely preclude a grocer from considering the subject site.

Landscape of Nearby Grocers



Projected Grocery Demand at the Subject Site by Source; 2020 - 2030



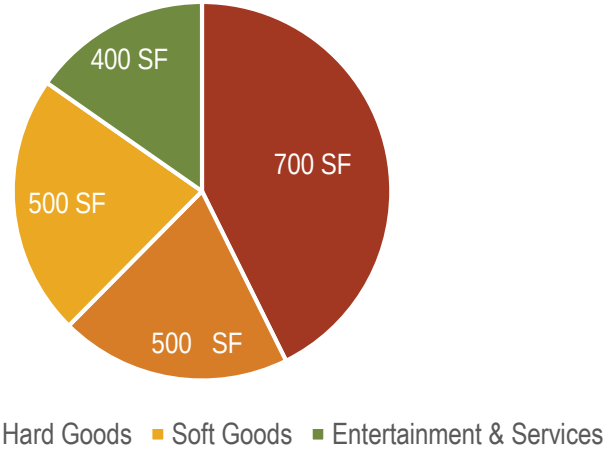
Source: Esri; Consumer Expenditure Survey; ICSC; CoStar; RCLCO

SUBJECT SITE RETAIL DEMAND

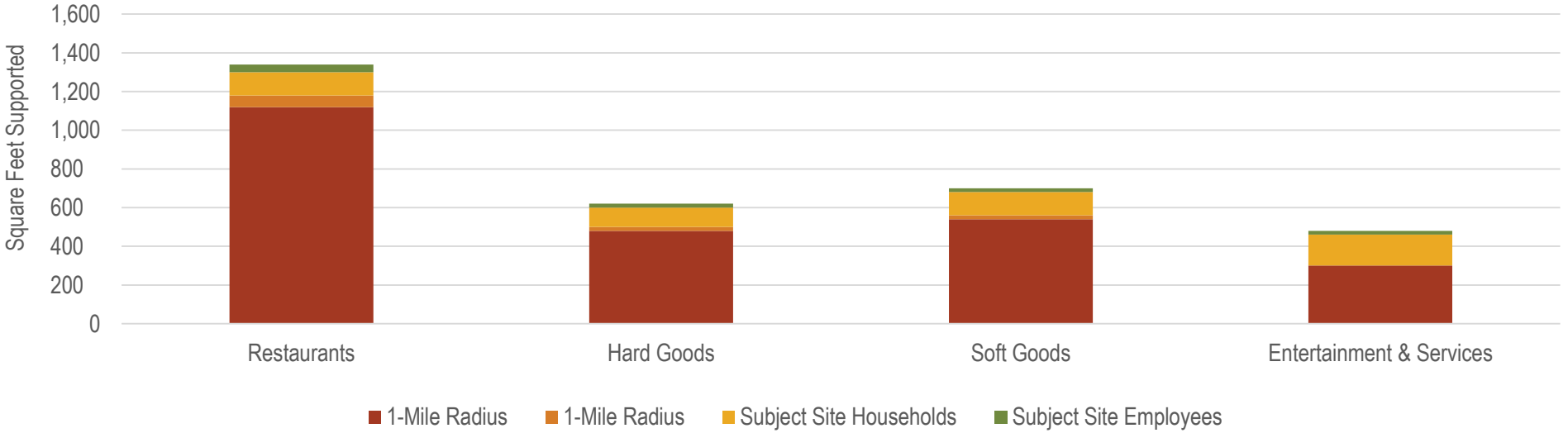
WITHOUT A GROCERY ANCHOR, SUPPORT FOR RETAIL AT THE SITE WILL HAVE TO RELY UPON LOCAL PATRONS

- Without a grocery anchor to draw in potential shoppers from a wider trade area, and given the limited marketing window/visibility, retail at the subject property will have to rely primarily on local sources of demand, including retail expenditures from on-site renter households, those emanating from the adjacent townhomes and single-family neighborhood, employees and visitors at the adjacent medical office building, metro riders, and other households within the immediate influence area of the property.
- Based on these sources of demand, RCLCO estimates that the subject site could support 1,000 to 2,500 square feet retail at full buildout, including a mix of neighborhood serving convenience retail, restaurants, and services.

Non-Grocery Retail Demand from Households and Employees; 2030
Onsite and 1-Mile Radius



Breakdown of Non-Grocery Retail Demand from Households and Employees by Source; 2030
Onsite and 1-Mile Radius



Source: Esri; Consumer Expenditure Survey; ICSC; CoStar; RCLCO

APPLICANT'S EXHIBIT 5

RESUME OF BILL DICKINSON

BILL DICKINSON

Executive Director of Brokerage

CAREER SUMMARY

Bill is a leading expert in retail real estate throughout the Mid-Atlantic region, with extensive experience across all aspects of commercial property—including tenant mix and merchandising, ground-up development, tenant construction, building systems, and retail brokerage. A native Washingtonian, he brings a hospitality-driven, client-first approach to representing both property owners and retailers.

Over his career, Bill has completed high-profile transactions with top restaurants such as Nobu, The Choptank, Ada's on the River, Barbouzard, and multiple José Andrés concepts. He has also worked with national and fast-casual brands, including Chipotle, Starbucks, and Darden Restaurants. During his 15-year tenure at Rappaport, Bill earned multiple Top Producer awards in recognition of his performance and results.

CONTACT

703-624-2287

bdickinson@rappaportco.com

www.linkedin.com/in/bidickinson/

Washington, D.C.

EDUCATION

BA, Philosophy

Old Dominion University

1980 - 1985

SKILLS

- Building Systems
- Market Rollout Strategy
- Client Acquisition
- Negotiation
- Relationship Management
- Sales Strategies
- Mixed-Use Properties
- Neighborhood Shopping Centers
- Networking
- Market Research

WORK EXPERIENCE

Executive Director of Brokerage

Rappaport

2005 - Present

- Represented national and regional brands including: Chipotle, Starbucks, and Darden Restaurants
- Directed tenant mix and merchandising strategies for mixed-use and neighborhood shopping center assets
- Led rollout strategies for expanding national brands across multi-location portfolios.
- Earned multiple Top Producer Awards for performance excellence.

Retail Broker

Vornado Realty Trust

1989 - 2005

- Managed retail leasing and tenant representation across urban and suburban portfolios.
- Specialized in urban corridor retail and flagship placements within Washington, D.C.

PROFESSIONAL AFFILIATIONS

- **International Council of Schooping Centers (ICSC)**
- **Building Owners Management Association (BOMA)**
- **National Association of Corporate Real Estate Executives (NACREE)**

APPLICANT'S EXHIBIT 6

RESUME OF BOB BROOKS

Bob Brooks, PLA

Landscape Architecture

Bob has 10 years of experience in landscape architecture for both public and private sector clients including parks, trails and greenways, and residential and mixed-use developments. His experience in graphic representation, 3D modeling, and construction documentation has helped bolster the collaborative design approach to landscape architecture and planning projects. Bob's experience in residential and mixed-use amenity and landscape design has been valuable in creating a strong sense of place for residents and fostering community by creating spaces for people to enjoy and actively engage with neighbors. Bob's decade long experience of working with local jurisdictions in Maryland has allowed him to develop a firm understanding of the jurisdictional process and to develop landscape plans that work to accomplish the goals of the jurisdiction and provide substantive aesthetic and ecological value to the given project.

Education

Bachelor of Science, Recreation Adventure Travel and Ecotourism, Paul Smiths College, 2006

Master of Landscape Architecture, Virginia Polytechnic Inst. & State University, 2017

Professional Credentials

Registered Landscape Architect in MD (#4162)

Relevant Experience

Belle Heights, Richmond, VA — Landscape Architect. Belle Heights and the associated Semmes Avenue tracts is an assemblage of redevelopment parcels in the heart of Richmond's Manchester neighborhood. As a corner piece of a local and regional transportation network, these properties enjoy a superior location for commuting, biking, and walking as well as access to popular city sites such as the Buttermilk Trail and Belle Isle Park system. The 23-acre site was originally planned as a 111-unit for-sale townhome project called Belle Heights for a national builder. On the heels of that project, the developer has continued to add parcels to the redevelopment assemblage replacing antiquated warehouse space, a former gas station and mobile home park, with high density housing and small-scale commercial uses. The landscape architecture team has been involved since the project's inception, developing concepts and guiding entitlements through the city approval process. These improvements have worked to meet several of the initiatives of the Richmond 300 Plan including housing and connectivity and improved streets for pedestrians. Kimley-Horn is currently assisting in processing two concurrent Special Use Permits (SUP) for a market rate and LIHTC apartment projects. Sales of the townhomes completed in 2023.

Nixon Property, Glen Burnie, MD — Landscape Architect. Nixon Property is a mixed-density housing that utilizes new workforce housing legislation planning. Kimley-Horn developed a concept plan considering wetland site constraints using a combination of unit types to serve a broader user group. Parking was designed to meet county code requirements and is evenly distributed throughout the site. Stormwater management locations are planned to manage runoff. Playgrounds, pickleball courts, and gathering spaces will be designed for users to add play and socializing.

National Museum of the United States Army, Warriors' Plaza, Fort Belvoir, VA* — Landscape Architect. The Warriors Plaza is one of three primary landscape architecture features designed by the project team as part of the landscape design services contract for this 84-acre campus. The Warriors Plaza features the Pentagon Stone Memorial, a large pavilion space for watching military parades and other events on the adjoining Parade Field, and a large

Kimley»Horn

seating space where school groups and other visitors can eat lunch and gather outdoors. The plaza incorporates thousands of donor pavers in remembrance of those who've served. In addition to the Warriors Plaza, the landscape architecture team was integral in the design of the rooftop Medal of Honor Garden. The team designed and provided construction documentation for a Memorial Garden: a linear strolling garden culminating in a small plaza surrounded by black granite walls, with a Solders Cross centered at the focal culmination of the experience.

Patapsco Glen, Woodlawn, MD* — Landscape Architect. Patapsco Glen is a 58.61-acre community located adjacent to Patapsco Valley State Park. As a site with significant natural features such as steep valley slopes and large stands of mature forest, the landscape architecture team was tasked with designing a land plan that responded to these features in a way that would make the project not only viable, but unique and desirable. The execution of the plan has created an award-winning, highly desirable, affordable community in a preserved natural setting. At the heart of the community is a large, centralized amenity and park space featuring numerous high-quality mature trees. In addition to land planning, the team was responsible for conceptual design through construction administration of all open space, streetscape, and amenity features throughout the community. Having worked on the Patapsco Glen project for nearly a decade, Bob's role has included a variety of tasks including land planning, Pattern Book development, amenity design, code planting design, and all associated 2D and 3D graphics and documents from concept through construction documents. Bob's tasks also included working diligently with county reviewers to receive landscape plan approval for all phases, and subsequently construction phase services, including landscape inspections, and the development of required post inspection documents for bond release.

City of Falls Church, Greening of Lincoln, VA — Landscape Architect. Kimley-Horn is conducting a PCSWMM analysis for a 250-acre watershed with known flooding issues in the City of Falls Church. This project is a hybrid stormwater-roadway capital improvement project that also is evaluating traffic calming measures and roadway features along an existing corridor within this watershed. As part of Phase 2 of this project, recommendations and solutions will be presented that incorporate green infrastructure along the corridor to act as both community assets and stormwater treatment practices. Kimley-Horn also is improvement ADA accessibility, sidewalk connectivity, green space, stormwater management, and traffic calming along Lincoln Avenue. Geometry improvements include the construction of a new sidewalk along the southern side of Lincoln Avenue. Traffic improvements at Great Falls Street and Lincoln Avenue include adding a left-turn lane in the southbound direction and right-turn channelization for the north and south approaches.

ONE Westport Master Planning, Baltimore, MD — Landscape Architect. ONE Westport is a vision for the reinvention of Baltimore's Westport community by creating an innovative development on the vacant 43-acre parcel in conjunction with the revitalization of the existing neighborhood through redevelopment, community engagement, and opportunity. Located on the western shore of the middle branch of the Patapsco River, just south of I-95/I-295 and Baltimore's Inner Harbor, the new development will include a combination of townhomes, multi-family apartments, senior apartments, retail, office, public parks, waterfront promenade, and a multi-purpose public recreation field. Kimley-Horn is working with multiple partners to bring the project to life. Kimley-Horn has been involved in the planning and engineering of the townhome parcels, and has worked closely with Field Operations on the integration of the waterfront park and promenade into the future residential and existing Westport communities.

**This project was worked on prior to joining Kimley-Horn.*

APPLICANT'S EXHIBIT 6

RESUME OF MICHAEL LENHART

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E.

PRESIDENT

Mike Lenhart is a professional traffic engineer with over 35 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present
President – Lenhart Traffic Consulting, Inc.

2002 - 2005
Senior Project Manager - The Traffic Group, Inc.

2000 – 2002
Independent Consultant - The Traffic Group, Inc.

1999 - 2000
Senior Associate - The Traffic Group, Inc.

1998 – 1999
Division Chief – Engineering Access Permits
Maryland State Highway Administration

1990 - 1998
Traffic Engineer
Maryland State Highway Administration

Educational Background

- *Bachelors of Science in Civil Engineering -1990 (U of MD @ College Park)*
- *Masters of Science in Traffic Engineering& Transportation Planning -1998 (U of MD @ College Park)*

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE
- Professional Traffic Operations Engineer (PTOE) - ITE
- Member ITE

Places where Mr. Lenhart has testified as an expert witness

Allegany County – Board of Appeals, Planning Commission
Annapolis - Planning Commission, Board of Appeals
Anne Arundel County – Board of Appeals, Administrative Hearing Officer
Baltimore County – Zoning Commissioner, Planning Board
Calvert County – Planning Commission, Board of Appeals, County Commissioners
Carroll County – Board of Zoning Appeals; Planning Board
Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission, Town of LaPlata Planning Commission, Town Council, Board of Appeals
City of Frederick – Planning Commission
Frederick County – Planning Commission, County Commissioners
Harford County – Circuit Court
Prince George's County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel

Montgomery County – Planning Board, Zoning Examiner
Queen Anne's County – Planning Commission
St. Mary's County – Planning Commission; County Commissioners
Sussex County, DE – Planning Commission, Board of County Commissioners
Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5
High Accident Sections
Traffic Safety Studies
Traffic Signal Warrant Studies
Highway Design Consultation
Project Planning Consultation
Traffic Impact Study Review

Lenhart Traffic Consulting, Inc.
231 Najoles Road, Suite 250
Millersville, MD 21108

Phone (410) 216-3333

email: mlenhart@lenharttraffic.com

Ford, Ronda

From: Dexter Ware <ware.dexter@gmail.com>
Sent: Tuesday, February 17, 2026 11:59 AM
To: PPD-PGCPB
Subject: Submitted Materials for Feb 19, 2026 Planning Board Meeting
Attachments: West Hyattville Phase 2 Developement Concerns - Written Submission Dexter Ware & James Raymond.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern:

Attached are the materials I would like submitted for the record for the planning meeting taking place on Feb 19, 2026 regarding the West Hyattsville Phase 2 (DSP-20053-02/DPT-2025-0003).

Best,

Dex Ware

Good morning, Chair and Members of the Planning Board.

My name is Dexter Ware, and I am a resident of the Riverfront Community in West Hyattsville. I am here today to speak on the Detailed Site Plan for Phase 2 (DSP-20053-02).

I want to start by stating clearly: **I support the goals of this project.** My family and I chose to live in Riverfront because we believe in the vision of a transit-oriented, dense, and vibrant West Hyattsville. We know that Prince George's County faces a housing shortage, we've seen the targets in Plan 2035, and we agree that the 342 new homes proposed in Phase 2 are necessary and welcome.

However, density without infrastructure is not development; it is danger.

Today, I am asking the Board to correct a critical safety failure that has persisted since 2017. I am asking you to condition the approval of Phase 2 on one specific action: **The immediate connection and opening of Nicholson Street.**

The Current Reality: A Single Point of Failure

Right now, our entire community, consisting of hundreds of housing units, including Sovren apartments and the townhomes, relies on a single point of entry and exit: **Little Branch Run.** This road is failing.

- **It is functionally too narrow.** When a delivery truck stops at the curb, the road is reduced to a single lane for two-way traffic.
- **It is geometrically dangerous.** The entrance from Ager Road forces drivers into a blind curve and a hazardous merge. I have personally witnessed near-miss head-on collisions because inbound drivers cannot see outbound traffic until they are already in the merge zone.
- **It is a trap.** During the recent snowstorm, this single entrance was reduced to a one-lane chute. If a fire truck had needed to reach the back of our community while a car was stuck, **they would not have made it.**

Now, imagine adding the heavy construction traffic for Phase 2, and eventually 342 more households, to this single, fragile lifeline. It is a recipe for gridlock at best, and tragedy at worst.

The "15-Foot Gap"

The frustration of our community is that the solution already exists. It is sitting there, 15 feet away.

The 2006 Transit District Development Plan *mandated* a grid. It *mandated* the connection of Nicholson Street. But in 2017, during the approval of the infrastructure plan (DSP-16029), a condition was written that allowed the road to be built 'to the property line' while deferring its opening to a future administrative decision.

That decision has been in limbo for nearly a decade. We are told there is a 'dispute' between the City and the developer about who is responsible for the final connection. Meanwhile, we stare at a 15-foot gap of pavement that separates us from a safe, secondary emergency exit.

The Ask

We are done waiting for the 'right time.' Phase 2 *is* the right time. You have the authority today to ensure that the infrastructure keeps pace with the density.

We respectfully request that the Planning Board add the following binding condition to this approval:

'No building permits for Phase 2 vertical construction shall be issued until the Nicholson Street extension is fully paved, signed, and opened to public traffic.'

This condition does not stop the project. It simply ensures that before we add more density, we fix the grid. It forces the developer and the City to resolve their dispute and prioritize public safety over administrative delays.

We also ask that you hold the applicant accountable for the unresolved drainage issues behind the Sovren building, where standing water remains a health hazard, another piece of 'unfinished business' from Phase 1.

Please, give us the grid we were promised. Support the housing, but demand the safety. Open Nicholson Street.

Thank you.

Dexter Ware & James Raymond

Riverfront Community Residents

Ford, Ronda

From: Jake Jackson <jakejackson054@gmail.com>
Sent: Tuesday, February 17, 2026 9:29 AM
To: PPD-PGCPB; councildistrict2@co.pg.md.us
Subject: West Hyattsville/Riverfront Community

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Council Member Wanika Fisher and Members of the Prince George's County Council,

We, the undersigned residents of the surrounding community, respectfully request that the Council reconsider the proposed development in its current form and require a reduction in the number of residential units planned.

Since the original master plan was created, both commuting patterns and local living behavior have changed significantly following the COVID-19 pandemic. The County has already acknowledged this shift by rezoning the area from high-density to medium-density development. Despite this, the developer is being permitted to reduce previously promised retail components while simultaneously increasing residential density, creating an outcome that imposes greater impacts on the surrounding neighborhood while reducing community benefits.

Residents are already experiencing significant parking strain, including spillover from existing apartment residents, limited garage utilization due to pricing structures, and increasing use of neighborhood streets by Metro riders. Without meaningful mitigation, additional units will intensify these pressures and negatively impact quality of life for current residents.

We support responsible growth that aligns with current planning realities and infrastructure capacity. We respectfully request that the Council require a revised proposal with fewer residential units and stronger mitigation measures before approving this project.

Respectfully submitted,

Jake Jackson
5609 Alpha Rdg Ave, Hyattsville, MD 20782

Ford, Ronda

From: Pallmeyer, Kristen A. <kristen.pallmeyer@faegredrinker.com>
Sent: Tuesday, February 17, 2026 9:51 AM
To: councildistrict2@co.pg.md.us; PPD-PGCPB
Subject: West Hyattsville Proposed Development

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Council Member Fisher,

I am writing as a resident of the Riverfront Community Townhomes in West Hyattsville. I am writing regarding the proposal of a second apartment building across from the metro. I respectfully urge the Council to reconsider the proposed development in its current form and require a reduction in residential density.

Since the original master plan was adopted, commuting patterns, Metro usage, and local housing behavior have materially changed following COVID-19. The County has already recognized this shift by rezoning the area from high-density to medium-density. Yet the developer is being permitted to remove promised retail commitments based on changing market conditions while simultaneously increasing the number of residential units rather than adjusting density downward. This selective use of changing conditions creates an inconsistent and inequitable planning outcome.

Existing parking and infrastructure conditions already place substantial strain on surrounding streets. Garage pricing structures discourage resident utilization, spillover parking is common, Metro riders increasingly use neighborhood streets, and mitigation requests from residents have not been meaningfully addressed. Adding additional units without resolving these existing operational pressures will predictably worsen the situation.

Development should evolve with changing conditions, but that evolution must be applied consistently. If market realities justify reduced retail obligations, they must also justify reconsidering residential density.

For these reasons, I urge the Council to require a revised proposal with fewer residential units that aligns with the County's updated zoning posture and existing infrastructure capacity.

Respectfully,

Kristen A. Pallmeyer
Community Service & Pro Bono Operations Manager
Pronouns: she/her/hers
kristen.pallmeyer@faegredrinker.com
Connect: vCard

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Faegre Drinker Biddle & Reath LLP
1500 K Street, N.W., Ste. 1100
Washington, DC 20005, USA

Ford, Ronda

From: Chloe Kauffman <ckauffman@hyattsville.org>
Sent: Tuesday, February 17, 2026 11:16 AM
To: PPD-PGCPB
Cc: Jeff Ulysse
Subject: City of Hyattsville Letter of Correspondence: DSP-20053-02 West Hyattsville Phase 2
Attachments: Hyattsville_Letter_DSP-20053-02.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning,

I'm Chloe Kauffman, City Planner with the City of Hyattsville. Please see attached the final City Decision Letter for the West Hyattsville Phase 2 DSP/DPT application that I will speak to this upcoming Thursday.

Please let me know if anything else is needed. Thank you!

Best Regards,
Chloe Kauffman

CHLOE KAUFFMAN
City Planner I
Community, Business, Economic, and Development
City of Hyattsville

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Robert S. Croslin
Mayor

Tracey E. Douglas
City Administrator

February 13th, 2026

Honorable Darryl Barnes
Chairman
Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

RE: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02)

Dear Chairman Barnes:

On Monday, December 15th, 2025, the Hyattsville City Council reviewed the application for: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02). Subsequently, on February 9th, 2026, the Departure from Design Standards application (DPT-2025-0003) was reviewed. The City Council voted in **support** of the applicant's proposed Detailed Site Plan (DSP-20053-02) application and in **support** of the applicant's Departure from Design Standards (DPT-2025-0003) subject to conditions that we believe will provide long-term benefits to the property and its users:

The City opposes the applicant's request for the following modifications:

1. The City opposes a modification from the Building Envelope and Block standard delineating the requirement of buildings having retail on all ground floor elevations. The City recommends adherence to the permitted residential use of "multifamily dwellings with ground-floor retail uses" listed under the Preferred Land Use Plan Categories in the Table of Uses. The addition of retail on the north-west side of the building abutting the promenade along the WSSC easement would promote prosperity and economic vitality near the West Hyattsville Metro Station.
2. The City opposes a modification to the Landscaping of Building Fronts standard and recommends the installation of planters to the northwest of the building to create a cohesive and visually appealing promenade for residents, visitors, and retail customers, as is required.

The City supports the applicant's request for the following modifications:

1. The City supports the applicant's request for a modification to the TDDP Shared Parking Standard stating, "building parking areas shall be shared by multiple uses or owners", to allow for a secure, single-use parking garage for the residents.

2. The City supports the applicant's request for a modification of the Irrigation standard to not include an automated irrigation system, provided that native and drought-tolerant plant species are used, where an irrigation standard is normally required.
3. The City supports the applicant's request for a modification from the public street lighting standard for light fixtures to be LED, where incandescent, metal halide, or halogen is the requirement.
4. The City supports a modification to the Location of Mechanical Equipment as listed in the General Design Principles and Intent to allow for transformers to be located within 25 feet of the build-to line given that they are screened from view, where the standard requires they be 25 feet away from the build-to line.

The City recommends the following conditions of approval:

1. The City recommends extending the West Hyattsville Connector Trail towards the south end of Outparcel 1, at the rear of the proposed building, to connect with the Northwest Branch Trail. This extension would increase connectivity to the Metro while enabling path users to view the proposed art installation on the parking structure.
2. The City recommends the installation of wayfinding signage consistent with City of Hyattsville design standards, directing residents, bike users, and visitors to the Metro, Northwest Branch Trail, retail, Kirkwood Neighborhood Park, etc.
3. The City recommends the applicant to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.
4. The City recommends the installation of City branded bicycle racks on the northwest side of the building, along the promenade, and in front of the main entrance to the building to promote transit-oriented development.
5. The City recommends that an updated traffic impact analysis be considered to ensure that current and future conditions are adequately assessed and are aligned with the evolving needs of this community.
6. The City recommends the applicant pursue alternatives to the pay-to-park system as currently utilized in the Sovern building to mitigate parking impacts on the abutting Riverfront townhouse community.
7. The City recommends that although the proposed development is subject to the 2006 TDDP, the newly adopted 2025 West Hyattsville Queens Chapel Sector Plan should be used as a guiding, contemporary framework to engender economic growth and transit-oriented development that supports broader community development.
8. The City recommends the applicant support increased pedestrian connectivity through the inclusion and addition of pedestrian infrastructure in the Riverfront townhouse community pursuant to the underlying PPS 4-20040. Specifically, the City recommends a sidewalk extension at the northern terminus of River Terrace Rd, emerging from the western portion of the existing sidewalk to extend eastward for about 50 ft in conjunction with an associated crosswalk to be installed originating at the existing curb-cut to extend directly north to the proposed sidewalk.

9. The City recommends the applicant complete the connection of Nicholson Street and Kirkwood Pl which lies between the Riverfront Townhome community and Kirkwood Multifamily community as prescribed in the Prince George's County Master Transportation Plan.

Note: The applicant will need a permit from the City of Hyattsville prior to work in Little Branch Run ROW.

In closing, we are supportive of this detailed site plan application and are appreciative of the applicant's intent to invest in our community. We thank the Planning Board in advance for consideration of these requested conditions and look forward to your decision.

Sincerely,

Robert Croslin
Mayor

cc: City Council
Hyattsville City Council

Ford, Ronda

From: Lauren Johnson <lauren.elaine.johnson@gmail.com>
Sent: Tuesday, February 17, 2026 11:33 AM
To: councildistrict2@co.pg.md.us; PPD-PGCPB
Subject: Letter regarding West Hyattsville Phase 2 (to be included in Thurs 2/19 Planning Board meeting)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear County Council Member Fisher and Planning Board,

I am writing to request that the Council reconsider approval of the proposed development (West Hyattsville Phase 2) in its current form due to significant inconsistencies between the project assumptions, current zoning policy, and the demonstrated infrastructure capacity of the surrounding community.

Since adoption of the original master planning framework for the West Hyattsville area, the County has undertaken updated planning evaluations and ultimately adjusted the development posture from high-density toward a medium-density framework. This adjustment reflects the County's determination that a scaled development approach better aligns with realistic development conditions, infrastructure capacity, and long-term market feasibility for the area. That planning judgment represents an intentional recalibration of expectations regarding appropriate development intensity.

Despite this updated framework, the current proposal effectively seeks to maintain or increase residential density levels that resemble earlier high-density assumptions while simultaneously modifying other project components based on changing market conditions. Retail commitments originally presented to the community have been reduced or removed, with the developer citing evolving consumer behavior and economic feasibility. However, rather than adjusting residential density downward to align with the County's revised medium-density planning direction and the same changing conditions used to justify retail reductions, the proposal instead increases the number of residential units.

This selective adaptation raises serious concerns regarding proportionality, planning consistency, and fairness to surrounding residents. If market conditions justify reducing community-serving elements such as retail, those same conditions should also justify revisiting residential intensity so that the overall project remains aligned with the County's updated planning framework.

The late removal of promised retail amenities further undermines community expectations. The site's physical layout, including its setback from the roadway, has always been known and incorporated into the original development commitments. Modifying the project to remove these community-serving elements while simultaneously increasing residential density materially alters the development's impact profile and erodes public confidence in the planning process.

Equally concerning are the existing parking and infrastructure conditions already affecting the area. Current apartment parking utilization is suppressed in part due to garage pricing structures that discourage resident use, leading to spillover parking throughout surrounding streets. Requests from residents to explore mitigation options, including temporary use of vacant garage spaces during construction, have been declined and community concerns regarding parking strain have often been met with dismissive responses.

Representatives have also suggested that transferring parking ownership to the City would resolve existing issues, implying municipal action is the primary barrier to improvement. This framing overlooks the more immediate operational drivers of neighborhood parking pressure, including pricing decisions, garage utilization policies, lack of coordinated residential parking protections, and increasing use of neighborhood streets by Metro riders. Without addressing these existing operational conditions, introducing additional residential units will predictably intensify an already constrained system.

Responsible growth requires that development intensity align with current zoning direction, demonstrated infrastructure capacity, and the commitments originally presented to the community. Where planning updates indicate that medium-density development better reflects realistic conditions for the West Hyattsville area, individual projects should not effectively reintroduce high-density assumptions through incremental approvals.

For these reasons, I respectfully request that the Council either require a meaningful reduction in the number of residential units proposed or pause approval pending a revised plan that aligns with the County's updated medium-density framework, existing infrastructure realities, and the expectations previously established with residents.

Thank you for your consideration and for your continued service to Prince George's County.

Sincerely,
Lauren Johnson

Ford, Ronda

From: Ricardo Millan <ricardomillango@gmail.com>
Sent: Tuesday, February 17, 2026 11:54 AM
To: PPD-PGCPB
Subject: Public Comment for Park and Planning - Gilbane W Hy Phase 2 Project

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Park and Planning Council,

I write as a resident of the Riverfront Community in Hyattsville to express the deep disappointment I have on Gilbane and their phase 2 project. When purchasing a home in the Riverfront community, the developer used the "availability of close retail spaces" underneath the Sovern building as a selling point. The first phase of the project only includes the availability of one space, and now as they unveiled their second phase, they now say no more retail spaces will be available.

This goes against what Gilbane had marketed when selling the homes we live in, which generates a sense of betrayal. It was useful to them to highlight this feature when selling their buildings, but now after all homes were sold, it is no longer beneficial to include the retail spaces they had mentioned.

In addition, I want to express my concerns regarding the current roadway design and limited access to our neighborhood. As development continues and Phase 2 of the West Hyattsville project advances, existing infrastructure deficiencies present escalating public safety risks that must be addressed before additional density is approved.

Our neighborhood only has one entry point on Little Branch Run for both ingress and egress. With the snow fall our egress and ingress road two lane road quickly turned into one. Creating a problem when an responding emergency vehicle blocked access as they were responding to an area right in front of the Sovren building. The lack of visibility, the narrow roads, and presence of pedestrians, create an unsafe environment for residents and pedestrians. This will not improve by increasing the number of residents without addressing this critical point of failure.

This is fundamentally an issue of emergency access, pedestrian safety, and ensuring industry follows through on what they told homebuyers as they considered Riverfront to be their home.

We respectfully urge the council to not allow this project to move forward until these issues are addressed.

We appreciate your leadership and stand ready to engage constructively in resolving these urgent concerns.

Sincerely,
Ricardo Millan Gonzalez

2562 Nicholson St, Hyattsville, Maryland

Riverfront Community