

The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Note: Staff reports can be accessed at <http://mncpc.igm2.com/Citizens/Default.aspx>.

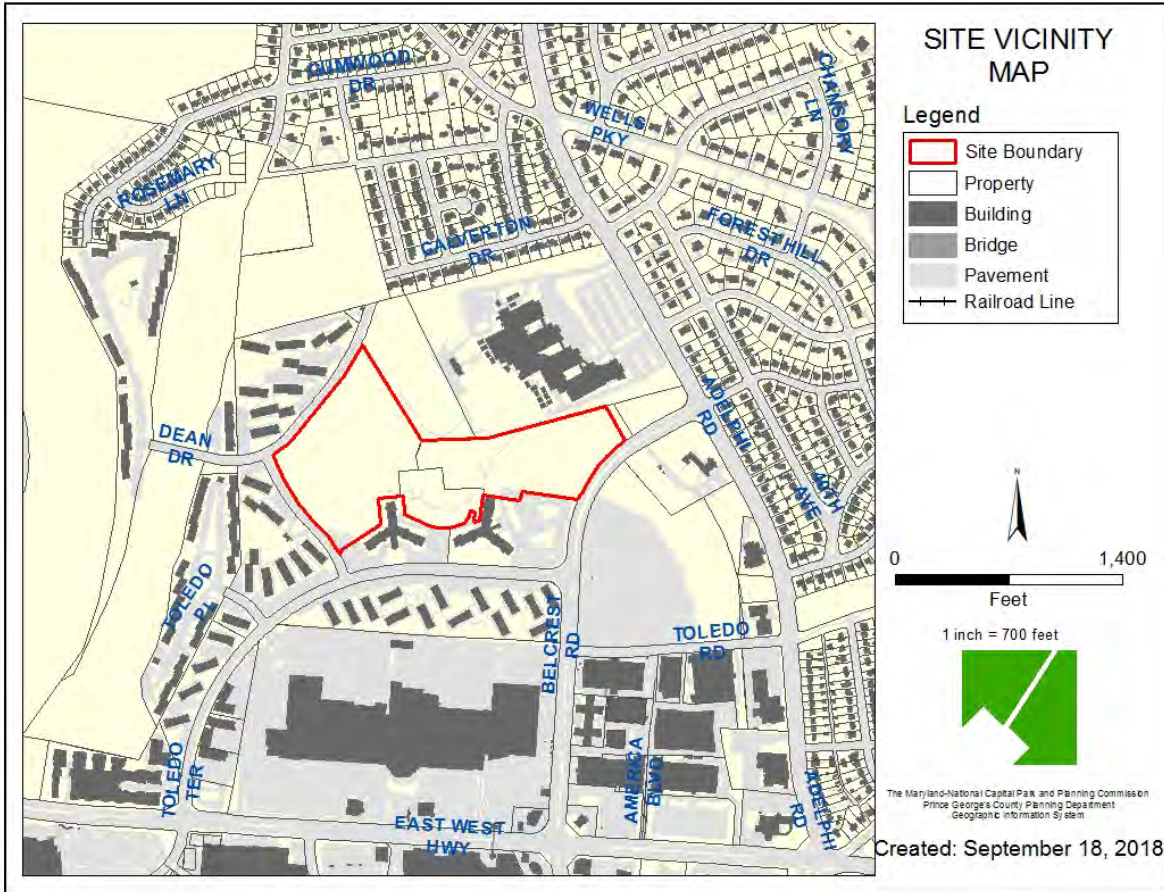
Detail Site Plan

DSP-18003

Application	General Data	
Project Name: Landy Property Location: In the northwest corner of the intersection of Toledo Terrace and Belcrest Road. Applicant/Address: Marvin Blumberg Company 402 King Farm Boulevard, Suite 125-211 Rockville, MD 20850	Planning Board Hearing Date:	10/18/18
	Staff Report Date:	10/03/18
	Date Accepted:	07/05/18
	Planning Board Action Limit:	10/15/18
	Plan Acreage:	24.60
	Zone:	R-20/T-D-O
	Dwelling Units:	131
	Gross Floor Area:	N/A
	Planning Area:	68
	Council District:	02
	Election District	17
	Municipality:	Hyattsville
	200-Scale Base Map:	218NE03

Purpose of Application	Notice Dates	
To grade and develop infrastructure for 131 single-family attached (townhouse) lots, including roadways, recreational area, on-street parking, landscaping, utility location, fencing and sidewalks as well as rough grading.	Informational Mailing:	01/09/18
	Acceptance Mailing:	06/29/18
	Sign Posting Deadline:	09/11/18

Staff Recommendation		Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-3572 E-mail: Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan for Infrastructure DSP-18003
Type 2 Tree Conservation Plan TCP2-097-00-02
Landy Property

The Urban Design staff has completed review of the detailed site plan for infrastructure and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

The detailed site plan for infrastructure was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of Transit District Overlay (T-D-O) Zone Standards of the 2016 *Approved Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment*;
- b. The requirements of the Zoning Ordinance for the One-Family Triple-Attached Residential (R-20) and T-D-O Zones;
- c. The requirements of Preliminary Plan of Subdivision 4-17007;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** This detailed site plan for infrastructure (DSP) proposes to grade and develop infrastructure for 131 single-family attached (townhouse) lots, including the location and design of the roadways, one recreational area, on-street parking, landscaping, utility location, fencing

and sidewalks as well as rough grading for the rest of the subject property.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zones	R-20/T-D-O	R-20/T-D-O
Use	Vacant	Single-family Attached (Townhouses)
Acreage:	24.60	24.60
Townhouse lots	-	131

3. **Location:** The subject property is located in the northwest quadrant of the intersection of Belcrest Road and Toledo Terrace, on the northeast side of Northwest Drive, between Dean Drive and Belcrest Road, in Planning Area 68, Council District 2.

4. **Surrounding Uses:** The subject property is bounded by Belcrest Road to the east, Toledo Terrace to the south, Northwest Drive to the southwest, and Dean Drive to the west. Properties beyond those streets to the east, south, and southwest are zoned Mixed-Use Infill (M-U-I) in the Transit District Overlay (T-D-O) Zone and are developed with surface parking beyond Belcrest Road, with multifamily dwellings beyond Toledo Terrace, and vacant property beyond Northwest Drive. The neighboring property to the north is in the One-Family Detached Residential (R-55) and Development District Overlay (D-D-O) Zones of the Gateway Arts District and is the campus of Northwestern High School. The property to the west, beyond Dean Drive, is zoned R-20 in the T-D-O Zone and is developed with multifamily dwellings.

5. **Previous Approvals:** The 2016 *Approved Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP)* retained the subject property in the R-20 Zone and superimposed a Transit District Overlay Zone on top of the subject property. The site has a previously approved final plat of subdivision for Plaza Towers, Parcel A, recorded in Plat Book 44–63, not subject to any conditions. The Plaza Towers Land Condominium Plat was recorded on April 18, 2006 in the Land Records of Prince George’s County at Liber 211, folio 80. The Plaza Towers Land Condominium Plat created four land units. The undeveloped portion of the Land Property is comprised of Land Units 1, 2 and parts of 3. Land Unit 4 contains the existing Plaza Towers East multifamily building, which was constructed in the 1960s and is to remain to the south of the property.

The property has an approved Detailed Site Plan DSP-99048 for the Land Property for the construction of 1,283 multifamily dwelling units, that was approved by the Planning Board on July 26, 2001, with 14 conditions, in accordance with PGCPB Resolution No. 01-164. On September 24, 2001, the Prince George’s County District Council elected to review DSP-99048, and on November 5, 2001, the District Council ordered DSP-99048 remanded to the Planning Board. On December 20, 2001, the Planning Board conducted an evidentiary hearing regarding DSP-99048 in accordance with the Order of Remand issued by the District Council and reapproved the application with 33 conditions.

A DSP amendment (DSP-99048-01) for Land Property, for construction of 406 multifamily dwelling units, was approved by the District Council on October 26, 2010. A corrected order affirming the Planning Board’s decision was issued on February 28, 2011. An additional amendment, DSP-99048-02, was approved on August 22, 2013 by the Planning Director for minor amendments to architecture, landscaping, parking, and engineering. The site was cleared

and rough graded under these approvals, but the proposed development was never constructed.

In 2008, the Planning Board approved Preliminary Plan of Subdivision 4-17007 (PGCPB Resolution No. 18-25) for a larger property including the subject 24.60-acre site for 331 lots and 38 parcels, with 24 conditions.

The site also has an approved Stormwater Management (SWM) Plan 31834-2017-00, which was approved on March 9, 2018 and is valid through March 9, 2021.

6. **Design Features:** The subject DSP application proposes grading and installation of the infrastructure for 131 townhouse lots, including the location and design of part of the spine roadway connecting Belcrest Road and Dean Drive, grading and design of all public alleys serving the 131 townhouses, grading and installation of a recreational area located in the northwestern corner of the site, as well as on-street parking, landscaping, utilities, such as storm drainage, stormwater management systems, micro-bioretenion pond location, perimeter fencing, sidewalks, the shared-use trails and the landscaping of public areas. The infrastructure DSP also includes rough grading the entire site. The proposed 131 townhouses lots are located in the eastern portion of the site with frontage on Belcrest Road. According to the applicant, the streets and alleys will be dedicated to and maintained by the City of Hyattsville and be constructed in accordance with the adopted Urban Street Standards of the County.

This infrastructure DSP also includes on-site private recreational facilities that will serve future residents as follows:

- Master Plan multi-use trail;
- Shade structure at overlook with seating amphitheater;
- Shade structure at open play area;
- Open Play area;
- Preschool play equipment; (5)
- 18 benches distributed around the edges of the various play areas.

The applicant is working with the City of Hyattsville and may convey this recreational area to the City as a future public park.

No architecture or signage is included in the subject application. Those elements will be reviewed at time of a full-scale DSP. Lighting locations are shown along the proposed public roads and alleys; however, no photometric plan was provided. The TDDP requires a photometric plan, showing exterior lighting of all buildings, parking areas, driveways, and pedestrian ways, including the heights, number, size, type of fixtures, and illumination. A condition has been included in the Recommendation section requiring this photometric plan prior to certification.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2016 Approved Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment:** The TDDP envisions two distinct but interconnected neighborhoods that capitalize on the area's transit network, recreational amenities, and retail draw and enhances its environmental settings and historic resources. The subject site is located within the Neighborhood Edge character area, which is a residential area that transitions the intensity and vibrancy of the Downtown Core to surrounding established residential

neighborhoods. The approved larger development including the subject portion is consistent with the land use recommendations of the TDDP.

Transit District Overlay Zone Standards of the 2016 *Approved Prince George's Plaza Transit District Development Plan* (TDDP) are divided into five general categories covering Streets and Frontage, Bulk and Height, Site Elements, Architectural Elements, Parking and Loading, and two-character area specific standards for Downtown Core and Neighborhood Edge areas. The applicant provides an analysis of the subject infrastructure DSP's conformance with the applicable T-D-O Zone standards. No architecture is included in this DSP and the scope is limited to public roads and other public facilities. The proposed infrastructure site plan meets all applicable standards as documented in the applicant's Exhibit A, adopted herein by reference. Future DSPs will be further analyzed for applicable standards.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the R-20 Zone, and the requirements of the T-D-O Zone of the Zoning Ordinance.
- a. In accordance with Table 50. Table of Permitted Uses: Open Space and Single-family Residential Zones of the 2016 *Approved Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment*, the proposed townhouses are permitted in the R-20 Zone.
 - b. As stated in Section 27-548.08(c)(2), the findings required by Section 27-285(b) are not applicable to this DSP in the T-D-O Zone. The application's conformance with the required findings for approval of this DSP is discussed as follows:
 - (A) **The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**

The subject DSP for infrastructure is consistent with the land use vision for the Neighborhood Edge area of the Prince George's TDDP. The DSP conforms to all the mandatory requirements of the TDDP as recorded in the applicant's "Exhibit A - Conformance with T-D-O Zone Standards," an analysis of the applicable standards.
 - (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 Neighborhood Edge area of the Prince George's TDDP and the development proposal is consistent with the development standards and guidelines of the TDDP.
 - (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 zone, which is the R-20 Zone. The DSP meets the applicable requirements of the T-D-O and R-20 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 subject DSP is for infrastructure. This requirement will be reviewed for conformance at the time of a full-scale DSP.

- (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 townhouse development is part of a larger subdivision including one existing mid-rise multifamily building. The subject site is the first phase of the approved development of 331 townhouse lots; no architecture is included in the infrastructure DSP. Future buildings will need to demonstrate compatibility with the surroundings and with the subsequent development. The proposed townhouses are the first substantial new development in this edge area that will significantly improve the appearance of the area.

- (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.**

This infrastructure DSP includes on-street parking. Since no architecture is included in this DSP, future analysis of the parking need will be reviewed at time of a full-scale DSP. The above does not apply to the subject application at this time.

In conclusion, the proposed infrastructure development as contained in this DSP meets all required findings for approval.

9. **Preliminary Plan of Subdivision 4-17007:** The Planning Board approved Preliminary Plan of Subdivision PPS 4-17007 with 24 conditions (PGCPB Resolution No. 18-25). The conditions that are applicable to the review of the subject DSP for infrastructure are discussed as follows:

2. **Total development within the subject property shall be limited to uses which generate no more than 325 AM and 402 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of adequacy of transportation facilities.**

This trip cap was imposed on this property when the Planning Board approved Preliminary Plan of Subdivision 4-17007 for a total of 331 townhouse lots. This DSP for infrastructure includes only 131 townhouse lots out of the approved 331 lots, with a layout that is identical to the PPS. Therefore, the proposed development in this DSP is within the approved trip cap.

3. **With the exception of Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. With the exception of Parcel 1, at the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.**

A list of proposed on-site recreational facilities has been included in Finding 6 above. After discussions with the applicant, they indicated that limited private on-site recreational facilities will be provided, excluding the mews, trail, and the park facility shown on Parcel V, included in this DSP, that is intended for dedication to the City of Hyattsville. The applicant has indicated that they may propose several on-site sitting areas to meet the private recreational facility requirement of \$15,357.00 for this development with future DSPs.

In accordance with the applicant, the facilities shown on this infrastructure DSP will be installed as soon as possible after the approval of this DSP, when the site is properly prepared even before the construction of townhouses, given that the play area is located on its own parcel that is across the street from the proposed townhouses. Since no building permit can be issued based on this infrastructure DSP, the specific trigger for construction will be established at the time of a full-scale DSP, if those facilities have not been installed.

- 7. With the exception of Parcel 1, at the time of detailed site plan (DSP), the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined, at the time of DSP, that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the bicycle and pedestrian impact statement adequacy finding made at the time of preliminary plan of subdivision.**

According to the review by the Transportation Planning Section dated August 1, 2018 (Lewis-DeGrace to Zhang), this condition has been fulfilled.

- 8. With the exception of Parcel 1, prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:**
 - a. Evaluating the resource at the Phase II level, or**
 - b. Avoiding and preserving the resource in place.**

Phase II archeological investigations of site 18PR81 were completed on the subject property in March 2018. The Phase II final reports were submitted and accepted by the staff archeologist on

July 6, 2018. Historic Preservation staff agrees that no further archeological investigations are necessary on the subject property. This condition has been satisfied.

- 12. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-010-2017. 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 (TCP1-008-17), 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 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.”

This DSP includes a Type 2 Tree Conservation Plan, TCP2-097-00-02, which is in conformance with the previously approved Type 1 Tree Conservation Plan, TCP1-010-2017.

- 17. With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), a revised stormwater concept plan and letter, based on the approved layout, shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

A revised stormwater concept plan has been submitted with this DSP. This condition has been met.

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

The infrastructure DSP includes 131 townhouse lots and the approved Preliminary Plan of Subdivision 4-17007 has a total of 331 townhouse lots. The layout of the 131 townhouses lots is identical as that was shown on the approved PPS.

- 19. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017 and any subsequent revisions.**

The site has an approved SWM concept plan for ultimate buildout that proposes the use of numerous micro-bioretenion areas and a retention pond. No additional information is required at this time.

- 24. With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), the applicant shall provide a color-coded utility plan that has been approved by the affected utility companies. The approved location of the public utility easements shall be shown on the DSP.**

A color-coded utility plan has been provided with this DSP. However, not all utility companies have approved the locations of the proposed utilities. A condition has been included in the

Recommendation section of this report to require the applicant to obtain the approval from all governing utility companies prior to certification of this DSP.

10. **2010 Prince George’s County Landscape Manual:** The T-D-O Zone standards provide “Table 41 Landscape,” (page 194), that specifically discusses the applicability of each section of the Landscape Manual within the TDDP area.

Under Neighborhood Edge-Landscaping Standard for townhouse development (page 274), a minimum of one and one-half major shade trees and one ornamental or evergreen tree for every two dwellings are required to be located on individual lots and/or common open space. Trees planted in the Street Tree and Furnishing Zone shall count toward this requirement. The landscape plan should be revised to provide a schedule for the proposed landscaping showing what is the required and proposed number of the trees. A condition has been included in the Recommendation section of this report.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. A Type 2 Tree Conservation Plan (TCP2-097-00-02) was submitted with this detailed site plan application.

A signed Natural Resource Inventory (NRI-016-2010-01), which included a detailed forest stand delineation (FSD), was submitted with the application. This NRI expires on November 22, 2022. According to the NRI, this site contains 23.02 acres of existing woodlands and 33 specimen trees. Much of this forest and 24 of the specimen trees have subsequently been harvested per Forest Harvest Permit #38451-2016, due to safety concerns by county police. Regulated environmental features including steep slopes, 100-year floodplain, streams, and associated buffers inclusive of the primary management area (PMA) exist on-site. The NRI indicates that no Forest Interior Dwelling Species (FIDS) habitat is located on-site and that the site is not within a Sensitive Species Project Review Area (SSPRA) based on a review of the GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP).

The site has an overall woodland conservation threshold of 20 percent or 6.40 acres. According to the worksheet, the woodland conservation requirement for this phase of development is 16.22 acres. The TCP2 proposes to meet this requirement through a combination of 0.86 acres of preservation, and 14.37 acres in off-site woodland conservation banks. In addition to the phased worksheet, a “single lot” worksheet is required to be shown for Phase 1 only. The “single lot” worksheet is on the plan; however, it is not consistent with what is shown on the phased worksheet. The “single lot” worksheet must be revised to be consistent with the phased worksheet.

Section 25-122(b)(1)(G) of the County Code 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.”

A Subtitle 25 Variance application, and a statement of justification (SOJ) in support of a variance for the removal of 24 specimen trees located on-site was submitted with this application but was deemed unnecessary, as the trees have already been removed in accordance with Forest Harvest

Permit #38451-2016. No further information is required regarding the removal of specimen trees at this time.

This infrastructure DSP and TCP2 meet the requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, with conditions as included in the Recommendation section of this report.

12. **Prince George's County Tree Canopy Coverage Ordinance:** Since the subject site is located within a T-D-O Zone, the tree canopy coverage (TCC) requirements for the subject site should be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines (page 247). However, the TDDP does not have specific quantitative requirements that can be applicable to the subject site. The trees provided to fulfill other Transit District Standards and Guidelines are sufficient to meet the TCC requirements for this case.

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

- a. **Historic Preservation**—In a memorandum dated July 17, 2018 (Stabler to Zhang), adopted herein by reference, the Historic Preservation Section (HPS) provided comments on the historic resources in the vicinity and previous archeological work done on the property.

Historic Preservation staff recommends approval of DSP-18003, Landy Property, with no conditions.

- b. **Subdivision Section**—In a memorandum dated September 14, 2018 (Turnquest to Zhang), adopted herein by reference, the Subdivision Section provided their analysis on the subject DSP's conformance with the previously approved PPS 4-17007. The Subdivision Section concluded that the DSP has been found to be in substantial conformance with the PPS and recommended approval of this infrastructure DSP with two conditions that have been included in the Recommendation section of this report.

- c. **Environmental Planning Section**—In a memorandum dated September 12, 2018 (Juba to Zhang), the Environmental Planning Section indicated that they have reviewed the Detailed Site Plan, TCP2, and associated information and recommends approval of Detailed Site Plan DSP-18003 and Type 2 Tree Conservation Plan TCP2-097-00-02, subject to four conditions that have been included in the Recommendation section of this report.

- d. **Transportation Planning**—In a memorandum dated September 28, 2018 (Hancock to Zhang), adopted herein by reference, the Transportation Planning Section has reviewed the infrastructure detailed site plan application and provided comments on access and circulation as follows:

This section of the development will have direct access to Belcrest Road. The plans show mostly adequate rights-of-way for internal circulation, and the street network will accommodate all identified street elements required by the TDDP/TDOZMA. In two locations, we have concerns regarding the proposed right-of-way. They are located on the public alley located closest to Parcel A – Micro Bioretention. The plans indicate that the right-of-way ranges between 12 feet and 16.5 feet, and that width is too narrow. The

minimum acceptable width is 20 feet per the 2017 Prince George's County Urban Street Design Standards for an alley.

The Transportation Planning Section concluded that adequate transportation facilities will exist to serve the proposed subdivision as required and further recommended approval of this infrastructure DSP with one condition that has been included in the Recommendation section of this report.

- e. **Trails**—In a memorandum dated August 1, 2018 (Lewis-DeGrace to Zhang), adopted herein by reference, the Transportation Planning Section has reviewed the detailed site plan application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements and recommended approval of this infrastructure DSP subject to one condition that has been included in the Recommendation Section of this report.
- f. **Prince George's County Health Department**—At the time of the writing of this technical staff report, the Health Department did not offer comments on the subject application.
- g. **The Department of Parks and Recreation (DPR)**—On July 12, 2018, DPR indicated that it had no comments on this infrastructure DSP.
- h. **City of Hyattsville**—In a letter dated July 17, 2018, (Hollingsworth to Hewlett) the City of Hyattsville City Council approved DSP-18003 with five conditions. Two conditions are relevant to the review of this DSP as follows:

- **The applicant shall modify the landscaping plan to eliminate, or significantly reduce the quantity of acer rubrum and liriopae muscari.**

The landscape plan has been revised to significantly reduce the quantity of acer rubrum to three and totally remove liriopae muscari.

- **The applicant shall install two sets of BigBelly Trash and recycling compactors within the park**

The proposed on-site private recreational facilities are grouped in three distinct locations. A condition has been included in the Recommendation section of this report to require the applicant to provide three sets of the trash and recycling compactor to serve each location.

- i. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire Department did not offer comments on the subject application.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated August 22, 2018, DPIE stated that the revised SWM Concept Plan is consistent with the proposed detailed site plan. DPIE's other comments will be enforced through their separate permitting process.

- k. **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.
 - l. **Washington Metropolitan Transit Authority (WMATA)**—At the time of the writing of this technical staff report, the WMATA did not offer comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, the WSSC did not offer comments on the subject application.
14. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5). In a memorandum dated September 12, 2018 (Juba to Zhang), the Environmental Planning Section noted that the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible because the subject DSP shows limits of disturbance consistent with those approved in Preliminary Plan of Subdivision 4-17007 and Type 1 Tree Conservation Plan TCP1-01-2017.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan for Infrastructure DSP-18003 and Type 2 Tree Conservation Plan TCP2-097-00-02, for Landy Property, subject to the following conditions:

- 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be provided:
 - a. Revise the landscape plan to provide the required and provided landscape materials in accordance with the T-D-O Zone landscape standards for Neighborhood Edge.
 - b. Depict the eight-foot-wide sidewalk and seven-foot-wide landscape strip on Sheet 5 of the submitted plans along Northwest Drive.
 - c. Depict the eight-foot-wide sidewalk and seven-foot-wide landscape strip on Sheet 4 of the submitted plans along Dean Drive.
 - d. Depict the adjacent seven-foot-wide landscape strip on Sheet 3 of the submitted plans along Belcrest Road.
 - e. Revise the section of the public alley by Lot 22 to a minimum 18 feet in width, if it is a one-way roadway, and mark the lane accordingly. All right-of-way widths for roadways with the alley designation shall be 20 feet wide.
 - f. Provide three trash and recycling cans for each of the locations where recreational facilities are located.

- g. Provide a photometric plan, showing exterior lighting of all buildings, parking areas, driveways, and pedestrian ways, including the heights, number, size, type of fixtures, and illumination.
- h. The Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - (1) Revise the standard worksheet on the TCP2 to be consistent with the Phase 1 information on the phased worksheet.
 - (2) Add and complete the appropriate Standard Type 2 Tree Conservation Plan Notes to the plan as required, and include the notes pertaining to invasive species management and an associated invasive plant removal plan to the TCP2.
 - (3) Add a boundary line on Sheet 1 of the TCP2 showing the full extents for this DSP application and phase.
 - (4) Remove all references to the “75 dB Joint Base Andrews Noise Contour” from the TCP2 plan and legend.
 - (5) Add a legend to each of the magnified views of the TCP2 plan, ensuring the symbols in the legend are the same scale and type used on the plan.
 - (6) Show the extents of the limit of disturbance on the overall site by adding it to Sheet 1 as referenced in the legend.
 - (7) Show the proposed 100-year floodplain and provide a symbol in the legend that is distinct from the existing floodplain.
 - (8) Remove all proposed woodland preservation from any existing to remain or proposed public utility easements (PUEs). Identify all woodlands being preserved within PUEs as woodlands retained assumed cleared and update the TCP worksheets accordingly.
 - (9) Add the Type 2 Tree Conservation Plan Approval block on each sheet of the TCP2 and have it signed and dated by the qualified professional.
 - (10) Identify the location type of all tree protection devices detailed on the plan; including, woodland preservation area signs, specimen tree signs, and temporary tree protection fencing.
 - (11) Add the property owner’s awareness certificate to the plan and have it completed by all property owners associated with this phase of development that are directly impacted by the TCP2.
 - (12) The qualified professional must sign and date each of the TCP worksheet as required.
- i. A separate TCP2 for Phase 2 must be submitted for review and approved by the Environmental Planning Section as the designee of the Planning Board.

- j. Prepare and submit the required woodland conservation easements to the Environmental Planning Section (EPS) for review by the Office of law and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

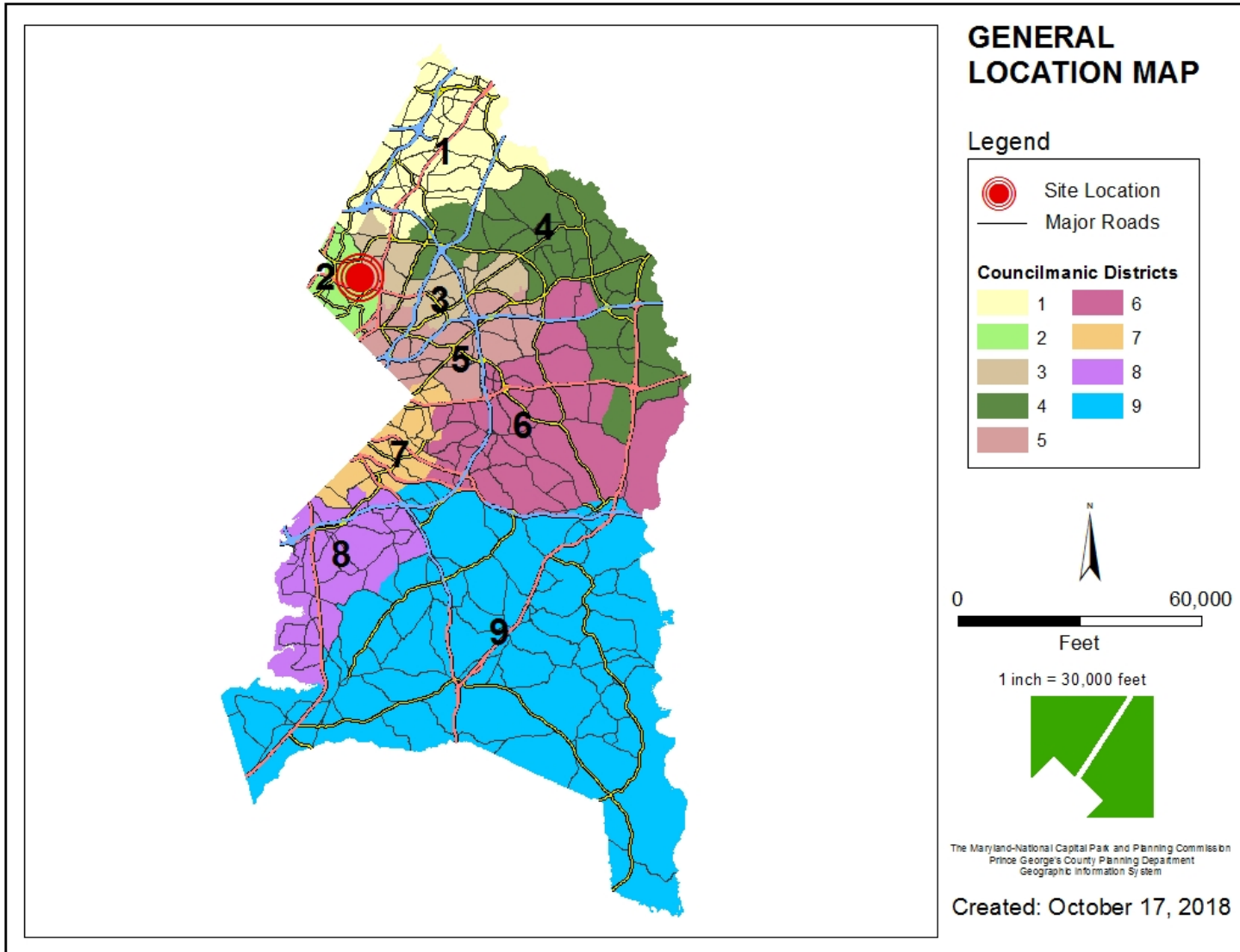
“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber _____ folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”
 - k. Obtain the approval from all governing utility companies for the locations of the proposed utilities and show the locations of the utility easements on the DSP.
 - l. Delineate graphically on all plans that Parcel 1 is not part of this infrastructure DSP.
2. Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the Liber and folio of the recorded woodland conservation easement shall be added to the TCP2.

ITEM: 5

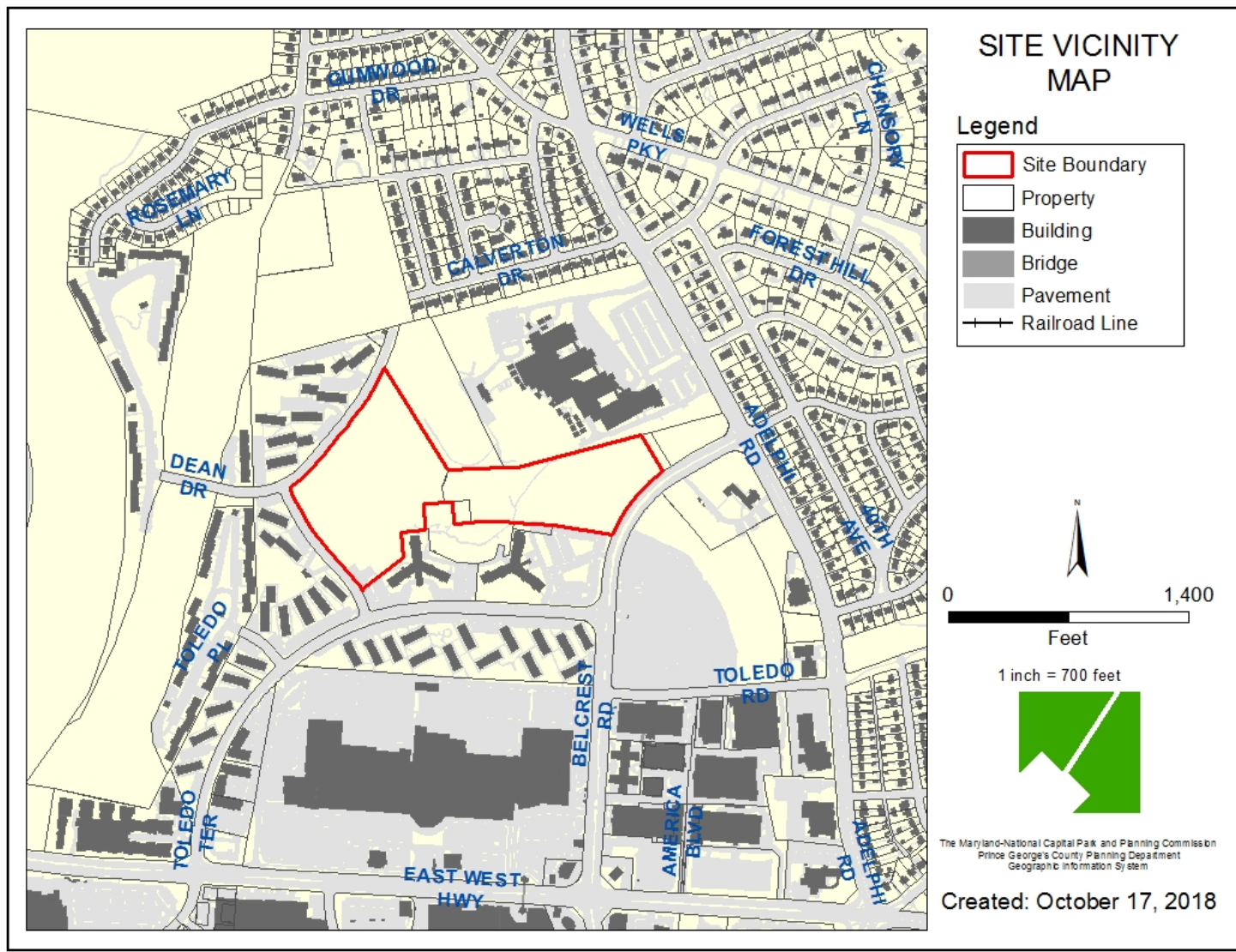
CASE: DSP-18003 FOR INFRASTRUCTURE

LANDY PROPERTY

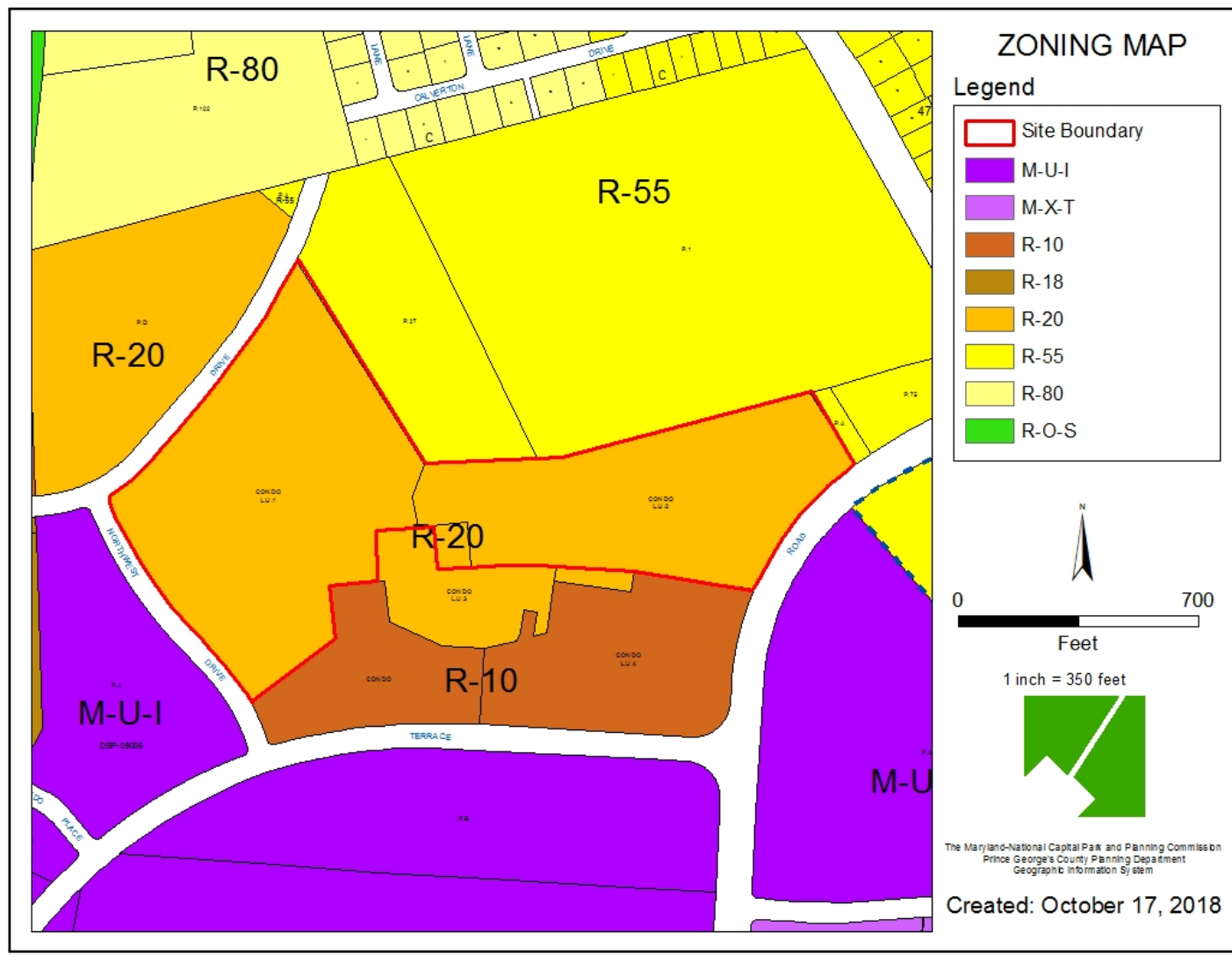
GENERAL LOCATION MAP



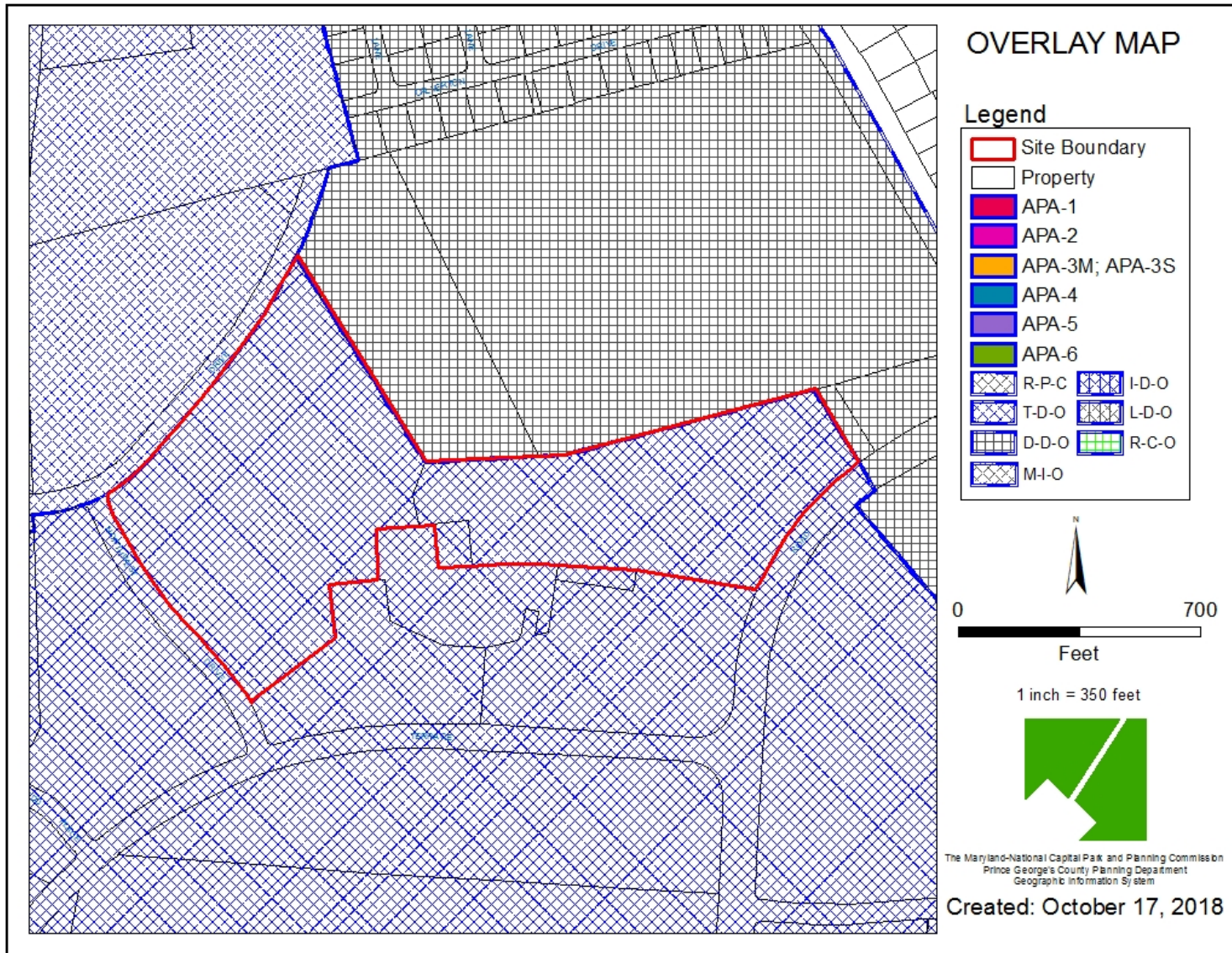
SITE VICINITY



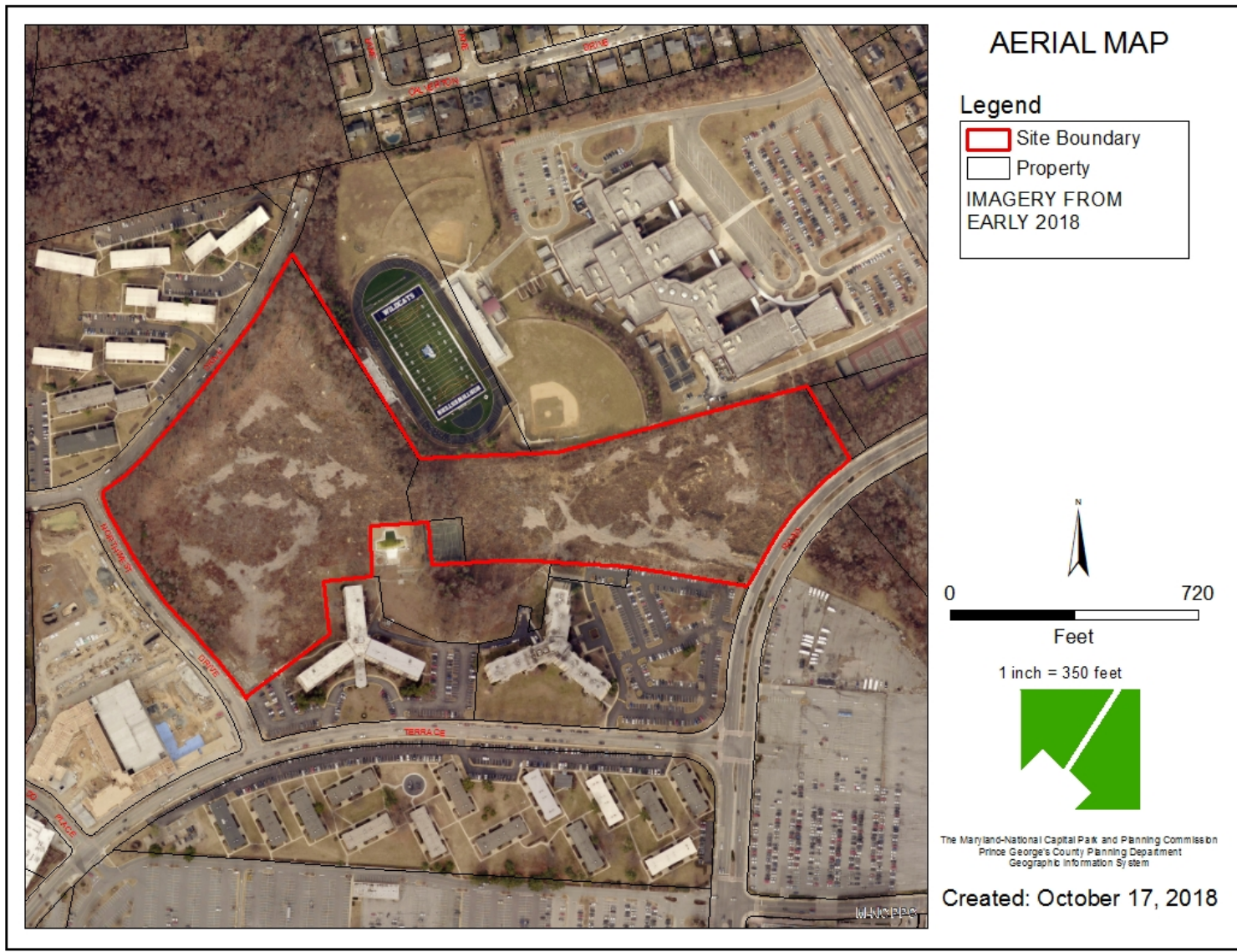
ZONING MAP



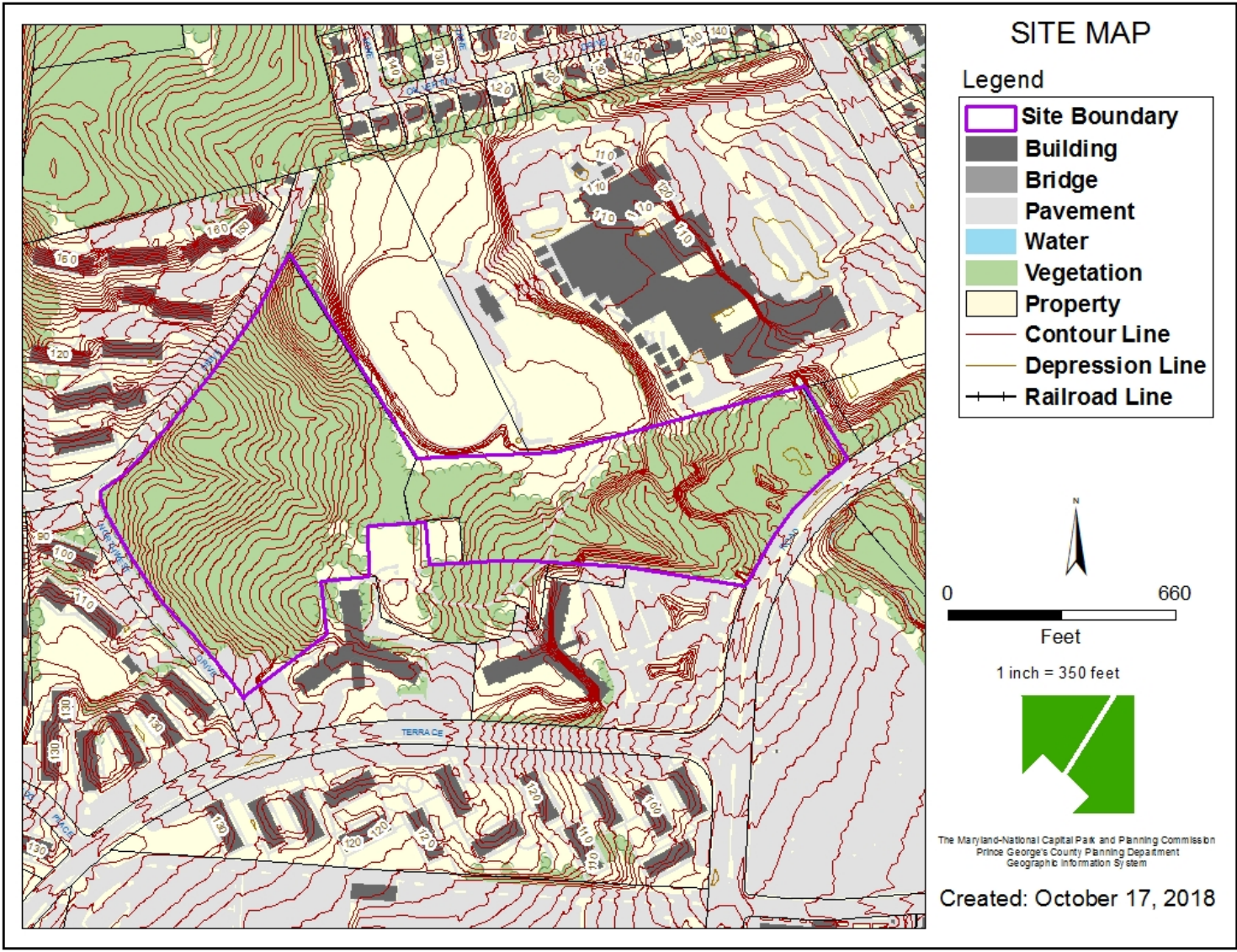
OVERLAY MAP



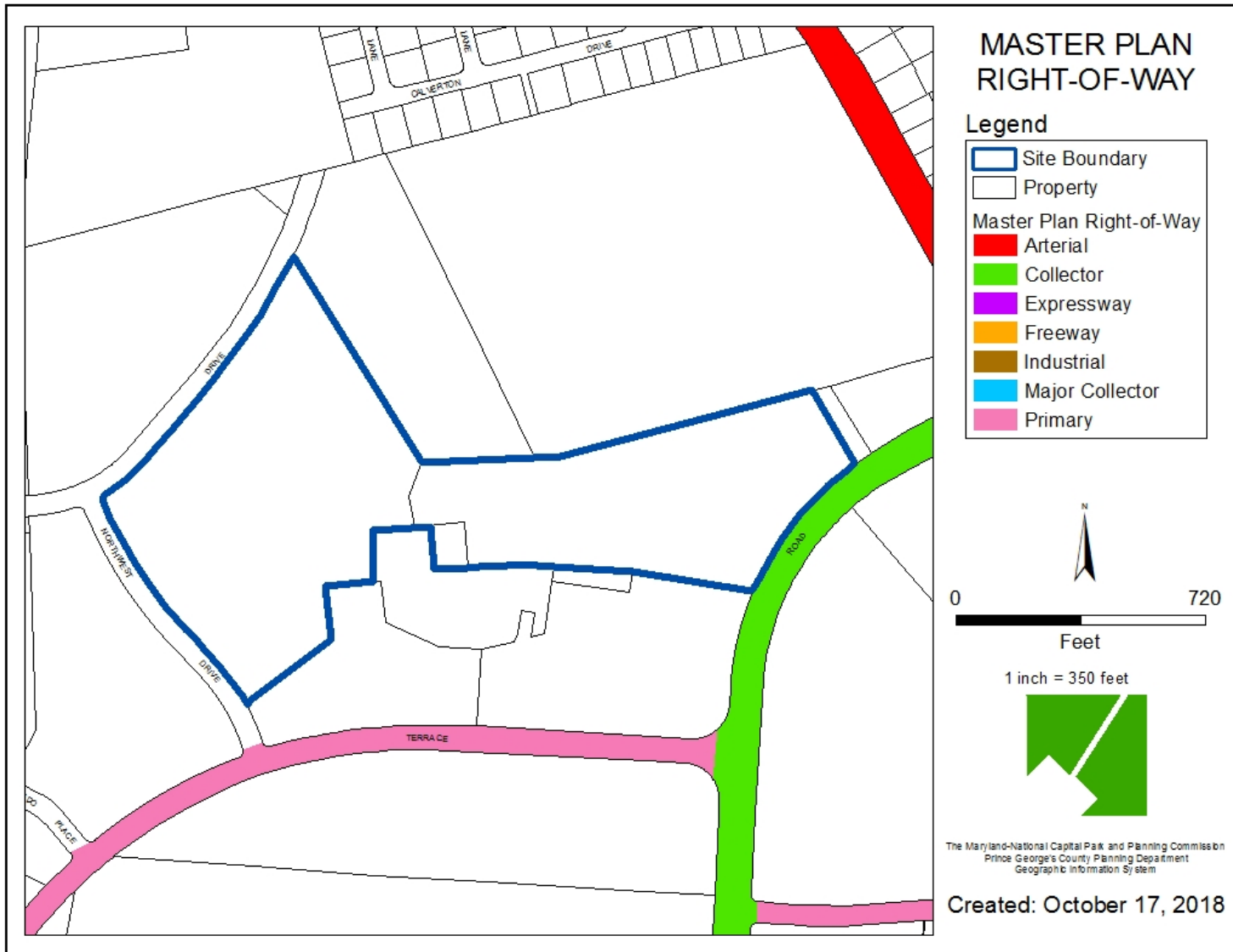
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW



DETAILED SITE PLAN



LANDY PROPERTY
PRINCE GEORGE'S COUNTY, MD

OVERALL LANDSCAPE PLAN
ILLUSTRATIVE

PARKERRODRIGUEZ, INC
Landscape Architecture | Urban Design | Planning
1"=60'-0" May 04, 2018



DETAILED SITE PLAN-PARK/TRAIL CONNECTION



PARK-PERSPECTIVE



LANDY PROPERTY
PRINCE GEORGE'S COUNTY, MD

PERSPECTIVE
LOOKING THROUGH THE PARK

PARKERRODRIGUEZ, INC
Landscape Architecture | Urban Design | Planning
NTS May 04, 2018





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Historic Preservation Section

(301) 952-3680
www.mncppc.org

July 17, 2018

MEMORANDUM

TO: Henry Zhang, Master Planner
Urban Design Section
Development Review Division

VIA: Howard Berger, Supervisor *HB*
Historic Preservation Section
Countywide Planning Division

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*
Tyler Smith, Principal Planning Technician *TAS*
Historic Preservation Section
Countywide Planning Division

SUBJECT: **DSP-18003, Landy Property**

Background

The subject property comprises 33.94 acres located at the northwest corner of the intersection of Belcrest Road and Toledo Terrace in Hyattsville, Maryland. A tributary of the Northeast Branch of the Anacostia River is located just to the west of and outside of the subject property. The subject application proposes infrastructure for townhouse development in Phase 1 of the project. The subject property is zoned R-10.

Findings

1. Phase I archeological survey was conducted on the subject property in November 2017 and January 2018. A total of 51 shovel test pits (STPs) were excavated at 15 m intervals to determine if cultural deposits were present and to attempt to relocate prehistoric site 18PR81. Eleven additional STPs were placed on a hilltop in the northwestern corner of the property to determine if site 18PR81 extended into that area. A total of 23 of the 62 STPs contained Native American artifacts, falling partly within the recorded boundaries of the site and extending west about 75 m. The site was truncated on the east by the pit excavated for the anticipated third apartment building tower. Overall, the site measured approximately 165 m east-west by 45 m north-south or 1.8 acres. Based on the results of the Phase I survey, a concentration of prehistoric artifacts, likely dating to the Late Archaic period, was identified on a high point in the central portion of the Landy property.
2. Phase II investigations were recommended by the staff archeologist. The Phase II archaeological evaluation of site 18PR81 was conducted between March 8 and March 22, 2018. Phase II investigations were conducted within the site areas of the highest density of prehistoric artifacts. Seven 1-x-1 m test units were excavated in areas considered to have the highest likelihood of encountering cultural features. An eighth test unit was placed in proximity to a concentration of early twentieth century artifacts. During the historic period, the subject property was located on a

714-acre Lonehead land patent. This land would eventually become part of the Christian Heurich dairy farm called Bellevue. Modern impacts to the developing property and its surroundings include the construction of Northwestern High School to the north in 1951, the Plaza Towers apartment buildings to the south and clearing of the timber on the property in 2017.

Eight 1-x-1 m test units were placed in areas of high artifact concentrations identified in the Phase I survey. A total of 819 additional artifacts were recovered from the seven units placed in areas where prehistoric artifacts were noted. Test Unit 8 was placed near the historic artifact concentration and yielded 259 artifacts.

A total of 970 artifacts were recovered from archeological testing at the University Park Site, 18PR81. These artifacts indicate a specialized activity occurring on the site. More than 95% of the artifacts recovered were made of quartzite, leading to an interpretation of the site as a quartzite lithic reduction site. Site 18PR81 appears to have been a site where quartzite preforms were being prepared for transport and later reduction in other locations. Recovered flakes indicate that the preforms were fashioned from cobbles, although no cobbles were found in the vicinity. The landscape surrounding site 18PR81 has been greatly altered by modern construction activities making it difficult to discern the source of the cobbles. The cobbles likely came from Wells Run, located about 1,000 feet east of the site. The dating of the site to the Middle Woodland Period was based on the presence of two projectile points.

3. There are eight Historic Sites, 65-008 Green Hill, 65-013 Green Hill Overseer's House, 65-105 Rizzo House, 66-029-05 Bloomfield/Deakins House, 66-035-06 Morrill Hall, 66-035-07 Calvert House, 68-001 Ash Hill/Hitching Post Hill, and 68-076 Paxton House, located within one mile of the subject property.
4. Three conditions were placed on the development through the Planning Board's review of the Preliminary Plan of Subdivision (PGCPB No. 18-25):
 8. *With the exception of Parcel 1, prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:*
 - a. *Evaluating the resource at the Phase II level, or*
 - b. *Avoiding and preserving the resource in place.*

Comment: Phase II archeological investigations of site 18PR81 were completed on the subject property in March 2018. The Phase II final reports were submitted and accepted by the staff archeologist on July 6, 2018. Historic Preservation staff agrees that no further archeological investigations are necessary on the subject property. This condition has been satisfied.

9. *Depending upon the significance of the archeological investigation findings (at Phase I, II, or III level), the applicant shall provide an interpretive sign for the property. The location and wording shall be subject to approval by the staff archeologist of the Historic Preservation Section prior to issuance of any building permits.*

Comment: The subject detailed site plan is for infrastructure only. At the time of a detailed site plan for architecture, the applicant should submit the details of the interpretive sign including text, images, sign details and its location.

10. *If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab prior to any ground disturbance or the approval of any grading permits.*

Comment: Phase II archeological evaluation was recommended for site 18PR81. The Phase II final report was submitted and accepted by the staff archeologist on July 6, 2018. The applicant has not provided proof that the artifacts have been curated at the Maryland Archaeological Conservation Lab. Therefore, the second part of this condition has not been satisfied.

Conclusions

1. No further work was recommended on site 18PR81, as it was not felt that additional excavation would add any new data to the interpretation of the site as a workshop. The presence of fire-cracked rock indicated that hearths were used at the site. However, continuous plowing in the historic period likely has not left any of these hearth features intact. Historic Preservation staff concurs that significant information on the prehistoric period was obtained from site 18PR81, but that additional investigations would not add new information. No further work is recommended on site 18PR81 on the Landy Property.
2. Conditions 9 and 10 of PGCPB No. 18-25 have not been satisfied and are still outstanding.
3. The subject application will not affect any Prince George's County historic sites or resources.

Recommendations

Historic Preservation staff recommends approval of DSP-18003, Landy Property, with no conditions.

I:\HISTORIC\Referrals\2018\DSP-18003 Landy Property_HPS 17 July 2018.docx

MEMORANDUM

TO: Henry Zhang, Urban Design Section

VIA: Sherri Conner, Subdivision and Zoning Section *SC*

FROM: Amber Turnquest, Subdivision and Zoning Section *AT*

SUBJECT: DSP-18003, Landy Property

The subject property is located at the northwest corner of the intersection of Belcrest Road and Toledo Terrace. The subject site is currently improved with a multifamily development and existing surface parking in the southeastern portion of the property, which is to remain. This site includes part of Parcel A, Plaza Towers (24.6 acres), recorded in Plat Book WWW 44-63. The site is located in the Multifamily High Density Residential (R-10), One-Family Triple-Attached Residential (R-20), and Transit District Overlay (T-D-O) Zones and is subject to the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP)*. The applicant submitted this infrastructure detailed site plan (DSP) for roads, on-street parking, stormwater management facilities, open space, recreation facilities and rough grading.

The site is the subject of PPS 4-17007, approved by the Planning Board on March 29, 2018 for the creation of 331 lots and 38 parcels on 33.9 acres, along with a variation from Section 24-122(a) to provide an alternate width for public utility easements along the public street, subject to 24 conditions. Of the 24 conditions of approval, the following are applicable to the review of this application:

2. **Total development within the subject property shall be limited to uses which generate no more than 325 AM and 402 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of adequacy of transportation facilities.**

Conformance with Condition 2 should be reviewed and determined by the Transportation Planning Section.

3. **With the exception of Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. With the exception of Parcel 1, at the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.**

After discussions with the applicant, the limited private onsite recreational facilities will be provided, excluding the mews, trail, and the park facility shown on Parcel V that is intended for dedication to the municipality. The applicant has indicated that they may propose several on-site sitting areas to meet the \$15,356.33, private recreational facility requirement, with future DSPs.

The PPS resolution of approval (PGCPB Resolution No. 18-25) includes the following finding regarding mandatory dedication:

The Planning Board has determined that the private recreational facilities proposed within the residential development, as well as the mandatory dedication parkland previously dedicated by the applicant, meets the mandatory dedication of parkland requirement. The Planning Board approves the provisions of the previously dedicated parkland exemption (3.5374 acres) and private on-site recreational facilities in order to meet the requirements of Section 24-134 of the Subdivision Regulations. The private on-site recreational facilities required shall be calculated at 4.2 percent of the value of private on-site recreational facilities for the total number of dwelling units proposed.

6. **With the exception of Parcel 1, prior to approval of any building permit 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, 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 space for a bike share docking station (the vendor of the bike share must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T)) on the subject site to enable this form of transportation to be used by the future residents of the subject site. The conceptual location of the station should be indicated on the preliminary plan of subdivision and the final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible, convenient, and well-lit location that is publicly accessible. The location requires at least four hours of solar exposure per day, year-round. In the event an appropriate location cannot be located on-site that meets bike share siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bike sharing system in the County, as close as possible to the subject site. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations.**
 - b. **The alignment and specifications of a trail or sidewalk connection from the subject site to Northwestern High School will be determined at the time of detailed site plan, if acceptable to both the applicant and the school.**
7. **With the exception of Parcel 1, at the time of detailed site plan (DSP), the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined, at the time of DSP, that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost**

cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the bicycle and pedestrian impact statement adequacy finding made at the time of preliminary plan of subdivision.

Conformance with Conditions 6 and 7 should be reviewed and determined by the Transportation Planning Section.

8. **With the exception of Parcel 1, prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:**

- a. **Evaluating the resource at the Phase II level, or**
- b. **Avoiding and preserving the resource in place.**

9. **Depending upon the significance of the archeological investigation findings (at Phase I, II, or III level), the applicant shall provide an interpretive sign for the property. The location and wording shall be subject to approval by the staff archeologist of the Historic Preservation Section prior to issuance of any building permits.**

10. **If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab prior to any ground disturbance or the approval of any grading permits.**

Conformance with Conditions 8–10 should be reviewed and determined by the Historic Preservation Section.

17. **With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), a revised stormwater concept plan and letter, based on the approved layout, shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.**

Conformance with Condition 17 should be reviewed and determined by the Environmental Planning Section.

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

There is no substantial change to the uses proposed with this DSP.

19. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017 and any subsequent revisions.**

Conformance with Condition 19 should be reviewed and determined by the Environmental

Planning Section.

22. **With the exception of Parcel 1, prior to issuance of building permits, 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 the construction of recreational facilities. The recreational facilities to be required shall be determined with the review of the detailed site plan.**

Recreational facilities should be determined by the Urban Design Section.

23. **No lots for the development of buildings shall be platted within 25 feet of the 100-year floodplain.**

Conformance with Condition 23 should be reviewed and determined by the Environmental Planning Section.

24. **With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), the applicant shall provide a color-coded utility plan that has been approved by the affected utility companies. The approved location of the public utility easements shall be shown on the DSP.**

A color-coded utility plan has been provided and shall be approved by the affected utility companies.

Recommended Conditions

1. Prior to certification of the DSP, the applicant shall provide a color-coded utility plan approved by the affected utility companies and the approved location of the public utility easement shall be shown on the DSP.
2. Prior to certification of the DSP, the applicant shall delineate the property boundary to the limit of the DSP.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The preliminary plan of subdivision has received signature approval and the DSP has been found to be in substantial conformance with the preliminary plan of subdivision with the recommended conditions. All bearings and distances must be clearly shown on the DSP 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.

September 12, 2018

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Review Section

VIA: Katina Shoulars, Supervisor, Environmental Planning Section *Do for March*

FROM: Marc Juba, Senior Planner, Environmental Planning Section

SUBJECT: Landy Property; Detailed Site Plan DSP-18003 and TCP2-097-00-02

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan (TCP2) received by the Environmental Planning Section on September 7, 2018. The Environmental Planning Section recommends approval of DSP-18003 subject to the following findings and conditions.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
DSP-99048	TCPII/97/00	Planning Board	Approved	12/20/2001	No. 01-164
NRI-016-10	NA	Staff	Approved	11/01/2010	NA
DSP-99048-01	TCPII/97/00-01	District Council	Approved	02/28/2011	NA
DSP-99048-02	NA	Planning Director	Approved	8/22/2013	NA
NRI-016-10-01	NA	Staff	Approved	11/22/2017	NA
4-17007	TCP1-010-2017	Planning Board	Approved	03/29/2018	No. 18-25

Grandfathering

The project is subject to the current regulations of Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that came into effect on September 1, 2010 because the application is for a new Detailed Site Plan and the site has a preliminary plan approved after September 2010.

Proposed Activity

This project is split into two separate phases based on existing zoning. Phase 1 includes all property within the R-20 zone, while Phase 2 consist of all property within the R-10 zone. The current application is for grading and installation of infrastructure for a townhouse development in Phase 1.

Review of Approved Conditions of Preliminary Plan 4-16020

The following text addresses previously approved environmental conditions related to the subject application that are still outstanding. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Preliminary Plan of Subdivision 4-17007 was approved by the Planning Board on March 29, 2018. The conditions of approval can be found in PGCPB No. 18-25.

17. With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), a revised stormwater concept plan and letter, based on the approved layout, shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.

19. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017 and any subsequent revisions.

The site has an approved concept plan for ultimate buildout, that proposes the use of numerous micro-bioretenion areas and a retention pond. No additional information is required at this time.

Environmental Review

As revisions are made to the plans, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Natural Resource Inventory

A signed NRI (NRI-016-2010-01), which included a detailed forest stand delineation (FSD), was submitted with the application. This NRI expires on November 22, 2022. According to the NRI this site contains 23.02 acres of existing woodlands and 33 specimen trees. Much of this forest and 24 of the specimen trees have subsequently been harvested per Forest Harvest Permit #38451-2016 due to safety concerns by county police. Regulated environmental features including steep slopes, 100-year floodplain, streams, and associated buffers inclusive of the primary management area (PMA) exist onsite. The NRI indicates that no Forest Interior Dwelling Species (FIDS) habitat is located on-site and that the site is not within a Sensitive Species Project Review Area (SSPRA) based on a review of the GIS layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP).

Woodland Conservation

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. A Type 2 Tree Conservation Plan (TCP2-097-00-02) was submitted with this detailed site plan application. This site is being phased. The previously approved and implemented TCP2 was not phased, so a separate TCP2 will be required for Phase 2.

The site has an overall woodland conservation threshold of 20 percent or 6.40 acres. According to the worksheet, the woodland conservation requirement for this phase of development is 16.22 acres. The TCP2 proposes to meet this requirement through a combination of 0.86 acres of preservation, and 14.37 acres in off-site woodland conservation banks. In addition to the phased worksheet, a "single lot" worksheet is required to be shown for Phase 1 only. The "single lot" worksheet is on the plan; however, it

is not consistent with what is shown on the phased worksheet. The “single lot” worksheet must be revised to be consistent with the phased worksheet.

There are several other minor revisions that need to be addressed on the TCP2 plan. These revisions are specified in the recommended conditions below.

Specimen Trees

Section 25-122(b)(1)(G) 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.”

A Subtitle 25 Variance Application, and a statement of justification in support of a variance for the removal of 24 specimen trees located on-site was submitted with this application but was deemed unnecessary as the trees have already been removed in accordance with Forest Harvest Permit #38451-2016. No further information is required regarding the removal of specimen trees at this time.

Preservation of Regulated Environmental Features/Primary Management Area

The site contains regulated environmental features. According to the TCP2, two impacts to the PMA/stream buffer and the 100-year floodplain are proposed for stormwater management. A statement of justification for these impacts was previously reviewed and approved by the Planning Board in conjunction the approval of Preliminary Plan 4-17007 and Type 1 Tree Conservation Plan TCP1-010-2017. No additional impacts are proposed

Required Finding: The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on consistency with the limits of disturbance shown on the Preliminary Plan 4-17007 and TCP1-01-2017.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Beltsville silt loam (5-10% slopes), Beltsville-Urban land complex (0-5% slopes), Beltsville-Urban land complex (5-15% slopes), Christian-Downer complex (10-15% slopes), Christiana-Downer-Urban land complex (5-15% slopes), Issue-Urban land complex occasionally flooded, Russett-Christiana-Urban land complex (0-5% slopes), and Urban land-Russett-Christiana complex (0-5% slopes).

According to available information, no Marlboro clay exist onsite; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. On January 25, 2018, DPIE indicated in an email that soil borings did not reveal any clayey soils down to a depth of 33 feet and that none of the borings indicated highly plastic soils. DPIE concluded that the infiltration rates were mostly good and will not be requiring a slope stability analysis or full geotechnical report at this stage.

Summary of Recommended Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-18003 subject to the following conditions:

Recommended Conditions

- 1) Prior to certification of the detailed site plan and TCP2, a separate TCP2 for phase 2 must shall be submitted for review and approved concurrently.
- 2) Prior to certification of the detailed site plan, the TCP2 shall be revised as follows:
 - a. Revise the standard worksheet on the TCP2 to be consistent with the Phase 1 information on the phased worksheet.
 - b. Add and complete the appropriate Standard Type 2 Tree Conservation Plan Notes to the plan as required, and include the notes pertaining to invasive species management and an associated invasive plant removal plan to the TCP2.
 - c. Add a boundary line on Sheet 1 of the TCP2 showing the full extents for this DSP application and phase.
 - d. Remove all references to the "75 dB Joint Base Andrews Noise Contour" from the TCP2 plan and legend.
 - e. Add a legend to each of the magnified views of the TCP2 plan, ensuring the symbols in the legend are the same scale and type used on the plan.
 - f. Show the extents of the Limit of Disturbance on the overall site by adding it to Sheet 1 as referenced in the legend.
 - g. Show the proposed 100-year floodplain and provide a symbol in the legend that is distinct from the existing floodplain.
 - h. Remove all proposed woodland preservation from any existing to remain or proposed public utility easements. Identify all woodlands being preserved within public utility easements as woodlands retained assumed cleared and update the TCP worksheets accordingly.
 - i. The qualified professional must sign and date each of the TCP worksheet as required.
 - j. Add the Type 2 Tree Conservation Plan Approval block on each sheet of the TCP2 and have it signed and dated by the qualified professional.
 - k. Identify the location type of all tree protection devices detailed on the plan; including, woodland preservation area signs, specimen tree signs, and temporary tree protection fencing.
 - l. Add the property owner's awareness certificate to the plan and have it completed by all property owners associated with this phase of development that are directly impacted by the TCP2.
- 3) Prior to the signature of the TCP2, the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of law, and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George's County Land Records at Liber ____ Folio _____. Revisions to this TCP2 may require a revision to the recorded easement."
- 4) Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.

Landy Property; DSP-18003 and TCP2-097-00-02

Page 5

If you have any questions concerning these comments, please contact me at 301-883-3239 or by e-mail at marc.juba@ppd.mncppc.org.

MJ: ks



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section


(301) 952-3680
www.mncppc.org

September 28, 2018

MEMORANDUM

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

VIA:  Tom Masog, Transportation Planning Section, Countywide Planning Division

FROM:  Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-18003, Landy Property – Infrastructure Only
Transportation Findings and Recommendations

The Transportation Planning Section has reviewed the Detailed Site Plan (DSP), Infrastructure Only application referenced above. The site is situated in an unapproved parcel on approximately 24.58 acres of land in the R-20/T-D-O Zone and is proposing a 331-unit single-family attached development. It is located within the *2016 Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. The property is located in the northwest corner of the intersection of Toledo Terrace and Belcrest Road within the City of Hyattsville.

The applicant proposes rough grading a portion of the property and the development of infrastructure for the eastern portion of the multifamily residential community. This DSP proposes the development of infrastructure to include: grading; construction of roads; alleys; storm drainage; storm-water management systems; utility distribution; retaining walls; perimeter fencing; recreational facilities including the shared-use trail and the landscaping of public areas.

Background

A previous Preliminary Plan of Subdivision (PPS-17007) was reviewed and approved, with conditions. The required adequacy findings of 325 AM and 402 peak hour vehicle trips for transportation facilities for the planned development was made as part of that approval. Also, the streets and alleys internal to the development will be made public and dedicated to the City of Hyattsville.

Access and Circulation

This section of the development will have direct access to Belcrest Road. The plans show mostly adequate rights-of-way for internal circulation, and the street network will accommodate all identified street elements required by the TDDP/TDOZMA. Two locations are where we have concerns regarding the proposed right-of-way. They are located on the public alley located closest to Parcel A – Micro Bioretention. The plans indicate that the right-of-way ranges between 12 feet and 16.5 feet, and that width is too narrow. The minimum acceptable width is 20 feet per the *2017 Prince George's County Urban Street Design Standards* for an alley.

Master Plan, Right of Way Dedication

The property is located within the designated Prince George's Plaza Transit District as identified in the *Prince George's Plaza Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. The site is adjacent to Belcrest Road, a master plan collector facility, and Toledo Terrace, a master plan primary facility. Both roadways are dedicated to their master plan requirements (50

feet from centerline and 35 feet from centerline, respectively), and so no further right-of-way dedication is required of this plan. Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required, in accordance with Section 24-124 of the Subdivision Regulations

Conclusion

Based on the preceding findings, the Transportation Planning Section concludes that the following condition is a recommended modification to the site plan pursuant to the general requirements for detailed site plan review:

1. The right-of-way width for roadways with the “alley” designation shall be 20 feet wide.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department
Countywide Planning Division, Transportation Planning Section

(301) 952-3680
www.mncppc.org

August 1, 2018

MEMORANDUM

TO: Henry Zhang, AICP Development Review Division
VIA:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division
FROM:  Marc Lewis-DeGrace, AICP, Transportation Planning Section, Countywide Planning Division
SUBJECT: **Detailed Site Plan Review for Master Plan Trail Compliance**

The following Detailed Site Plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-18003

Name: Landy Property

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the Detailed Site Plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the applicable Area Master Plan to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

Background:

The subject property is located along the north side of Toledo Terrace between Northwest Drive and Belcrest Road. The site proposed 341 single-family attached townhouses. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *Approved 2016 Prince George's Plaza Transit District Development Plan (TDDP)* (Area Master Plan). Toledo Drive is designated as a shared roadway.

Review Comments (Master Plan Compliance and Prior Approvals)

The approved Preliminary Plan; 4-17007, had the following bicycle and pedestrian recommendations:

5. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment, the plans shall be revised to include the following:

- a. An eight-foot-wide sidewalk and seven-foot-wide landscape strip along the subject site's entire frontage of Northwest Drive, unless modified by Department of Permit and Inspections Enforcement (DPIE).

Comment: This recommendation has not been satisfied. Neither an eight-foot-wide sidewalk or seven-foot-wide landscape strip have been depicted on Sheet 5 of the submitted plans showing Northwest Drive.

- b. An eight-foot-wide sidewalk and seven-foot-wide landscape strip along the subject site's entire frontage of Dean Drive, unless modified by DPIE.

Comment: This recommendation has not been satisfied. Neither an eight-foot-wide sidewalk or seven-foot-wide landscape strip have been depicted on Sheet 4 of the submitted plans showing Dean Drive.

- c. An eight-foot-wide shared-use sidepath (or wide sidewalk) along the subject site's entire frontage of Belcrest Road, unless modified by DPIE.

Comment: This recommendation has not been satisfied. While an eight-foot-wide sidewalk is shown along Belcrest Road on Sheet 3, the adjacent seven-foot-wide landscape strip have been depicted.

- d. A ten-foot-wide multi-use path along the north side of the subject site's main internal road from Belcrest Road to Dean Drive.

Comment: This recommendation has been satisfied.

6. Prior to approval of any building permit 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, as designated below or as modified by the Department of Public Works and Transportation (DPW&T)/DPIE/Department of Public Works (DPR), in 33 4-17007 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 space for a bike share docking station (the vendor of the bike share must be approved by the Prince George's County Department of Public Works and Transportation) on the subject site to enable this form of transportation to be used by the future residents of the subject site. The conceptual location of the station should be indicated on the Project for Public Spaces (PPS) and the final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible, convenient, and well-lit location that is publicly accessible.

The location requires at least four hours of solar exposure per day, year-round. In the event an appropriate location cannot be located on-site that meets bike share siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bike sharing system in the County, as close as possible to the subject site. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations.

Comment: This recommendation has been satisfied.

The location of the future bike share location has been depicted on submitted engineering plans. M-NCPPC staff will work with the applicant and DPW&T as needed.

- b. The alignment and specifications of a trail or sidewalk connection from the subject site to Northwestern High School will be determined at the time of DSP, if acceptable to both the applicant and the school.

Comment: This recommendation has been satisfied.

The Prince George's County Public Schools has reviewed the proposal for a connection with Northwestern High School and has declined the connection.

7. At the time of DSP, the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the Bicycle Pedestrian Impact Statement (BPIS) adequacy finding made at the time of PPS.

Comment: This recommendation has been satisfied.

The Prince George's County Public Schools has reviewed the proposal for a connection with Northwestern High School and has declined the connection.

Recommendation

Prior to signature approval of the Detailed Site Plan the following modifications shall be made:

- a. Depict the eight-foot-wide sidewalk and seven-foot-wide landscape strip on Sheet 5 of the submitted plans along Northwest Drive.
- b. Depict the eight-foot-wide sidewalk and seven-foot-wide landscape strip on Sheet 4 of the submitted plans along Dean Drive.
- c. Depict the adjacent seven-foot-wide landscape strip on Sheet 3 of the submitted plans along Belcrest Road.



The Maryland-National Capital Park and Planning Commission
 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772 301-952-
 3530

**** REFERRAL REQUEST ****

Date: 7/5/2018
 To: EMAIL DISTRIBUTION LIST
 From: Henry Zhang – URBAN DESIGN henry.zhang@ppd.mncppc.org
 Subject: Landy Property, DSP-18003

IDENTIFICATION OF MAJOR ISSUES DUE DATE: 7/20/2018
 *Note: E-mail any major issues/problems to the reviewer by the above date.

SDRC MEETING IS SCHEDULED FOR: 7/27/2018

REFERRAL DUE DATE: 8/6/2018

<input checked="" type="checkbox"/> Full Review of New Plan	<input type="checkbox"/> Revision of Previously Approved Plan
<input type="checkbox"/> Limited or Special Review	<input type="checkbox"/> Plans/Documents Returned for Second Review Following Revision by Applicant

NOTE: This case is being reviewed at: Planning Board level OR Planning Director level

Related Cases: _____

NOTE: Plans and documents for this case will be available in Dropbox until Planning Board hearing and decision. You may download and save for your records but the plans are not final until conditions are met and the plan is certified.

REFERRAL REPLY COMMENTS:

NOTES: The review package is located here:
https://www.dropbox.com/sh/r1ghkle3fvw3ssh/AADxN5bSLO_iNM5SwVfstu3Da?dl=0

Please send all comments to the reviewer's email provided.
 If you need assistance contact Cheryl.summerlin@ppd.mncppc.org.

No comments.

JA 7/12/18

Zhang



Candace B. Hollingsworth
Mayor

Tracey E. Nicholson
City Administrator

July 17, 2018

PRINCE GEORGE'S COUNTY PLANNING BOARD
OFFICE OF THE CHAIRMAN

RECEIVED 7/24/2018 LOG NO. C18-072406

DISTRIBUTION Emt-EE
To: Planning - AM
cc: JS; AP

Honorable Elizabeth Hewlett
Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Prince George's County Planning Department
Office of the Planning Director

Rec'd JUL 24 2018 Log No SAME

Distribution ACC, JH Log

RE: DSP-18003: Landy Development

Original to DRD - aa

Dear Chairman Hewlett:

On Monday, July 16, 2018 the Hyattsville City Council reviewed the Detailed Site Plan application for the infrastructure component of the Landy project (DSP-18003).

We are pleased to inform the Planning Board that the City Council unanimously approved the DSP, subject to the following proposed conditions:

- The applicant shall revise the proposed "sub-urban" subdivision concept for the entry signage and replace it with an illuminated art/signage installation;
- The applicant shall modify the landscaping plan to eliminate, or significantly reduce the quantity of acer rubrum and lirioppe muscari;
- The applicant shall include on its site plan the location of an elevated security camera, as specified by the Hyattsville Police Department, at the entrance along Belcrest Drive, which shall be networked into the City's existing closed-circuit camera network at a cost not to exceed \$16,000;
- The proposed park area in the northwest section of the development should be dedicated to the City of Hyattsville for public use;
- The applicant shall install two sets of BigBelly trash and recycling compactors within the park

The City of Hyattsville acknowledges that several of the conditions above will require a separate agreement between the applicant/owner as the conditions may be considered outside of those that may be conditioned by the Planning Board.



We thank the Planning Board for consideration of the City of Hyattsville's comments and we look forward to your decision.

Sincerely,



Candace B. Hollingsworth
Mayor

cc: City Council
Christopher Hatcher, Lerch, Early & Brewer
~~Ruth Grover~~, Urban Design Section, M-NCPPC
Henry Zhang



Rushern L. Baker, III
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

August 22, 2018



TO: Henry Zhang, Urban Design Section
Development Review Division, N-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE

MCG 8/24/18

RE: Landy Property
Detailed Site Plan No. DSP-18003

- CR:** Belcrest Road
- CR:** Toledo Terrace
- CR:** Northwest Drive
- CR:** Dean Drive

In response to the Detailed Site Plan No. DSP-18003 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at the northwest corner of the intersection of Toledo Terrace and Belcrest Road. The site has frontage on the following County Roads: Belcrest Road, Toledo Terrace, Northwest Drive and Dean Drive.
- The Site Development Concept Plan revision No. 31834-2017-1 was submitted on May 25, 2018. The revised Concept Plan is consistent with the proposed Detailed Site Plan.
- A floodplain study and waiver request has been submitted to DPIE for final determination.
- The lowest floor elevation should be set above the 100-year floodplain, in accordance with the floodplain waiver letter.
- All improvements within the public rights-of-way, as dedicated for public use to the County, are to be in accordance with the County's Road Ordinance, DPW&T's Specifications and Standards, and the Americans with Disabilities Act (ADA). Streets and alleys within the development are to be public.

Henry Zhang
August 22, 2018
Page 2

- The applicant needs to provide adequate sight distance in accordance with AASHTO standards for all intersections within the site and for all connecting driveways to Belcrest Road., Toledo Terrace, Northwest Dr., and Dean Dr.

This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

- a) Final site layout, exact impervious area locations are shown on plans.
- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is shown on plans.
- d) Stormwater volume computations have not been provided.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E, the District Engineer for the area, at 301.636.2060

MCG:SGS:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Salman Babar, Engineer, S/RPRD, DPIE
Soltesz, 4300 Forbes Blvd, Suite 230, Lanham, MD 20706

RESOLUTION

WHEREAS, Plaza Towers LLC et al is the owner of a 33.94-acre parcel of land known as Parcel A, Tax Map 42, Grid A-1, said property being in the Second Election District of Prince George's County, Maryland, and being zoned Multifamily High Density Residential (R-10), One-Family Triple-Attached Residential (R-20), and Transit District Overlay(T-D-O); and

WHEREAS, on December 6, 2017, Marvin R. Blumberg Company filed an application for approval of a Preliminary Plan of Subdivision for 331 lots and 38 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-17007 for Landy Property, 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 March 29, 2018, 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 March 29, 2018, 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 TCP1-010-2017, and APPROVED Preliminary Plan of Subdivision 4-17007 for 331 lots and 38 parcels, including a Variation from Section 24-122(a) for the width of public utility easements, with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:
 - a. Show public utility easements a minimum of five feet wide along the northernmost street in the development that runs east to west, bisecting the property (spine road).
 - b. Show the limits of the proposed floodplain.
2. Total development within the subject property shall be limited to uses which generate no more than 325 AM and 402 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of adequacy of transportation facilities.

3. With the exception of Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. With the exception of Parcel 1, at the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.
4. With the exception of Parcel 1, prior to submission of final plats, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed recreational facilities agreements (RFAs) to the Development Review Division (DRD) for their approval. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
5. Prior to signature approval of the preliminary plan of subdivision, in conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment*, the plans shall be revised to include the following:
 - a. An eight-foot-wide sidewalk and seven-foot-wide landscape strip along the subject site's entire frontage of Northwest Drive, unless modified by DPIE.
 - b. An eight-foot-wide sidewalk and seven-foot-wide landscape strip along the subject site's entire frontage of Dean Drive, unless modified by DPIE.
 - c. An eight-foot-wide shared-use sidepath (or wide sidewalk) along the subject site's entire frontage of Belcrest Road, unless modified by DPIE.
 - d. A ten-foot-wide multi-use path along the north side of the subject site's main internal road from Belcrest Road to Dean Drive.
6. With the exception of Parcel 1, prior to approval of any building permit 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, 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 space for a bike share docking station (the vendor of the bike share must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T)) on the subject site to enable this form of transportation to be used by the future residents of the subject site. The conceptual location of the station should be indicated on the preliminary plan of subdivision and the final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible, convenient, and well-lit location that is

publicly accessible. The location requires at least four hours of solar exposure per day, year-round. In the event an appropriate location cannot be located on-site that meets bike share siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bike sharing system in the County, as close as possible to the subject site. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations.

- b. The alignment and specifications of a trail or sidewalk connection from the subject site to Northwestern High School will be determined at the time of detailed site plan, if acceptable to both the applicant and the school.
7. With the exception of Parcel 1, at the time of detailed site plan (DSP), the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined, at the time of DSP, that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the bicycle and pedestrian impact statement adequacy finding made at the time of preliminary plan of subdivision.
 8. With the exception of Parcel 1, prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:
 - a. Evaluating the resource at the Phase II level, or
 - b. Avoiding and preserving the resource in place.
 9. Depending upon the significance of the archeological investigation findings (at Phase I, II, or III level), the applicant shall provide an interpretive sign for the property. The location and wording shall be subject to approval by the staff archeologist of the Historic Preservation Section prior to issuance of any building permits.

10. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab prior to any ground disturbance or the approval of any grading permits.
11. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Remove the 0.01-acre Preservation Area 'C' from woodland preservation. Preservation areas cannot be located over utility easements. Correct all related calculations/tabulations associated with this correction.
 - b. Identify the sanitary sewer easement on the plan, showing the recordation information, Liber 2545/folio 254.
 - c. Provide a legend on the plan.
 - d. Revise General Note 7 to replace "Developed Tier" with "Environmental Strategy Area 1."
 - e. Complete the fields in General Note 12, if applicable. If not, the note may be removed.
 - f. After the revisions are made, have the revised TCP1 signed and dated by the qualified professional who prepared it.
 - g. Show the proposed 100-year floodplain and provide a symbol in the legend that is distinct from the existing floodplain.
 - h. Identify and show all "woodland retained-not credited" and woodlands preservation within the proposed 100-year floodplain. Provide a symbol in the legend for each.
12. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-010-2017. 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 (TCP1-008-17), 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 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."

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

14. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts or existing easements that are to remain, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

15. 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.
16. Prior to signature approval of the preliminary plan of subdivision (PPS) and the Type 1 tree conservation plan (TCP1), the stormwater management concept plan shall be revised, as necessary, to reflect stormwater management controls based on the proposed lotting pattern of the PPS and TCP1. No micro-bioretenion areas are permitted within proposed townhouse lots or within paving associated with proposed public alleys, streets, or sidewalks.
17. With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), a revised stormwater concept plan and letter, based on the approved layout, shall be submitted and correctly reflected on the Type 2 tree conservation plan and the DSP.
18. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.
19. Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017 and any subsequent revisions.

20. With the exception of Parcel 1, prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:
- a. Demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Subdivision Review Section to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat prior to recordation.
 - b. Grant public utility easements along the public rights-of-way, as delineated on the approved preliminary plan of subdivision or as modified by the public utility companies at the time of detailed site plan.
 - c. Dedicate public rights-of-way as delineated on the approved preliminary plan of subdivision.
21. With the exception of Parcel 1, prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association (HOA) land as identified on the approved preliminary plan of subdivision and detailed site plan (DSP). Land to be conveyed shall be subject to the following:
- a. A copy of the deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division, Upper Marlboro.
 - b. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to an HOA shall be in accordance with an approved DSP. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
 - e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division, in accordance with the approved DSP.
 - f. The Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

22. With the exception of Parcel 1, prior to issuance of building permits, 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 the construction of recreational facilities. The recreational facilities to be required shall be determined with the review of the detailed site plan.
23. No lots for the development of buildings shall be platted within 25 feet of the 100-year floodplain.
24. With the exception of Parcel 1, prior to approval of the detailed site plan (DSP), the applicant shall provide a color-coded utility plan that has been approved by the affected utility companies. The approved location of the public utility easements shall be shown on the DSP.

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 property is located at the northwest corner of the intersection of Belcrest Road and Toledo Terrace. The subject site is currently improved with a multifamily development and existing surface parking in the southeastern portion of the property, which is to remain. This preliminary plan of subdivision (PPS) includes Parcel A, Plaza Towers (33.94 acres), recorded in Plat Book WWW 44–63. The site is located in the Multifamily High Density Residential (R-10), One-Family Triple-Attached Residential (R-20), and Transit District Overlay (T-D-O) Zones and is subject to the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP)*. The PPS is for 331 lots and 38 parcels for the construction of new single-family attached dwellings adjacent to the existing multifamily development, which is to remain.

Parcel A is currently developed with a multifamily building and associated recreation facilities. The PPS is for the creation of two separate development pods. The first development pod contains Parcel 1 with the existing multifamily building and associated recreation facilities. The second development pod is the townhouse development and has 331 lots and 37 parcels.

At the time of submittal of the PPS, the applicant requested a variation from Section 24-128(b)(12) for nonstandard public utility easements (PUEs) along private roads internal to the site. During the review of the PPS, and at the request of the City of Hyattsville, the proposal for the streets and alleys internal to the development was modified and they are now to be made public at the request of the City of Hyattsville. This change led to the applicant submitting an amendment for the variation request to cite Section 24-122(a) of the Subdivision Regulations for nonstandard PUEs along public roads. The subject application includes approval of a variation for nonstandard PUEs along public roads.

3. **Setting**—The property is located on Tax Map 42, Grid A-1, in Planning Area 68. The site is zoned R-10 (6.68 acres) and R-20 (27.26 acres), all within the T-D-O Zone. The neighboring property to the north is zoned One-Family Detached Residential (R-55) in a Development District Overlay (D-D-O) Zone, and is developed with Northwestern High School. The subject property is bounded by Belcrest Road to the east, Toledo Terrace to the south, Northwest Drive to the southwest, and Dean Drive to the west. Properties beyond those streets to the east, south, and southwest are zoned Mixed Use-Infill (M-U-I) in a T-D-O Zone, and are developed with surface parking beyond Belcrest Road, with multifamily dwellings beyond Toledo Terrace and vacant property beyond Northwest Drive. The property to the west is zoned R-20 in a T-D-O Zone and is developed with multifamily dwellings.

4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	R-10/T-D-O (6.68 acres) R-20/T-D-O (27.26 acres)	R-10/T-D-O (6.68 acres) R-20/T-D-O (27.26 acres)
Use(s)	Multifamily Residential/ Vacant	Multifamily Residential Single-Family Attached (Townhouse)
Acreage	33.94	33.94
Lots	0	331
Outparcels	0	0
Parcels	1	38
Dwelling Units:	R-10/ T-D-O (288 units) R-20/ T-D-O (0 units)	R-10/ T-D-O (288 multifamily units to remain) R-20/ T-D-O (331 townhouse units)
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	Yes Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on December 29, 2017. The variation from Section 24-128(b)(12) of the Subdivision Regulations was accepted on December 6, 2017 and heard at the SDRC meeting on December 29, 2017, as required by Section 24-113(b) of the Subdivision Regulations. Revisions to the site plan changed what was previously shown as private streets to public streets. This modification necessitated an addendum that was submitted on March 8, 2018, clarifying that the variation requested was from Section 24-122(a) of the Subdivision Regulations.

5. **Parcel 1**—The property which is the subject of this PPS is known as Parcel A (WWW 44-63) recorded in land records in 1962 containing 33.94 acres. Parcel A is currently developed with a multifamily building and associated recreation facilities as a part of the Plaza Towers multifamily development. As stated, the PPS subdivides Parcel A (WWW 44-63) into two separate development pods; one for the development of townhouses and one (proposed Parcel 1) for the existing multifamily building and associated improvements.

Parcel 1 is 9.34 acres and is located in the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road and is within the T-D-O Zone in the R-10 (6.68 acres) and R-20 (2.66 acres) Zones. Parcel 1 is for the existing multifamily building and associated recreational facilities that are to remain. The multifamily building is a part of the Plaza Towers development, which was constructed in the 1960s. The existing development on Parcel 1 will not share infrastructure including access, parking, or recreational facilities with the townhouse portion of the development.

The applicant filed an analysis dated March 8, 2018 (Reed to Turnquest) regarding the parceling for the existing multifamily building. Based on the information provided, the multifamily building was legally constructed pursuant to a building permit issued in 1963 and is permitted, and is not nonconforming based on the TDDP. The analysis found that the lot will conform to the density, parking, and other development standards of the underlying zone. As configured on the PPS with the existing development, Parcel 1 can proceed to final plat without detailed site plan (DSP) approval because no new development is proposed and a DSP at this time is not required pursuant to the TDDP. Future development or improvements on Parcel 1 are subject to review under the TDDP, which could include the requirement for a DSP, as determined at the time of review.

6. **Previous Approvals**—On June 20, 1962, the Planning Board approved a final plat of subdivision for Plaza Towers, Parcel A, recorded in Plat Book 44-63, not subject to any conditions. The existing apartment building to remain was constructed in the 1960s.

Detailed Site Plan DSP-99048 was for the construction of 1,283 multifamily dwelling units, that was approved by the Planning Board on July 26, 2001, with 14 conditions, in accordance with PGCPB Resolution No. 01-164. On September 24, 2001, the District Council elected to review DSP-99048 for Landy Property and, on November 5, 2001, the District Council ordered DSP-99048 for the Landy Property remanded to the Planning Board. On December 20, 2001, the Planning Board conducted an evidentiary hearing regarding DSP-99048 for Landy Property in accordance with the Order of Remand issued by the District Council, and reapproved the application with 33 conditions.

A revision to DSP-99048/01 for Landy Property, for construction of 406 multifamily dwelling units, was approved by the District Council on October 26, 2010. A corrected order affirming the Planning Board's decision was issued on February 28, 2011. An additional revision, DSP-99048/02, was approved on August 22, 2013 by the Planning Director for minor amendments to architecture, landscaping, parking, and engineering. Since the subject PPS is a different development program than those previously approved, the conditions attached to the prior

DSP approvals are not relevant to this PPS for either the townhouse development or the existing multifamily development on the property.

7. **Community Planning**—The development is consistent with the *Plan Prince George's 2035 Approved General Plan* (General Plan), which designates this site in the Prince George's Plaza Metro Regional Transit District. Plan Prince George's 2035 designates eight regional transit districts with extensive transit and transportation infrastructure and the long-term capacity to become mixed-use, economic generators for the County. These transit districts are "high density, vibrant, and transit-rich mixed-use areas, envisioned to capture the majority of future residential and employment growth in the County" (page 106) (General Plan Growth Policy Map), "These medium- to-high-density areas are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options, such as Metro, bus, light rail, bike and car share, and promote walkability. They will provide a range of housing options to appeal to different income levels, household types, and existing and future residents" (page 19).

The 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment

The Prince George's Plaza TDDP reclassified the undeveloped portion of the subject property into the R-20 Zone and superimposed a T-D-O Zone. The approved land use map recommends residential high-land uses on the subject property. The development conforms to the land use recommendations of the General Plan and the Prince George's Plaza TDDP.

8. **Stormwater Management**—A Stormwater Management Concept Plan, 31834-2017, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) for review; however, an approved plan and letter have not been received. The SWM concept plan submitted with this application shows the use of numerous micro-bioretenion areas and a retention pond. It is noted that the lotting pattern on the approved stormwater management plan differs slightly from that of the preliminary plan of subdivision, as well as the Type 1 tree conservation plan (TCP1). Specifically, micro-bioretenion areas MBR-3, MBR-5, MBR-6, MBR-7, MBR-8, MBR-9, MBR-10, MBR-12, MBR-13, MBR-15, MBR-17, and MBR-18 appear to be situated on top of proposed townhouse lots, or in conflict with paving associated with sidewalks, streets, or public alleys. All micro-bioretenion areas shall be relocated outside of all townhouse lots and removed from all paving areas associated with sidewalks, streets, and public alleys. A large area of grading associated with a depression that is characteristic of a large pond is also shown on the TCP1 across several proposed townhouse lots and two public alleys on the western corner of the site. This area is located next to the intersection of Northwest Drive with Dean Drive. The grading is inconsistent with the stormwater concept plan and PPS. This discrepancy shall be corrected on the stormwater management concept plan and TCP1 to ensure that the development will not result in on-site or downstream flooding.

9. **Use Conversion**—The total development included in this PPS is 331 single-family attached dwelling units in the R-20 and T-D-O Zones and an existing multifamily development in the R-10, R-20, and T-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
10. **Public Utility Easement**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on existing public rights-of-way; Belcrest Road to the east, Toledo Terrace to the south, Northwest Drive to the southwest, and Dean Drive to the west. The required PUEs have been provided along the frontage of the site abutting the existing public rights-of-way. Public streets and alleys are to serve the development within the site, and the applicant has requested approval of a variation from Section 24-122(a) of the Subdivision Regulations to provide an alternate width for PUEs along the public streets, as discussed further.

11. **Variation**—Section 24-122(a) requires the following:

Section 24-122. - Public facilities requirements.

- (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 subject PPS has some PUEs, all internal to the development, five feet wide, rather than the required 10 feet, which is required above. The applicant has requested a variation from this requirement, and it was approved based on the findings below. Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of a variation request:

Section 24-113. - Variations.

- (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 Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

- (1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The development will have PUEs, except they will not all be 10 feet wide. Along the site's frontage on Belcrest Road, Toledo Terrace, Northwest Drive, and Dean Drive, 10-foot-wide PUEs were approved. Internal to the site, where new public rights-of-way are planned, five-foot-wide and 10-foot-wide PUEs are proposed. The utilities will be underground and closely coordinated among various approving agencies and public utility companies; therefore, the public safety, health, or welfare will not be detrimentally affected by the granting of this variation.

- (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;**

Along the site's existing public street frontage, 10-foot-wide PUEs are proposed. Internal to the site, a combination of five- and 10-foot-wide PUEs are proposed. These internal PUEs are an adequate width to supply utilities to the proposed lots. The property is located in an urban area with many multifamily apartment buildings located nearby. In order to maintain a high-density buildout and to satisfy the living demand in the area, the townhouse lot design incorporated smaller-width PUEs. This tactic maximizes density on-site to match demand, while not hindering utility connections to the proposed lots. These conditions create an environment that is unique to the property and generally not applicable to other properties. Thus, the engineering solutions to the placement of development infrastructure and associated easement must also be unique.

- (3) **The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and**

The variation to Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. This PPS and variation request for the width of PUEs was referred to the Potomac Power and Electric Company (PEPCO), the Washington Suburban Sanitary Commission (WSSC), Washington Gas, and Comcast. A response from PEPCO, Washington Gas, and Comcast was not received. The response from WSSC did not comment on the variation request. Therefore, the variation does 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 the strict letter of these regulations is carried out;**

The site is surrounded by existing roads; Belcrest Road, Toledo Terrace, Northwest Drive, and Dean Drive, and development on all sides. Along the site's frontage on these existing roads, there will be 10-foot-wide PUEs. Internal to the site, new public rights-of-way will have a combination of five- and 10-foot-wide PUEs. If 10-foot-wide PUEs were proposed throughout the site, lot density would decrease, thus deeming the site undevelopable by the applicant. If the strict letter of these regulations is carried out, it would again impose another limitation to this development and hardship to the applicant by reducing the development density envisioned by the General Plan and TDDP.

- (5) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily 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 subject property is zoned R-10 and R-20 and no multifamily dwellings are proposed; therefore, this provision does not apply.

The Planning Board finds that the site is unique to the surrounding properties, that the variation request is supported by the required findings, and that approval of the applicant's request will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to the General Plan, the TDDP, and their amendments.

Therefore, the Planning Board approves the variation from Section 24-122(a) of the Subdivision Regulations for the width of PUEs.

12. **Parks and Recreation**—The PPS has been reviewed for conformance with the requirements of the Prince George's Plaza TDDP, the Land Preservation and Recreation Program for Prince George's County, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Subdivision Regulations, as they pertain to public parks and recreational facilities and are applicable to the review of a PPS.

The subject property is comprised of 6.68 acres of R-10-zoned land and 2.66 acres of R-20-zoned land improved with a multifamily building, recreational facilities, and associated parking, and 24.6 acres of R-20-zoned land that is vacant, for a total of 33.94 acres. The purpose of this PPS

application is to establish a 331-unit residential townhouse development on the vacant R-20-zoned portion of the property.

As a multifamily residential building has already been developed on the 9.34-acre R-10 and R-20-zoned parcel, it is exempt from the mandatory dedication of parkland requirement per Section 24-134(a)(3)(C) of the Subdivision Regulations. Therefore, the total requirement for this property, 15 percent of the remaining 24.6 acres of R-20-zoned parcels and lots, results in 3.69 acres of required mandatory dedication parkland pursuant to Section 24-134(a)(3)(D).

A DSP for this property, DSP-99048 (PGCPB Resolution No. 01-164), was approved on December 20, 2001. The following conditions in **bold** are applicable to the subject application and the plain text provides findings on the PPS conformance.

- 1. The Developer shall donate 4 acres of off-site land to the Commission for use as public parkland. The donated land shall be located on the northwest section of Parcel 102 (Tax Map 32, Grid F-4) as shown on attached Exhibit B and known as the Clay Property. The parkland will be an addition to the University Hills Community Park. The balance of the Clay Property shall be exempt from mandatory dedication requirements when the property is subdivided.**
- 2. The Developer shall dedicate 0.8027 acre adjacent to the Prince George's Plaza Community Center, known as P/O of Parcel 67 on Tax Map 42, Grid A-1, as shown on attached Exhibit A.**

The applicant donated four acres of off-site public parkland known as the Clay Property (Parcel 185, Tax Map 32, Grid F-4), per Condition 1. An additional 0.8027 acre was dedicated by the applicant, adjacent to and north of the Prince George's Plaza Community Center (Parcel 203, Tax Map 42, Grid A-1). Part of the total 4.8027 acres previously dedicated, 1.2653 acres, was credited as meeting the mandatory parkland dedication requirement for the Clay property. The remaining 3.5374 acres is used to meet the mandatory parkland dedication requirement for the PPS. Therefore, the applicant has met a portion of the mandatory dedication of parkland per Section 24-134(a)(3)(D) due to credit for previous dedication. The Landy Property has met 95.8 percent of the required dedication through the previous donation, and 4.2 percent is outstanding. The applicant will have private recreational facilities within the development for the remainder of the requirement.

The Prince George's Plaza TDDP shows a floating community park on this property, as well as a greenway/linear park with a hard-surface multi-use trail through the property from Dean Drive to Belcrest Road. The applicant proposes a 20,000-square-foot open play area, a natural woodland preservation area, a preschool age playground (tot lot), and three sitting areas within the development. In addition, but excluded from the remaining mandatory dedication of parkland requirement calculations, the applicant is proposing a paved eight-foot master plan trail along the main spine road through the community, which is discussed further in the Trails finding.

The Planning Board has determined that the private recreational facilities proposed within the residential development, as well as the mandatory dedication parkland previously dedicated by the applicant, meets the mandatory dedication of parkland requirement. The Planning Board approves the provisions of the previously dedicated parkland exemption (3.5374 acres) and private on-site recreational facilities in order to meet the requirements of Section 24-134 of the Subdivision Regulations. The private on-site recreational facilities required shall be calculated at 4.2 percent of the value of private on-site recreational facilities for the total number of dwelling units proposed.

13. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the TDDP in order to implement planned trails, bikeways, and pedestrian improvements. Toledo Terrace, which is south of the site, is designated as a shared roadway.

Master Plan Compliance

The TDDP and MPOT identify four master plan trail/bikeway issues that impact the subject site:

- Bikeway signage along Dean Drive
- Bikeway signage along Northwest Drive
- A shared-use sidepath along Belcrest Road
- A hard-surface trail through the site from Belcrest Road to Dean Drive.

Bicycle signage is recommended along both Northwest Drive and Dean Drive. Consistent with the TDDP, it is recommended that the streetscape along Belcrest Road be improved with a shared-use path. The internal master plan trail is shown on the submitted plans as a shared-use path along the north side of the main internal road.

Currently, there are no sidewalks along the site's frontages of either Northwest Drive or Dean Drive. The TDDP includes a standard for these roads, which includes an eight-foot-wide sidewalk and a seven-foot-wide tree panel.

The Transportation and Mobility section of the TDDP includes a strategy for a connection to Northwestern High School. Strategy TM7.4 is copied below.

STRATEGY TM7.4: Create a formal bicycle/ pedestrian connection between the Neighborhood Edge and the southern part of Northwestern High School campus to improve connectivity for students and teachers between the high school and residences, the Mall at Prince Georges, and the Metro station.

The applicant's bicycle and pedestrian impact statement (BPIS) proposes a pedestrian connection from the subject site to the school. The Planning Board supports this connection, which will fulfill the TDDP strategy. An exhibit of the pedestrian connection showing the location, limits, and details of the connection shall be provided at the time of DSP for review and comments from Prince George's County Public Schools (PGCPS).

The MPOT also contains a section on Complete Streets, which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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.

Internal sidewalks are shown along both sides of all internal roads. Streetscape improvements are recommended along Dean Drive, Northwest Drive, and Belcrest Road, unless modified by DPIE or DPW&T.

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements

Due to the location of the subject site within the Prince George's Plaza Metro Center, the application is subject to County Council Bill CB-2-2012, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) of the Subdivision Regulations includes the following guidance regarding off-site improvements:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

County Council Bill CB-2-2012 also included specific guidance regarding the cost cap for the off-site improvements. The amount of the cost cap is determined pursuant to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

A total of 331 single-family attached dwelling units have been approved with this PPS. Based on Section 24-124.01(c) of the Subdivision Regulations and the 331 residential units approved, the cost cap for the site is \$99,300.

Section 24-124.01 of the Subdivision Regulations also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required per Section 24-124.01(d):

(d) Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):

- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
- 2. installing or improving streetlights;**
- 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
- 4. providing sidewalks or designated walkways through large expanses of surface parking;**
- 5. installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
- 6. installing street trees.**

A scoping meeting was held with the applicant on May 1, 2017. The requirements and provisions of Section 24-124.01 of the Subdivision Regulations and the Transportation Review Guidelines, Part 2, 2013 were discussed, and several possible alternatives for off-site improvements were identified. Possible improvements identified at this time included missing sidewalks and bus shelters along Northwest Drive, bike share, and bicycle pavement markings along Belcrest Road or Toledo Terrace.

The required BPIS was submitted in January 2018. The BPIS includes two recommended improvements: a bike share station and a pedestrian connection to the adjacent school site. Discussions with the Department of Public Works and Transportation (DPW&T), indicated that the subject site is an appropriate location for bike share. DPW&T currently has funding to implement bike share in the vicinity of the site, with installation anticipated for Phase 1 in the spring of 2018. A location at the subject site will complement the improvements already planned by the County and connect the subject site to the regional bike share network. The connection to Northwestern High School will provide direct pedestrian access for students from the subject site to the school property. The connection will also accommodate pedestrians from the surrounding

community who wish to use the outdoor track for running or walking. Staff has started coordinating with Prince George's County Public School (PGCPS) on this connection and recommends that a BPIS exhibit for the connection be provided with the DSP for the review and approval of PGCPS.

Demonstrated Nexus Between the Subject Application and the Off-Site Improvements

Section 24-124.01(c) of the Subdivision Regulations requires that a demonstrated nexus be found with the subject application in order for the Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the proffered off-site improvements and the subject application is summarized below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Demonstrated Nexus Finding

The installation of a bike share station will improve the connection to the Washington Metropolitan Area Transit Authority (WMATA) Metro Station, the Prince George's Plaza shopping center, and the surrounding community. It will also provide the future residents of the site access to the regional bike share system. The pedestrian connection to Northwestern High School will allow future students to access the school site directly from the property.

Finding of Adequate Bicycle and Pedestrian Facilities

County Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. Council Bill CB-2-2012 is applicable to a PPS within designated centers and corridors. The subject application is located within the designated Prince George's Plaza Metro Center, as depicted on the Adequate Public Facility Review Map of the General Plan. County Council Bill CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps could be taken if inadequacies need to be addressed.

As amended by County Council Bill CB-2-2012, Section 24-124.01(b)(1) and (2) of the Subdivision Regulations includes the following criteria for determining adequacy:

- (b) **Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will**

be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.

1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:
 - a. the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and
 - b. the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, "bulb out" curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).

The installation of a pedestrian connection to Northwestern High School will allow future students to walk directly to the school from the subject property. The internal sidewalk network is sufficient, with sidewalks provided along both sides of all internal roads and a master plan trail extending through the site from Belcrest Road to Dean Drive. Furthermore, frontage improvements will bring Dean Drive, Northwest Drive, and Belcrest Road into conformance with the latest recommendations of the TDDP.

2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:
 - a. The degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;
 - b. The presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;

- c. **The degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**
- d. **The availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

The installation of the bike share station will provide access to bicycles, allowing non-motorized connections to the WMATA Metro Station, the Prince George's Plaza shopping center, and the surrounding neighborhood. It will also encourage non-motorized transportation near a Metro station and connect the future residents of the subject site with the regional bike share network.

14. **Transportation**—The subject property is located north of Toledo Terrace, between Northwest Drive and Belcrest Road, in Hyattsville and would be accessed from driveways along Dean Drive, Northwest Drive, and Belcrest Road. The applicant is proposing 331 single-family attached units.

The application is supported with a Traffic Impact Analysis (TIA) dated April 2017, as the trip generation for the site is projected to exceed 50 trips in either peak hour. The TIA was based on the construction of 363 residential townhouse units, the analysis for this PPS is for a 341-unit townhouse development. Ultimately, the PPS approved 331 lot units; however, the analysis is consistent with a 341-unit townhouse development, as the reduced proposal is not significant to change the outcome of the analysis.

Based on the initially proposed 341 townhouse units, the trips were computed as 325 (65 in, 260 out) AM peak trips and 402 (254 in, 138 out) PM peak trips. The study assumed a trip distribution of 30 percent to/from the north on Adelphi Road, and 70 percent to the south, towards MD 410 (East-West Highway). A Transit-Oriented Development (TOD) credit was given to this property because it is located within the transit district boundary.

The rates used are consistent with the "Transportation Review Guidelines" (Guidelines). This trip generation will be used for the analysis and for formulating the trip cap for the site. The table below summarizes the trip generation in each peak hour that will be used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-17007, Landy Property									
		Unit	AM Peak Hour			PM Peak Hour			Daily Trips
			In	Out	Total	In	Out	Total	
Proposed	Townhouse	341	48	191	239	177	96	273	2,728
TOD Credit	10% TOD Credit		-5	-19	-24	-18	-9	-27	-273
Total Trips Utilized in Analysis			43	172	215	159	87	246	2,455

The traffic generated by the proposed PPS would impact the following intersections, interchanges, and links in the transportation system:

- MD 410 and Toledo Terrace (signalized)
- Toledo Terrace and Northwest Drive (unsignalized)
- Toledo Terrace and Belcrest Road (unsignalized)
- Belcrest Road and site access (unsignalized)
- Belcrest Road and Adelphi Road (signalized)
- Northwest Drive and site access (unsignalized)
- Belcrest Road and Toledo Road (signalized)
- MD 410 and Belcrest Road (signalized)

This boundary is consistent with the plans recommended in the Prince George's Plaza TDDP.

The application is supported by a TIA dated April 2017 using counts dated March 2017. The study was provided by the applicant and referred to the Maryland State Highway Administration (SHA), Department of Public Works and Transportation (DPW&T), and the Department of Permitting, Inspections and Enforcement (DPIE). Comments from both SHA and the County have been received and are addressed in the analysis. The findings outlined below are based upon a review of these materials and analyses conducted consistent with the "Guidelines".

Existing Traffic

The subject property is located within Transportation Service Area (TSA) I, as defined in the General Plan. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

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. A three-part process is employed for two-way stop-controlled intersections: (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. Once the CLV exceeds 1,150, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The following critical intersection, interchanges, and links identified above, when analyzed with existing traffic using counts taken in March 2017 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS/CLV, PM)	
	MD 410 and Toledo Terrace	1,068	1,264	B
Toledo Terrace and Northwest Drive*	Delays < 50s			
Belcrest Road and Toledo Terrace*	Delays < 50s	706		A
Belcrest Road and site access*	N/A		N/A	
Belcrest Road and Adelphi Road	739	946	A	A
Northwest Drive and site access*	N/A		N/A	
Belcrest Road and Toledo Road	545	907	A	A
MD 410 and Belcrest Road	1,005	1,208	B	C

*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

None of the critical intersections identified above are programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area using an approved, but unbuilt, development within the study area. A 0.5 percent annual growth rate for a period of six years has been assumed.

The background has been checked, and one background development in the area has been identified and factored into the analysis. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS/CLV, PM)	
	MD 410 and Toledo Terrace	1,143	1,323	B
Toledo Terrace and Northwest Drive*	Delays < 50s			
Belcrest Road and Toledo Terrace*	Delays < 50s	765		A
Belcrest Road and site access*	N/A		N/A	
Belcrest Road and Adelphi Road	795	991	A	A
Northwest Drive and site access*	N/A		N/A	
Belcrest Road and Toledo Road	569	962	A	A
MD 410 and Belcrest Road	1,120	1,388	B	D

*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 the programmed improvements and 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 (CLV, AM & PM)		Level of Service (LOS/CLV, PM)	
	MD 410 and Toledo Terrace	1,200	1,387	C
Toledo Terrace and Northwest Drive*	Delays < 50s			
Belcrest Road and Toledo Terrace*	668	777	A	A
Belcrest Road and site access*	Delays < 50s		N/A	
Belcrest Road and Adelphi Road	822	1,005	A	B
Northwest Drive and site access*	Delays < 50s		N/A	
Belcrest Road and Toledo Road	614	985	A	A
MD 410 and Belcrest Road	1,155	1,406	C	D

*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.

All intersections within the study area operate acceptably under total traffic in both peak hours. A trip cap consistent with the trip generation assumed for this site, 325 AM and 402 PM peak-hour vehicle trips, is required.

Access and circulation are acceptable, as the area around the site is largely developed.

Master Plan, Right-of-Way Dedication

The property is located within the designated Prince George’s Plaza Transit District as identified in the TDDP. The site is adjacent to Belcrest Road, a master plan collector facility, and Toledo Terrace, a master plan primary facility. Both roadways are dedicated to the master plan requirements (50 feet from centerline and 35 feet from centerline, respectively); therefore, no further right-of-way dedication is required of this plan.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required, in accordance with Section 24-124 of the Subdivision Regulations.

- 15. **Schools**—The following evaluation for impact on school facilities is based on a review of the residential uses proposed.

This PPS was reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George’s County Council Resolution CR-23-2003, and concluded the following:

**Impact on Affected Public School Clusters
 Single-family Attached Units**

Affected School Clusters	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	331 DU	331 DU	331 DU
Pupil Yield Factor	0.145	0.076	0.108
Subdivision Enrollment	48	25	36
Actual Enrollment in 2017	20,310	5,371	9,405
Total Enrollment	20,358	5,396	9,441
State Rated Capacity	16,907	4,342	8,494
Percent Capacity	120%	124%	111%

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between I-95/495 (Capital Beltway) and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority (WMATA); or \$12,000 per dwelling for all other buildings. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation, and the current amounts are \$9,317 and \$ 15,972 to be paid at the time of issuance of each building permit.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved T-D-O Zone; or where there is no approved T-D-O Zone within one-quarter mile of a Metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the 2010 *Approved Bowie State Marc Station Sector Plan and Sectional Map Amendment*. The bill also established an exemption for studio or efficiency apartments that are located within County urban centers and corridors, as defined in Section 27A-106 of the Prince George's County Code; within an approved T-D-O Zone; or where there is no approved T-D-O Zone, then within one-quarter mile of a metro station. This act is in effect from October 1, 2013 through September 30, 2018.

16. **Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) of the Subdivision Regulations. The response time standard established by Section 24-122.01(e) is a maximum of seven minutes travel time from the first due station.

The proposed project is served by Hyattsville Fire/EMS, Company 801, which is located at 6200 Belcrest Road. Deputy Fire Chief Dennis C. Wood, Emergency Services Command of the Prince George's County Fire/EMS Department, stated in writing that, as of December 8, 2017, the project is within a seven-minute travel time from the first due station.

The Fire Chief, as of May 15, 2016, has outlined the adequacy of personnel and equipment pursuant to Section 24-122.01(e).

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed near the subject site.

17. **Police Facilities**—The following evaluation for impact on police facilities is based on a review of the residential uses proposed.

The subject property is in Police District I, Hyattsville. The response time standards established by Section 24-122.01(e) of the Subdivision Regulations is 10 minutes for emergency calls and 25 minutes for nonemergency calls. The PPS was accepted for processing by the Planning Department on December 6, 2017. Based on the most recent available information provided by the Police Department as of December 2015, the police response time standard of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met.

18. **Water and Sewer**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System. The property is within Tier 1 under the Sustainable Growth Act and will, therefore, be served by public systems.

19. **Historic**—The subject property comprises 33.94 acres located at the northwest corner of the intersection of Belcrest Road and Toledo Terrace in Hyattsville, Maryland. A tributary of the Northeast Branch of the Anacostia River is located just to the west of, and outside of, the subject property. There are six archeological sites located within one mile of the property. Three sites date to the prehistoric period and three sites date to the nineteenth and twentieth centuries.

One prehistoric Archeological Site 18PR81, a prehistoric lithic scatter, was previously identified in the north-central portion of the subject property. The probability of finding additional prehistoric archeological resources within the subject property is high.

There are eight historic sites (65-008 Green Hill, 65-013 Green Hill Overseer's House, 65-105 Rizzo House, 66-029-05 Bloomfield/Deakins House, 66-035-06 Morrill Hall, 66-035-07 Calvert House, 68-001 Ash Hill/Hitching Post Hill, and 68-076 Paxton House) located within one mile of the subject property.

The subject property was part of the Christian Heurich dairy farm, known as Bellevue. During the late nineteenth and first half of the twentieth century, Heurich was the most prominent brewer in Washington, DC. The parcels comprising the subject property were from land patented as Lonehead and Jackson's Necessity. When Christian Heurich died at the age of 102 in 1945, he was buried in a mausoleum on the Bellevue farm in the area where the Giant Food Store is now located, at 3501 East-West Highway in Hyattsville. The mausoleum was moved to the Rock Creek Cemetery in 1951 when the land was sold for development.

A Phase I identification archeological survey was conducted on the subject property in November 2017 and January 2018. One prehistoric Archeological Site, 18PR81, was previously identified on the subject property in 1972 during a construction project by a local avocational archeologist and not by a professional archeological survey. The site form notes that prehistoric artifacts were found eroding out of edges of the hill during construction of a parking lot and in erosion gullies near the top of the hill. The site apparently also extended onto the tract to the north of the subject property where Northwestern High School was built in the 1950s. Numerous prehistoric sites have been identified along the Northwest Branch.

The eastern portion of the Landy property was extensively disturbed by the excavation of the hill, likely for a third apartment building. Construction of amenities, including tennis courts and a pool for the Plaza Tower Apartments, has also impacted part of the project area. In 2016, most of the trees on the property were cut down and some were mulched on-site, leaving large mounds of wood chips. A high point in the central part of the property was left relatively undisturbed and was the only portion of the site that was surveyed for archeological resources.

A total of 51 shovel test pits (STPs) were excavated at 15-meter intervals to determine if cultural deposits were present and to attempt to locate prehistoric site 18PR81. Eleven additional STPs were placed on a hilltop in the northwestern corner of the property to determine if Site 18PR81 extended into that area. A total of 23 of the 62 STPs contained Native American artifacts, falling

partly within the recorded boundaries of the site and extending west about 75 meters. The site was truncated on the east by the pit excavated for the anticipated third apartment building tower. Overall, the site measures approximately 165 meters east-west by 45 meters north-south, or 1.8 acres.

Only one artifact, an isolated quartzite flake, was recovered from the 11 STPs excavated in the northwestern area. This indicates that the focus of Site 18PR81 does not extend into this area, and additional cultural resources are not likely to be present.

A surface scatter of early twentieth century historical artifacts was noted northwest of the extant swimming pool, and several historic artifacts were found in two STPs. There were not enough artifacts over a large enough area to constitute an archeological site. A total of 115 historical artifacts were recovered from two STPs.

A total of 153 prehistoric artifacts were recovered from the STP survey from the A or A^p soil horizons, or from the interface of A/B soils. The recovered lithic assemblage comprised primarily quartzite flakes, a small number of quartz flakes, one rhyolite flake, one fragment of a possible quartzite Savannah River broad spear-type projectile point base, and a quartzite preform. No prehistoric ceramics were noted. The site is interpreted as a repeated use campsite that was most likely occupied during the Late Archaic period (5,000–3,000 BP).

Based on the results of the Phase I survey, a concentration of prehistoric artifacts, likely dating to the Late Archaic period, were identified on a high point in the central portion of the Landy Property. Aerial photographs show that this area remained largely wooded and undisturbed during the twentieth century. The prehistoric artifacts were recovered from intact cultural layers and could provide significant information on the prehistoric occupation of the area to the west of the Northwest Branch. The report does not provide a recommendation in the conclusion for Phase II investigations, although it is noted earlier in the report. A small concentration of late nineteenth to early twentieth century artifacts was also identified in the western part of the area subjected to shovel testing. Several house sites are shown in historic USGS maps of the area, and this artifact scatter is possibly associated with one of these structures. Historic documents also indicate that Arundel Smith and his family resided on a 152-acre farm that includes the study area. The artifact scatter may be related to the Smith family's occupation of the site or, in the case of the twentieth century artifacts, to a tenant on the Christian Heurich dairy farm.

The Planning Board approves this PPS, with conditions, for further archeological investigations to be performed on the subject site.

20. **Environmental**—The following applications and associated plans were previously reviewed for the subject site:

Development Review Case Number	Associated Tree Conservation Plan Number	Authority	Status	Action Date	Resolution Number
DSP-99048	TCPII/97/00	Planning Board	Approved	12/20/2001	No. 01-164
NRI-016-10	NA	Staff	Approved	11/01/2010	NA
DSP-99048-01	TCPII/97/00-01	District Council	Approved	02/28/2011	NA
DSP-99048-02	NA	Planning Director	Approved	8/22/2013	NA
NRI-016-10-01	NA	Staff	Approved	11/22/2017	NA
4-17007	TCP1-010-2017	Planning Board	Pending	Pending	Pending

Grandfathering

The project is subject to the requirements of Subtitle 24 (Subdivision), Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that became effective on September 1, 2010 because this is a new PPS application.

Site Description

This 33.94-acre site is located on the northwestern quadrant formed by the intersection of Toledo Terrace with Belcrest Road and is split-zoned in the R-10 and R-20 Zones in a T-D-O Zone. One existing building and an existing parking lot are located on the southeastern section of the property, while most of the remaining property has been recently cleared in accordance with Forest Harvest Permit No. 38451-2016, and is currently open space. Only a small amount of woodlands currently exists on-site along the periphery of the western and northern boundaries of the site. A review of the available information identified regulated environmental features, such as areas of steep slopes, 100-year floodplain, streams, associated buffers, and primary management area (PMA) that exist on-site. No wetlands or associated buffers were identified on-site. This site is located in the Lower Northeast Branch of the Anacostia River watershed. According to available information, no Marlboro clay exists on-site; however, Christiana complexes are mapped on the property. This site is not within a sensitive species protection review area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. According to PGAtlas, forest interior dwelling species (FIDS) habitat does not exist on-site.

Plan Prince George's 2035 Approved General Plan (2014)

Prior to submittal of the current application, a new General Plan was adopted by the District Council. The site is now located within the Established Communities area of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by the General Plan.

Countywide Green Infrastructure Plan (2017)

This PPS conforms to the 2017 Countywide Green Infrastructure Plan which was approved with the adoption of the Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, the site contains one Regulated Area along the eastern boundary of the property, while much of the remaining site is a designated Evaluation Area.

The following policies and strategies in bold are applicable to the subject application. The text in **bold** is the text from the master plan and the plain text provides findings on the PPS conformance.

POLICY 1: Preserve, enhance and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

- 1.1 **Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:**
 - a. **Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
 - b. **Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
 - c. **Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
 - d. **Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**
 - e. **Coordinating implementation between County agencies, with adjoining jurisdictions and municipalities, and other regional green infrastructure efforts.**
 - f. **Targeting land acquisition and ecological restoration activities within state-designated priority waterways such as stronghold watersheds and Tier II waters.**
- 1.2 **Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored and protected.**
 - a. **Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**

- b. **Prioritize use of public funds to preserve, enhance, connect, restore and protect critical ecological systems.**

One regulated area within the Green Infrastructure Plan associated with a stream and associated floodplain exists along the eastern boundary of the site. The area designated as an evaluation area has recently been harvested for timber and is currently cleared. Proposed impacts to the regulated area are discussed in more detail in the Stormwater Management and Preservation of Regulated Environmental Features/Primary Management Area sections.

According to the Maryland Department of Natural Resources' Sensitive Species Review layer, the site is not located within a Sensitive Species Review area. No additional information is required at this time.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

- 2.4 **Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**
- 2.5 **Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 **Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

Most of the Network Gaps have been previously harvested and cleared on the subject site. Impacts are discussed in the Environmental Review section of this report. At this time, mitigation is not recommended.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

- 3.3 **Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**

- a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced or new roads are constructed.
- b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer they must be designed to minimize clearing and grading and to use low impact surfaces.

No transportation impacts are within the stream or stream buffer with this development. Sidewalks and roadways are within the 100-year floodplain. The impacts have been evaluated and have been found acceptable.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.

Conservation easements are required for the subject application, because areas on-site are identified within the primary management area (PMA), that are proposed to remain unimpacted for retention. The areas of on-site woodland preservation will be required to be placed in Woodland and Wildlife Habitat Conservation Easements.

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

- 5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.
- 5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.

An approved stormwater management (SWM) concept letter and plan, in conformance with the current County Code, will be required by DPIE. The Site/Road Plan Review Division will review the project for conformance with the current provisions of the County Code that addresses the state regulations.

POLICY 7: Preserve, enhance, connect, restore and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.
- 7.2 Protect, restore and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.

Planting of native species on-site is encouraged and will be further reviewed at the time of DSP.

Forest Canopy Strategies

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.
- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.

Clearing of woodland is proposed with the subject application. Green space is encouraged within the proposed development and will be further reviewed at the time of DSP.

POLICY 12: Provide adequate protection and screening from noise and vibration.

- 12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.**

The noise regulation is evaluated for properties which are adjacent to arterial or higher classification roadways and rail transits within 300 feet. The subject site is not within 300 feet of any arterial or higher classification roadway or rail transit.

Area Master Plan Conformance

The site is located within the Neighborhood Edge of the Prince George's Plaza TDDP. In the Approved TDDP and TDOZ, the Natural Environment section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **bold** is from the master plan and the plain text provides findings on plan conformance.

Policy NE1: Manage stormwater volumes through a combination of measures to reduce impacts on receiving streams and downstream properties.

Policy NE2: Restore and improve water quality in the Northwest and Lower Northeast Branch watersheds.

This project will have to meet water quality and quantity requirements in accordance with an approved stormwater management concept plan to be approved by the Site/Road Plan Review Division of the Department of Permitting, Inspections and Enforcement (DPIE).

Stormwater Management Concept Plan 31834-2017 has been submitted to DPIE for review. The Site/Road Plan Review Division will review the project for conformance with the current provisions of the County Code, which addresses the state regulations.

Policy NE3: Increase tree canopy coverage and reduce the amount of connected impervious surfaces within the Transit District.

Since the subject site is located within a T-D-O Zone, the tree canopy coverage (TCC) requirements for the subject site should be met through the provision of trees on-site and other trees preserved by a property owner, or provided to comply with other transit district standards and guidelines (page 247 of the TDDP). Final compliance with the T-D-O Zone TCC requirement will be judged at the time of DSP.

Policy NE4: Encourage the integration of green building techniques into all building designs to help reduce overall energy and water consumption.

The use of green building techniques and energy conservation techniques should be used, as appropriate. The use of alternative energy sources such as solar, wind, and hydrogen power is encouraged.

Policy NE5: Address adverse impacts of transportation-related noise.

The noise regulation is evaluated for properties which are adjacent to arterial or higher classification roadways and rail transits within 300 feet. The subject site is not within 300 feet of any arterial or higher classification roadway or rail transit.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Natural Resource Inventory

A signed NRI (NRI-016-2010-01), which included a detailed forest stand delineation (FSD), was submitted with the application. This NRI expires on November 22, 2022. According to the NRI, this site contains 23.02 acres of existing woodlands and 33 specimen trees. Much of this forest and 24 of the specimen trees have subsequently been harvested per Forest Harvest Permit 38451-2016 due to safety concerns by County police. Regulated environmental features, including steep slopes, 100-year floodplain, streams, and associated buffers inclusive of the primary management area (PMA) exist on-site. The NRI indicates that no forest interior dwelling species (FIDS) habitat is located on-site and that the site is not within a Sensitive Species Protection Review Area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources (MDNR).

Woodland Conservation

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-010-2017) was submitted with this preliminary plan of subdivision application.

This site is previously associated with an unimplemented Detailed Site Plan (DSP-99048-02) and Type II Tree Conservation Plan TCP1I-97-00-01. The site is split-zoned R-10 and R-20 and has a woodland conservation threshold of 20 percent or 6.40 acres. According to the worksheet, the cumulative woodland conservation requirement, based on the total proposed clearing of 19.56 acres of woodlands outside of the floodplain and 1.56 acres of woodlands inside of the floodplain for this project, is 14.68 acres. The TCP1 proposes to meet this requirement with 1.53 acres of on-site preservation and 14.95 acres of off-site woodland conservation credits.

Although the TCP1 worksheet indicates that 0.33 acre of woodland preservation is being proposed within the 100-year floodplain, these woodlands are shown entirely as woodland retained not-credited on the plan. The worksheet must reflect all existing features and proposed impacts

based on the existing 100-year floodplain. All clearing must be based on the existing 100-year floodplain. Woodlands being retained within and outside of the 100-year floodplain must be based on the proposed 100-year floodplain boundary, and the TCP1 plan and worksheet must be revised to reflect this.

Specimen Trees

Section 25-122(b)(1)(G) 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."

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated into the adopted County Code that became effective on September 1, 2010.

A Subtitle 25 Variance Application and a statement of justification in support of a variance for the removal of 24 specimen trees located on-site was submitted with this application, but was deemed unnecessary as the trees have already been removed in accordance with Forest Harvest Permit No. 38451-2016. As such, the variance request was withdrawn by the applicant on February 21, 2018. No further information is required regarding the removal of specimen trees at this time.

Preservation of Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features should be limited to those that are necessary for the 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 stormwater management 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 the regulated environmental features. Stormwater management 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, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code.

The site contains regulated environmental features. According to the TCP1, impacts to the PMA/stream buffer and the 100-year floodplain are proposed for stormwater management. A statement of justification has been received for the proposed impacts to the PMA, inclusive of the stream buffer and floodplain. It is noted that the applicant had requested variations to

Sections 24-129(b) and 24-130(b)(5) for the impacts; however, a statement of justification is required in accordance with the Environmental Technical Manual. As such, the variation requests were withdrawn on February 21, 2018 and March 8, 2018, respectively.

Statement of Justification

The eastern portion of the subject property is in the watershed of Wells Run. Accordingly, DPIE is requiring that the development provide 100-year stormwater management. Additionally, DPIE is requiring either that the twin 48-inch culverts or the hydrological conditions in the watershed be improved so that the 100-year flow will not spill over Belcrest Road. With the fulfillment of these requirements, the headwater pool above the culverts will be appropriately lowered, the culvert inadequacy cured, and the extent of 100-year floodplain reduced accordingly. The proposed reduction in the 100-year floodplain is reflected on the approved stormwater management concept plan. Finally, DPIE is requiring that the improvements to cure the culvert inadequacy will not result in an increase in existing flows downstream of Belcrest Road, in addition to any stormwater management requirement for the project area above Belcrest Road.

Section 27-124.01(a) provides that, "the one hundred (100) year floodplain is that, which is delineated on a County comprehensive watershed management study approved by the County Stormwater Management Task Force. Where specific flood protection measures recommended in adopted County Watershed Plans are included in an adopted County Capital Improvements Program (CIP) for planning, design, and construction, the floodplain limits shall be amended to reflect these measures. At a minimum, floodplain limits are those which are delineated or revised by the Federal Emergency Management Agency." The subject development is immediately upstream from the upper limit of a comprehensive watershed management study, which shows the extent of 100-year floodplain terminating below Belcrest Road and not affecting the subject property.

The subject development proposal includes flood protection measures in the form of an expanded stormwater management pond, with an independent discharge under Belcrest Road. The operation of this pond will act to meet the 100-year management requirement for post-development conditions and, together with the construction of a relief inlet, will reduce the discharge to the existing culverts so that the 100-year storm will no longer overtop Belcrest Road. The pond will further act to reduce the post-development 100-year storm discharge into Wells Run from the sum of the site flows and the discharge from the existing culverts by 1.0 percent below the existing condition; thereby, providing positive mitigation to existing downstream flooding conditions, while also curing the culvert inadequacy. These flood protection measures will have the effect of altering the floodplain limits, and the intent of the subject request is to have the development respect the extent of the primary management area, as defined by those amended limits, with the exception of the small area of disturbance required for the installation of the relief inlet and its associated piping. The limits of the amended floodplain should be shown on the PPS and no lots for residential development shall be platted within 25 feet of the floodplain in accordance with Section 24-129 of the Subdivision Regulations. This may require that lots within the existing floodplain area be platted subsequent to the SWM measures that would reduce the floodplain limits.

Analysis of Impacts

Based on the statement of justification, the applicant requested a total of two impacts described below:

Impact 1

The first impact is for the improvements associated with the development to permanently occupy 1.35 acres of the area of existing 100-year floodplain and the associated expanded stream buffer which are between the existing extent of the 100-year headwater pool caused by the culvert inadequacy and the extent of the headwater pool after the watershed improvements. This area includes nine proposed townhouse units, paving for circulation, sidewalks, and associated utilities. This area will no longer be within the 100-year floodplain and PMA once the proposed stormwater management improvements are implemented on-site.

Impact 2

The second impact is for disturbance to the 60-foot-wide minimum stream buffer, the pond outfall is proposed to discharge underneath Belcrest Road, and the sanitary sewer connection will pass around the proposed floodplain extent. A temporary impact of 820 square feet is proposed to the 60-foot-wide minimum stream buffer for the installation of a relief inlet.

PMA Impacts 1 and 2 are approved with this PPS.

Based on the level of design information currently available, with conditions, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance (LOD) shown on the impact exhibits and the TCP.

Soils

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include Beltsville silt loam (5–10 percent slopes), Beltsville-Urban land complex (0–5 percent slopes), Beltsville-Urban land complex (5–15 percent slopes), Christian-Downer complex (10–15 percent slopes), Christiana-Downer-Urban land complex (5–15 percent slopes), Issue-Urban land complex occasionally flooded, Russett-Christian-Urban land complex (0–5 percent slopes), and Urban land-Russett-Christian complex (0–5 percent slopes).

According to available information, no Marlboro clay exists on-site; however, Christiana complexes are mapped on this property. Christiana complexes are considered unsafe soils that exhibit shrink/swell characteristics during rain events, which make it unstable for structures. According to Section 24-131, Unsafe land, of the Subdivision Regulations, the Planning Board shall restrict or prohibit land found to be unsafe for development because of natural conditions, such as unstable soils and high watertable. A geotechnical report detailing the presence of Christiana clay and proposed remedial actions to correct or alleviate the unsafe soil condition was submitted with this application. Such proposals are required to be referred to the County

Department of Permitting, Inspections and Enforcement (DPIE) for a determination of whether the measures proposed are sufficient to protect the health and safety of future residents. On January 25, 2018, DPIE indicated in an e-mail that soil borings did not reveal any clayey soils down to a depth of 33 feet and that none of the borings indicated highly-plastic soils. DPIE concluded that the infiltration rates were mostly good, and will not be requiring a slope stability analysis or full geotechnical report at this stage.

21. **Urban Design**—The subject PPS subdivides a 33.94-acre property known as Landy Property into 331 single-family attached lots and 38 parcels. The property is split-zoned R-10 and R-20 with a T-D-O Zone superimposed on it. The R-10-zoned portion has been developed with an existing high-rise multifamily building, which will remain and the R-20-zoned portion will be developed with 331 townhouses of various lot sizes. The site is located in the northwest corner of the intersection of Toledo Terrace and Belcrest Road, with frontages on Toledo Terrace, Belcrest Road, Northwest Drive, and Dean Drive, within the “Neighborhood Edge” character area of the Prince George’s Plaza Transit District Development Plan (TDDP) area. There is also another high-rise condominium building known as “The Seville Building” located to the south of the proposed townhouses on a separate parcel.

Conformance with the Zoning Ordinance and the Transit District Overlay (T-D-O) Zone Standards of the 2016 Approved Prince George’s Plaza Transit District Development Plan (TDDP)

In accordance with the 2016 Approved Prince George’s Plaza TDDP, the T-D-O Zone standards replace comparable standards and regulations required by the Zoning Ordinance. Wherever a conflict between the Prince George’s TDDP and the Prince George’s County Zoning Ordinance or the 2010 *Prince George’s Landscape Manual* occurs, the TDDP shall prevail. For development standards not covered by the Prince George’s Plaza TDDP, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.04 of the Zoning Ordinance. The proposed development of 331 townhouses, which will be subject to detailed site plan approval, will be further reviewed for conformance with the T-D-O Zone standards at that time.

The T-D-O Zone standards that are relevant to the review of this PPS are as follows:

An administrative technical correction to Table 50 (page 334) was approved by the Planning Director on February 15, 2018. This correction amended the table to permit townhouses in the R-20/T-D-O Zone.

The maximum density in the R-20/T-D-O Zone is 16.33 dwelling units per acre. The R-20-zoned portion of the property has approximately 23 acres and the proposed density of the development application is calculated at 14.83 dwelling units per acre.

The T-D-O Zone standards in Table 42 (page 211) have specific requirements for building orientation and minimum frontage zone depth for development fronting on the existing public street system, including Belcrest Road, Toledo Terrace, Northwest Drive, and Dean Drive. The applicant will be required to address the requirements at the time of DSP.

Northwest Drive and Dean Drive have been identified as Neighborhood Edge A Street (page 271) and are subject to the design standards and guidelines in the TDDP. No residential driveways are permitted to directly connect to those two roadways. The townhouses are planned to front on the roadways and be accessed through the internal access alleys or private streets, and the PPS shows conformance with this requirement.

Conformance with the 2010 Prince George's County Landscape Manual

The T-D-O Zone standards have one part under the title "Landscape" specifically discussing the applicability of each section of the Landscape Manual within the TDDP area. For those landscaping standards not covered by the TDDP, the Landscape Manual should serve as the requirement (page 194). It should be noted that Section 4.7, Buffering Incompatible Uses, does not apply to the TDDP. This project's conformance with the applicable landscape standards will be reviewed at the time of DSP.

Other Urban Design Issues

The PPS shows on-street parallel parking along all major internal roadways. Additional parking is necessary, given that the development is not located within walking distance of the Prince George's Plaza Metro Station. However, the parking space width is only seven feet, which is one foot narrower than the width of a normal parallel parking space in the County's Zoning Ordinance, and is the size for compact parallel spaces. Since the streets are proposed to be maintained by the City of Hyattsville, the Urban Design Section will defer this issue to the City and will further review it at the time of DSP.

The PPS shows that the existing pool serving the existing multifamily building on the R-10-zoned property will remain. Given that the location of the proposed townhouses is so close to the pool and multifamily parking lot, there is a concern about possible conflicts. Issues such as, but not limited to, access, fencing, noise, lighting, and screening along the entire common boundary area between the existing multifamily development and the proposed townhouses, especially in the area of the existing pool and parking lot, will be reviewed at the time of DSP.

22. **City of Hyattsville**—The City of Hyattsville provided the following comments, which are included as conditions of approval:

- The Capital Bikeshare station and the land that it is located on should be dedicated to public use. This ensures that the station is on fully public land and is accessible to DPW&T to make necessary repairs or changes to the site as needed. Though it cannot be mandated, the applicant should consider folding a Capital Bikeshare membership into the fees/services provided by the homeowner's association as a form of transportation-demand management on-site;

- The applicant's Stormwater Management Concept Plan meet all requirements conditioned by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE);
- The roads, sidewalks, and alleys within the development shall be dedicated to public use, designed and constructed to the adopted Prince George's County Department of Public Works and Transportation (DPW&T) "Urban Street Standards" 100.28, 100.31, 100.37, and 600.21, and upon certification of the plans by the City and the County, and the completion of the construction, the roads, sidewalks and alleys shall be inspected by the City of Hyattsville, and, if acceptable, be publicly maintained by the City of Hyattsville;
- The applicant shall demonstrate a "good faith" effort to establish a pedestrian connection from the subject property to Northwestern High School. At the time of Detailed Site Plan, the applicant shall provide an exhibit to fund and provide an access easement for consideration by PGCPB.

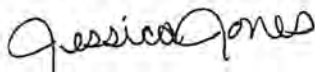
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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 Doerner, with Commissioners Washington, Doerner, Bailey and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, March 29, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of April 2018.

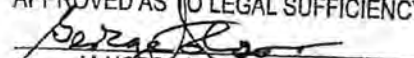
Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:AT:ydw

APPROVED AS TO LEGAL SUFFICIENCY


M-NOPPC Legal Department

Date 4/19/18

I. INTRODUCTION

Marvin R. Blumberg Company (hereinafter the “**Applicant**”) by and through its attorneys, Lerch, Early & Brewer, Chartered, submits this Infrastructure Detailed Site Plan (hereinafter the “**DSP**”) Justification Statement to demonstrate that the proposed townhouse community on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code (hereinafter the “**Zoning Ordinance**”), *Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (hereinafter the “**TDDP**”) and other applicable review requirements and criteria. The subject property consists of approximately 24.58 acres located on the northwest corner of the intersection of Toledo Terrace and Belcrest Road (hereinafter the “**Property**”). The Property is currently zoned R-20/T-D-O and is subject to the recommendations of the TDDP and is located within the Prince George’s Plaza Downtown as designated by *Plan Prince George’s 2035 Approved General Plan* (hereinafter the “**General Plan**”). Additionally, a portion of the Property is located within the municipal boundaries of the City of Hyattsville (hereinafter the “**City**”).¹

As described in detail herein and shown on DSP-18003, the Applicant proposes, roads, on-street parking, stormwater management facilities, open space, community gathering areas and recreation facilities (including the shared-use trail recommended by the TDDP) for the first of three anticipated development phases

¹ The Applicant anticipates that the entire area of the subject DSP will be annexed into the City. As part of this annexation, the City has indicated that it will maintain the internal public streets and alleys.

for the entire Property. This DSP is also intended to permit the rough grading of the entire Property.² The Applicant respectfully requests the Planning Board approval of DSP-18003.

II. PROPERTY DATA

A. Location:	Northwest Quadrant of the Intersection of Toledo Terrace and Belcrest Road.
B. Tax Map #:	42-A1. 41-F1.
C. Frontage:	Belcrest Road. Toledo Terrace. Northwest Drive. Dean Drive.
D. Election District:	17.
E. Legislative District:	22.
F. Councilmanic District:	2.
G. Municipality:	Portion within City of Hyattsville (annexation pending).
H. Acreage:	±24.58 Acres.
I. Zoning:	R-20/T-D-O.
J. Subdivision:	Plaza Towers Land Condominium. 4-17007.
K. Existing Water Category:	3.
L. Existing Sewer Category:	3.

² Section "V" of this Statement of Justification contains a more comprehensive list of the proposed infrastructure. Additionally, infrastructure elements are reflected in the plans associated with this DSP application.

M. Historic:	N/A.
N. Master Plan & SMA:	Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment.
O. General Plan:	Plan Prince George's 2035.

III. LAND USE BACKGROUND

A. PLAZA TOWERS LAND CONDOMINIUM

The Plaza Towers Land Condominium Plat was recorded on April 18th, 2006 in the Land Records of Prince George's County at liber 211, folio 80. The Plaza Towers Land Condominium Plat created four (4) land units. The undeveloped portion of the Land Property is comprised of Land Units 1, 2 and parts of 3. Land Unit 4 contains the existing Plaza Towers East multifamily building.

B. THE 1998 APPROVED TDDP FOR THE TDOZMA

From 1998 until 2016, the entire Land Property was subject to the 1998 Approved TDDP for the TDOZMA (hereinafter the "1998 Plan"). Consistent with the 1998 Plan, the Land Property was in the R-10/T-D-O Zone. The purpose of the 1998 Plan was to create a stable, vibrant community by significantly increasing the number of people who live within walking distance of the Metro Station. Thus, high density multifamily is permitted in the R-10/T-D-O.

C. DSP-99048 AND AMENDMENTS

In 2001, the Prince George's County Planning Board approved DSP-99048, and the development of 1,283 multifamily dwelling units on the Landy Property within Subarea 1 of the 1998 Plan. In 2011, the District Council approved DSP-99048/01 which permitted the development of 406 multifamily dwelling units on a portion of Land Unit 2. In 2013, the Planning Director approved DSP-99048/02, which increased the previously approved number of multifamily units on Land Unit 2 to 420 units, and revised the building architecture and associated parking.

D. GENERAL PLAN

The Landy Property is located within the Prince George's Plaza "Downtown" area as designated by the General Plan. The General Plan envisions a place for residents "to live in safe, walkable healthy communities that supply a variety of high-quality housing options – ranging in price, density, and type." The General Plan envisions the revitalization of existing neighborhoods through the promotion of "redevelopment around existing infrastructure and facilities to leverage public investment," and the strengthening of "older communities."

E. PRINCE GEORGE'S PLAZA TRANSIT DISTRICT DEVELOPMENT PLAN AND TRANSIT DISTRICT OVERLAY ZONING MAP AMENDMENT

The Landy Property is located within the Neighborhood Edge of the TDDP. The TDDP rezoned Land Units 1, 2 and 3, the undeveloped portion of the Landy Property, from the R-10/T-D-O Zone to the R-20/T-D-O Zone. Land Unit 4, the portion of the Landy Property on which Plaza Towers East multifamily building is

located, retained the R-10/T-D-O Zone. The R-20/T-D-O permits the development of townhouses up to a density of 16.33 dwelling units per acre.

F. PRELIMINARY PLAN OF SUBDIVISION: 4-17007

In 2017, the Applicant submitted Preliminary Plan of Subdivision 4-17007 (hereinafter the “PPS”), in order to develop Land Units 1, 2 and parts of 3 with 331 townhouse lots and several parcels for homeowner association purposes, consistent with the R-20/T-D-O Zone. This PPS also created a parcel which contains Land Unit 4 (zoned R-10/T-D-O) and remaining parts of Land Unit 3.³

IV. EXISTING AREA/NEIGHBORHOOD

North of the Property is Northwestern High School. East of the Property is Belcrest Road. A surface parking lot, which is currently zoned M-U-I/T-D-O, is located on the property on the east side of Belcrest Road. South of the Property are the existing Plaza Towers and Seville multifamily buildings. West of the Property is Northwest Drive and Dean Drive. A multifamily building and attached single-family dwellings are currently being constructed on the property beyond Northwest Drive. Older multifamily buildings are currently on the property located beyond Dean Drive.

V. PROPOSED INFRASTRUCTURE/COMMUNITY

This DSP proposes to rough grade the Property and to construct the infrastructure for Phase 1, the eastern portion, of the townhouse community. The specific infrastructure proposed includes fine grading, and the construction of roads,

³ This parcel is not a part of the subject DSP.

alleys, storm drainage, stormwater management systems, utility distribution, retaining walls, perimeter fencing, recreational facilities, the shared-use trail recommended by the TDDP, and the landscaping of public areas. The streets and alleys will be publicly dedicated and maintained, and constructed in accordance with the recently adopted Urban Street Standards. Subsequent DSPs will propose the building lots and architecture and the infrastructure for future development phases.

VI. ANALYSIS

A. COMPLIANCE WITH ZONING ORDINANCE

1. §27-286 – Limiting the Review.

(b) An applicant may submit a Detailed Site Plan for Infrastructure in order to proceed with limited site improvements. These improvements must include infrastructure which is essential to the future development of the site, including streets, utilities, or stormwater management facilities. Only those regulations, submittal requirements, and site design guidelines which are applicable shall be considered. The Planning Board may also consider the proposal in light of future requirements, such that the plan cannot propose any improvements which would hinder the achievement of the purposes of the zones, the purposes of this Division, or any conditions of previous approvals in the future. The Planning Board shall also consider any recommendations by the Department of Permitting, Inspections, and Enforcement and the Prince George's Soil Conservation District.

Comment: The Applicant recognizes that the Planning Board will only consider those regulations, submittal requirements, and site design guidelines which are applicable to this DSP.

2. §27-548.08 – Site Plan.

(c) Required findings.

(1) In addition to the findings required by Section 27-276(b) for approval of a Conceptual Site Plan in the T-D-O Zone, the

Planning Board shall find that the Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.

Comment: The infrastructure proposed for the townhouse community will further several policies and utilize the following strategies of the TDDP. The DSP is consistent with the overall purpose to create “a walkable, transit-oriented community within the Prince George’s Plaza Transit District using a market-driven approach.” The following guidelines and criteria for development support approval of the DSP:

Land Use

The DSP furthers the following Land Use policies:

- *LU1: Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.*
- *LU2: Create sufficient residential capacity to help meet the County’s Growth Management Goal of 50 percent of new dwelling units within Regional Transit Districts.*
- *LU7: Limit nonresidential development in the Neighborhood Edge.*

This DSP, which includes the rough grading of the Landy Property and the construction of the road and utility infrastructure for Phase 1, the eastern portion of the townhouse community, is necessary to fulfilling the above polices. The Future Land Use map (Map 15) designates the Landy Property for residential high, and the proposed infrastructure will enable compliance.

Economic Prosperity

This DSP furthers the following Economic Prosperity policy:

- *EP4: Diversify residential options to appeal to a range of current and future buyers and renters, including young professionals, first-time homebuyers, and seniors looking to age-in-place.*

With the addition of these 331 anticipated townhouse units, the proposed townhouse community is a residential option designed to diversify the wide range of choices for future homeowners and renters in the area.

Transportation and Mobility

This DSP furthers the following Transportation and Mobility polices:

- *TM1: Incorporate street planning and design practices that allow Complete and Green Streets to facilitate the efficient movement of people throughout the Transit District while simultaneously serving as great public spaces.*

- *TM5: Minimize impervious surface areas and utilize Green Street strategies wherever possible and practical to reduce surface water runoff and improve its quality before releasing it into storm sewers and the watersheds into which they drain.*
- *TM7: Provide off-street bicycle and pedestrian connections between neighboring developments and surrounding communities wherever feasible. All connections should be continuously lit, patrolled regularly by police or other security personnel, and clearly visible by adjacent buildings. Connections through parks or school grounds that must be closed during the nighttime hours due to security and safety considerations should have alternative routes that are accessible 24 hours a day.*
- *TM10: Encourage the owners of key development opportunity sites to construct pedestrian streets to provide secondary access to new infill residential and commercial uses.*
- *TM17: Manage the supply of parking within the Transit District to provide convenient, safe, and affordable parking options.*

The TDDP envisions “a multimodal network [that] will provide residents, employees, shoppers, and visitors a variety of safe, easy to navigate, and invite ways to access destinations within and outside the Transit District.” The proposed infrastructure and resulting community will involve the construction of roads, alleys, sidewalks, and trails that will be pedestrian-friendly and improve wayfinding within Prince George’s Plaza.

Natural Environment

This DSP furthers the following Natural Environment polices:

- *NE1: Manage stormwater volumes through a combination of measures to reduce impacts on receiving streams and downstream properties.*

The DSP includes the construction of storm drainage, stormwater management systems, retaining walls, perimeter fencing and the landscaping of public areas. Each of these development features aims to create a residential community that advances environmental compatibility, addresses current issues, and mitigates future adverse impacts in advance.

Housing and Neighborhoods

This DSP furthers the Housing and Neighborhoods policies:

- *HN1: Provide a variety of housing types and unit sizes, and neighborhoods to accommodate and meet the demands of existing and future residents in the Transit District.*
- *HN3: Minimize and mitigate adverse impacts of new and infill development on surrounding residential communities.*
- *HN4: Develop and promote a brand for the Transit District neighborhoods that highlights their unique features and enhances the Transit District's competitiveness within the regional housing market.*
- *HN6: Promote home ownership opportunities.*

The Housing and Neighborhoods element of the TDDP envisions a “diverse community of housing opportunities and neighborhood characteristics” that meets sustainability goals by complying with the updated Stormwater Management regulations. The proposed townhouse community serves as a major step forward in turning this vision into a reality. In turn, the DSP serves as the requisite foundation for such a development.

Community Heritage, Culture, and Design

This DSP furthers the following Community Heritage, Culture, and Design policies:

- *HD2: Create or preserve natural barriers and build transitions between the Transit District and surrounding residential communities.*
- *HD7: Encourage a variety of modern signs, facilitating opportunities for property owners to utilize signage as artistic expression as well as appropriate marketing and wayfinding.*

The DSP will build a visually aesthetic transition between the Transit District and surrounding residential communities, especially when considering its location within the Neighborhood Edge.

Healthy Communities

This DSP furthers the following Healthy Communities policy:

- *HC1: Ensure that permitted land uses benefit the overall health and wellness of the community.*

This DSP will encourage a healthy lifestyle by incorporating walkability, open space and constructing recreational facilities.

Parks and Recreation

This DSP furthers the following Parks and Recreation policies:

- *PR1: Incorporate and design parks, open spaces, and recreational facilities throughout the Transit District to support health and wellness, create opportunities for social gatherings and public events, and foster a sense of place.*
- *PR3: Ensure the Transit District's Park and open space network is connected to the pedestrian and bicyclist network emphasizing convenience, accessibility, and safety.*
- *PR4: Pursue innovative approaches to acquiring and maintain public parks and open spaces in the Transit District.*

This DSP will incorporate open space and lay the foundation for a community that is socially engaging and integrated with the larger Transit District community. Additionally, the Applicant will provide for the Master Plan shared-use trail through the Property.

(2) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan 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;

Comment: This DSP is in compliance with any and all mandatory requirements or has requested amendments through the appropriate process. See Exhibit "A" for the analysis of the Transit District Standards.

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

(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: The Applicant incorporates its response provided in VI.(A)(2), *supra*, and VI.(B), *infra*, which outlines the DSP's compliance with all the requirements of the TDDP and Transit District Overlay Zone.

(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 location, size, and design of the infrastructure proposed are adequate to meet the purposes of the Transit District Overlay Zone, which "is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that mass transit provides." The DSP achieves this goal by initiating the development of a pedestrian-friendly community that can capitalize on the mass transit available in 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: The development of 331 townhouses is compatible with the R-20/T-D-O Zone and other uses in the Transit District. The DSP is also compatible with the Plaza Towers East multifamily building located on the adjacent property located to the south in the R-10/T-D-O Zone.

(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 requesting any reductions from the total minimum required parking spaces.

(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.

Comment: To the extent that it is necessary, the Applicant will request amendments to the mandatory requirements in the Transit District Development Plan.

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.

Comment: The Applicant will request all amendments to the mandatory requirements as necessary.

3. §27-276 – Planning Board Procedures.

(b) Required findings.

(1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.

Comment: The DSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs, and it does not detract substantially from the utility of the proposed development for its intended use. No CSP is required for this site.

(2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.

Comment: Not applicable.

(3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.

Comment: Not applicable.

(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: The Applicant requested, and the Planning Board approved, impacts to regulated environmental features. The DSP does not propose any additional impacts.

B. MASTER PLAN TDDP AND TDOZ MANDATORY STANDARDS

Please see Exhibit "A" for an analysis of the Transit District Standards.

C. CONFORMANCE WITH PREVIOUS APPROVALS

1. DSP-99048 and Amendments

As referenced above, DSP-99048 and Amendments were approved on the Landy Property. Each of the DSPs were approved consistent with the 1998 Plan for multifamily dwelling units in the R-10/T-D-O. The TDDP rezoned the Property to the R-20/T-D-O. The R-20/T-D-O permits townhouses at a density of 16.33 dwelling units per acre. The change in zoning, proposed change in use, combined with the update to the TDDP causes the conditions imposed by DSP-99048 and subsequent amendments to become moot, and therefore unenforceable.

2. PPS: 4-17007

The Planning Board approved Preliminary Plan of Subdivision 4-17007 for the Landy Property on March 29th, 2018. The Resolution of Approval for 4-17007

was adopted by the Planning Board on April 26th, 2018. Below please find the relevant conditions of approval contained in the Preliminary Plan of Subdivision Resolution of Approval that may require analysis.

(2) Total development within the subject property shall be limited to uses which generate no more than 325AM and 402PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of adequacy of transportation facilities.

Comment: The proposed development within the subject property is consistent with the development reviewed and approved during the PPS. Thus, the proposed development shall generate no more than 325AM and 402PM peak-hour vehicle trips.

(3) With the exception of Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities, in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. With the exception of Parcel 1, at the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.

Comment: The Applicant is proposing the appropriate amount of recreational facilities throughout proposed community. The Applicant anticipates coordinating with the Parks Department regarding the triggers for construction associated with these recreational facilities.

(6) With the exception of Parcel 1, prior to approval of any building permit 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, 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 agreed-upon timetable for construction and completion with the appropriate operating agency:

a. Provide space for a bike share docking station (the vendor of the bike share must be approved by the Prince

George's County Department of Public Works and Transportation (DPW&T) on the subject site to enable this form of transportation to be used by the future residents of the subject site. The conceptual location of the station should be indicated on the preliminary plan of subdivision and the final location of the docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible convenient, and well-lit location that is publicly accessible. The location requires at least four hours of solar exposure per day, year round. In the event an appropriate location cannot be located on-site that meets bike share siting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bike sharing system in the County, as close as possible to the subject site. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations.

Comment: The Applicant proposes to locate the bike share docking station near the entrance of the proposed community. The specific location is reflected on the infrastructure DSP.

b. The alignment and specifications of a trail or sidewalk connection from the subject site to Northwestern High School will be determined at the time of detailed site plan, if acceptable to both the applicant and the school.

Comment: Exhibit "B" demonstrates that the trail/sidewalk connection from the Landy Property to Northwestern High School is not acceptable to the school.

(7) With the exception of Parcel 1, at the time of DSP, the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking

distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of PPS.

Comment: Exhibit "B" demonstrates that the trail/sidewalk connection from the Landy Property to Northwestern High School is not acceptable to the school.

(8) With the exception of Parcel 1, prior to approval of the DSP, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidance and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:

- (a) Evaluating the resource at the Phase II level, or*
- (b) Avoiding and preserving the resource in place.*

(9) Depending upon the significance of the archeological investigation findings (at Phase I, II, or III level), the applicant shall provide an interpretive sign for the property. The location and wording shall be subject to approval by the staff archeologist within the Historic Preservation Section prior to issuance of any building permits.

(10) If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archaeological Conservation Lab prior to any ground disturbance or the approval of any grading permits.

Comment: A Phase II archeological investigation has been submitted along with this DSP. In summary, the Phase II archeological investigation recommends that no further archeological investigation is necessary on the Landy property.

(12) *Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-010-2017. 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 (TCP1-008-17), 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 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: The development proposed in this DSP and its associated TCP2 is in conformance with the approved Type 1 Tree Conservation Plan.

(17) *With the exception of Parcel 1, prior to approval of the DSP, a revised stormwater concept plan and letter based on the approved layout shall be submitted and correctly reflected on the TCP2 and the DSP.*

Comment: The Applicant has submitted an updated stormwater concept plan which reflects the layout approved by the Planning Board on the PPS to DPIE for review and approval. This layout is also reflected on the submitted DSP and TCP2.

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

Comment: The development proposed in the Preliminary Plan of Subdivision is the same development proposed in this DSP. Thus, no substantial revision to the uses have been proposed that affects Subtitle 24 adequacy findings.

(19) *Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017*

and any subsequent revisions.

Comment: The proposed development is in conformance with Stormwater Management Concept Plan 31834-2017 and its revisions.

(21) With the exception of Parcel 1, prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners' association land as identified on the approved preliminary plan of subdivision and detailed site plan (DSP). Land to be conveyed shall be subject to the following:

- (a) A copy of the deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division, Upper Marlboro.*
- (b) All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.*
- (c) The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operation that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.*
- (d) Any disturbance of land to be conveyed to a homeowners' association shall be in accordance with an approved DSP. This shall include but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and storm drain outfalls.*
- (e) Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the homeowners' association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the*

Development Review Division, in accordance with the approved DSP.

- (f) *The Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.*

Comment: The Applicant will reflect the parcels on the DSP that are to be conveyed to the homeowners association. The necessary plan elements, including stormwater management facilities and stormdrain outfalls, are reflected on the DSP.

(23) No lots for the development of buildings shall be platted within 25 feet of the 100-year floodplain.

Comment: The Applicant will not plat any lots within 25 feet of the 100-year floodplain.

(24) With the exception of Parcel 1, prior to the approval of the DSP, the applicant shall provide a color-coded utility plan that has been approved by the affected utility companies. The approved location of the public utility easements shall be shown on the DSP.

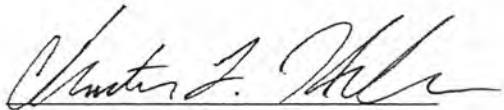
Comment: The Applicant will provide a color-coded utility plan that has been approved by the affected utility companies prior to the approval of the DSP.

VII. CONCLUSION

The Applicant respectfully requests the Planning Board grant approval of DSP-18003 for 331 townhouse units and essential infrastructure, including roads, on-street parking, stormwater management facilities, open space, and community gathering areas. The specific infrastructure proposed includes fine grading, and the construction of roads, alleys, storm drainage, stormwater management systems, utility distribution, retaining walls, perimeter fencing, recreational facilities, and the landscaping of public areas. The above analysis and submitted plans establish that the DSP satisfies the required findings that the Planning Board must make to

approve a DSP application in accordance with the Zoning Ordinance and other applicable criteria.

LERCH, EARLY & BREWER, CHTD.

By: 

Christopher L. Hatcher, Esq.

7600 Wisconsin Avenue, Suite 700

Bethesda, Maryland 20814

(301)986-1300

Attorney for Applicant

Exhibit A-Conformance with D-D-O Zone standards

The following analyzes the conformance of the proposed development to the Transit District Standards beginning on Page 201 of *The Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (hereafter "TDDP"). The prefatory provisions, including those addressing General Applicability & Administration and Exemptions, are noted but not analyzed in detail.

Transit District Standards | Purpose

The purpose of the Transit District Standards is to shape the character of the built environment and fulfill the recommendations of the Prince George's Plaza Transit District Development Plan to create a walkable, mixed-use downtown. An essential component of any downtown is the public realm—streets, sidewalks, squares, and other open spaces—that creates the spine of a successful downtown, fosters community activity and provides a distinct sense of place (identity).

Comment: The proposed development closely conforms to the Transit District Standards, in order to create a walkable residential community in the Neighborhood Edge character area of the Plan, which will support the mixed-use activities in the Downtown Core.

Transit District Standards | Organization

The Transit District Standards are organized into three sections. The General Standards cover the entirety of the Transit District and govern all new development, and redevelopment located within its boundaries. They regulate the creation of a public realm, including streets, frontage zones, block size, building form, parking, and architecture. The Transit District consists of two distinct character areas: the Downtown Core and the Neighborhood Edge. Unique standards are provided for each. The General Standards should be consulted first, followed by those for the Downtown Core or Neighborhood Edge

NOTE

The Transit District Standards consist of tables, cross-sections, and text. Graphics and tables containing standards are clearly labeled as "Standards."

Information found within tables labeled “Standards” represent mandatory requirements.

Dimensions identified in cross-sections of private streets to be constructed outside of the City of Hyattsville represent mandatory requirements. Dimensions identified in cross-sections of existing and proposed state, County, and municipal streets are illustrative in nature.

Comment: As noted above, the proposed development is located in the Neighborhood Edge character area. The applicable general standards and specific Neighborhood Edge Standards as analyzed below.

The proposed townhouse development area currently straddles the municipal limits of the City of Hyattsville, but will be fully annexed into the City. All of the proposed streets and alleys will be dedicated to public use, and will be designed and constructed to the Urban Street Standards. The Urban Street Standards closely conform to – but are not identical with – the street dimensions identified in this Plan.

Streets and Frontage | Streets

Standards

A street hierarchy is established between primary and secondary streets. Building form, entries, and service functions are tailored to the specific role of each. All new and existing streets shall be classified as one of the following, in order of importance:

A Streets

B Streets

Pedestrian Streets

Promenades

Alleys

All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville’s Street Design Standards.

All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.

Comment: The existing perimeter streets, Belcrest Road, Northwest Drive and Dean Drive, are all classified by this Plan as “A Streets.” The new streets proposed for the subject development will be classified as “B Streets” for purposes of application of these Transit District Standards, but are classified as “Neighborhood Residential” streets or “Alleys” for application of the Urban Street Standards.

Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.

Comment: All proposed streets terminate at other streets to form a network.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This standard is noted.

Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3

Comment: No medians are proposed.

Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.

Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.

Comment: All proposed streets will be public.

Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

Comment: All proposed crosswalks will have dedicated curb ramps in accordance with Urban Street Standards 100.36 and 100.37.

Guidelines

Internal streets should provide access or connection, wherever possible, to adjacent properties within the Transit District.

Comment: Both adjacent properties (the Seville Condominiums and Northwestern High School) are developed, and do not provide for vehicular connection points to this first proposed phase of the development. The development's proposed main east-west street will run closely adjacent to the Northwestern High School boundary.

Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.

Comment: No intersections of the new streets will be signalized.

Decorative paving that clearly defines an intersection of private streets is permitted.

Comment: All proposed streets will be public.

Promenades and Pedestrian Streets should only be constructed in the Downtown Core.

Comment: The proposed development is entirely in the Neighborhood Edge Character Area.

Streets and Frontage | Blocks

Standards

The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way.

Comment: The sides of the two blocks proposed for the subject development are 392' and 434' respectively. Dedication of the right-of-way of the main east-west street will continue beyond the proposed first phase to extend all the way to Dean Drive; the dedication is proposed to accommodate the

construction of the public trail. This main street will be intersected with other streets in future phases of the development which will meet this 500'-maximum standard.

For all new redevelopment on existing block frontages of greater than 500 linear feet, a perpendicular A Street or B Street (or, in the Downtown Core, a Pedestrian Street) shall be constructed at no greater than a 500-foot interval from the nearest existing or proposed street.

Comment: The existing frontage on Belcrest Road is 470' long, and will feature the construction of a new intersecting "B Street."

A block shall be divided by an A, B, or Pedestrian Street, or a Promenade, to allow a pedestrian or vehicular connection from the front of the block to the rear of the block.

Comment: The first phase of the proposed development is divided by three "B Streets" to allow for multiple pedestrian and vehicular connections.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This standard is noted.

Streets and Frontage | Frontage Zones

All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.

Comment: All new streets are to be public, and are proposed to have sidewalks on both sides. The sidewalks will be constructed to the Urban Street Standards, which provide for a 6' Sidewalk Clear Zone (instead of 5', as provided by these Standards), and a 6' Tree and Furnishing Zone (instead of 5', as provided by these Standards). The existing Belcrest Road is already improved with a sidewalk which conforms to this Plan's intent.

Where Retail Zones are provided, they shall be located as follows:

- *Retail Zone 1: Adjacent to the building.*
- *Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.*

Comment: Retail Zones are not proposed.

Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge.

Individually, the Buffer Zone, Retail Zone, and Residential Zones have no dimensional requirements. Their dimensions will be governed by the amount of each zone needed to support the proposed development and the total amount of required frontage. (See Tables 42 and 43 on pages 211-212.)

Comment: All proposed new streets are to be publicly dedicated and maintained, and as such the dimensional standards do not apply within those rights-of-way.

The Sidewalk Clear Zones and Tree and Furnishing Zones shall be consistent along a block.

Comment: The Sidewalk Clear Zone and Tree & Furnishing Zone are all consistent along block lengths, except at intersections where the Tree and Furnishing Zone is expanded to contain the ends of the parking areas and protect the pedestrian crossings, as provided for in the Urban Street Standards.

Primary building entrances or exits shall not open directly into a parking lot, onto a driveway (where permitted), side street, alley, loading dock, or other vehicle cartway.

Comment: No buildings (and therefore no entrances) are proposed by the subject Detailed Site Plan.

On A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground.

Comment: All proposed distributions lines will be below ground. Small transformers, distributed throughout the development, will be located above ground.

Streets and Frontage | Build-To Lines and Zones

Standards

The minimum BTL shall be established at the rear of the frontage zones (except for promenades).

The total frontage depth requirement in Tables 42- 43 and Figures 9-23 shall represent the distance between the street curb and BTL.

The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.

The area between the minimum and maximum BTL shall be the BTZ.

Comment: Conformance to the Build-To Line and Build-To Zone Standards will be addressed in a subsequent Detailed Site Plan, when architecture and building placement is considered. Some of the following general standards will nevertheless be briefly analyzed for illustrative purposes.

Streets and Frontage | Build-to Lines and Zones | Building Entrances

Standards

Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian Street, or Promenade, its primary entry shall be located on the A Street.

Service entrances shall be at the rear of the building.

Comment: Conformance to the Building Entrance Standards will be addressed in a subsequent Detailed Site Plan, when architecture and building placement is considered. All primary entrances will, however, be oriented to the streets to which the buildings face. There will be no primary entrances onto side streets or alleys, and the building which will front on both an “A Street” (Belcrest Road) and the proposed “B Street” will face Belcrest Road.

Streets and Frontage | Build-to Lines and Zones | Articulation

Standards

Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.

For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.

Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.

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

- *Colonnades*
- *Gables*
- *Hip roofs*
- *Towers*
- *Dormers*
- *Archways*
- *Covered entries*
- *Repetitive window openings*
- *Arched and corbelled parapets*
- *Cornices*
- *Transoms*
- *Other design elements deemed appropriate by the Planning Board*

Comment: Conformance to the building articulation Standards will be addressed in a subsequent Detailed Site Plan, when architecture is considered.

Guidelines

Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection,

material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.

Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural cornices and applied treatments that complement the building's design.

Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.

Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.

Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Building corners should be articulated.

Comment: Conformance to the building articulation Guidelines will be addressed in a subsequent Detailed Site Plan, when architecture is considered.

Streets and Frontage | Alleys

Alleys in the Downtown Core shall have a Sidewalk Clear Zone; the Sidewalk Clear Zone shall be a minimum of four feet wide and a maximum of eight feet wide.

In the Neighborhood Edge only, residential driveways are permitted on Alleys.

Comment: The proposed development is located in the Neighborhood Edge; as such, no Sidewalk Clear Zone is required nor is it proposed. Residential driveways will be proposed on Alleys in a subsequent Detailed Site Plan.

Streets and Frontage | Tree and Furnishing Zones

GENERAL

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the City and County's standards, as illustrated for reference on the Detailed Site Plan. Benches and waste receptacles are proposed on Homeowners' Association Open Space parcels rather than in the Tree and Furnishing Zone. Finally, the proposed Capital Bikeshare station (which will include bicycle racks) will be constructed outside of the Tree and Furnishing Zone along Belcrest Road.

STREET TREES

Standards

Street trees shall be located within the Tree and Furnishing Zone; additional trees may be provided within the Retail or Residential Zones, as appropriate.

Shade trees two and one-half to three-inch caliper in size, shall be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings. Spacing allowances may be made, where necessary, to accommodate curb cuts, fire hydrants, and other infrastructure elements.

Ornamental trees, seven to nine feet in height, may only be used to meet the requirements of this section where overhead wires prohibit the planting of shade trees.

Comment: The proposed street trees will be located in the Tree and Furnishing Zone as required by Urban Street Standard 600.21, including its allowances for curb cuts, fire hydrants, and other infrastructure elements. Street trees shall be shade trees and shall meet the plant size requirements of this Standard. Additional trees will be provided in the Residential Zones under a subsequent Detailed Site Plan, when architecture and building placement is considered.

Guidelines

Each street should use a consistent species pallet that supports the long-term health of the trees.

Street trees should be located a minimum 35 feet from the point of curvature of an intersection of two streets.

Street trees should be located a minimum 10 feet from the point of curvature of residential driveway entrances.

Street trees should be located a minimum 20 feet from the point of curvature of commercial driveway entrances.

Street trees should be located a minimum 15 feet from the center of street light poles.

Street trees should be located a minimum 10 feet from water meters.

Street trees should be located a minimum 10 feet from storm drain inlets, hydrants, or manholes.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which also includes the same requirements provided for in the above Guidelines.

TREE BOXES

Tree boxes are openings in the sidewalks for street trees.

Standard

Tree grates are prohibited.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which provides for their placement in a grassed strip in the tree and Furnishing Zone. No tree boxes or tree grates will be proposed.

Guidelines

If tree boxes are provided, all boxes along the length of a single block should be of the same type for a uniform appearance and the underground soil volumes should be connected. Uniform type around the entire length of a street within the Transit District, or around the entire perimeter of a plaza, square, or pocket park is preferable.

Tree boxes or pits may include additional landscaping. In addition to the tree, the tree box or pit may include flowering plants and shrubs. However, no plants with thorns or other sharp protrusions should be used, and these plants should be maintained below a height of 42 inches.

Tree box openings should be delineated from hard surfaces to prevent soil compaction.

Tree boxes adjacent to on-street parking areas should be spaced to provide adequate pedestrian access to other frontage zones.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which provides for their placement in a grassed strip in the tree and Furnishing Zone. No tree boxes or tree grates will be proposed.

Streets and Frontage | Street Lights

Standards

All pedestrian rights-of-way—including sidewalks, trails, paths, and pathways from building entrances and exits to the sidewalk—shall be continuously lit.

Comment: Streetlights will be installed at regular intervals along all of the proposed streets, in accordance with the City and County's standards, as illustrated for reference on the Detailed Site Plan.

Street lights shall either be pedestrian-scale fixtures or a combination of a street light and a pedestrian fixture. Pedestrian lights shall be no higher than 14 feet. Existing street lights shall not be counted toward this requirement unless they include pedestrian-scale fixtures that meet this standard.

Street lights installed along MD 410 (East West Highway) and Belcrest Road shall use PEPCO's Teardrop or equivalent style from PEPCO's most recent Street Light Catalog.

All other streets in the Transit District shall use PEPCO's Acorn or equivalent style from PEPCO's most recent Street Light Catalog.

Cobra fixtures and high pressure sodium fixtures shall not be permitted.

Comment: The proposed streetlights will be PEPCo’s Acorn style, 14’ in height, and will be LED light fixtures in accordance with PEPCo’s new practice.

Street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core.

Street light fixtures shall be spaced a maximum of 50 feet apart in the Neighborhood Edge, and may be placed in a staggered arrangement.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the City and County’s standards, as illustrated for reference on the Detailed Site Plan.

Guidelines

Street light fixtures should allow for the hanging of banners and other amenities, including artwork, hanging flower baskets, etc.

Street light fixtures should include electric weather protectant receptacles.

Energy-efficient lighting should be used to conserve energy and reduce long-term cost.

Comment: As noted above, the proposed streetlights will be PEPCo’s Acorn style, 14’ in height, and will be energy-efficient LED light fixtures to conserve energy.

Bulk and Height | Intent

To create opportunities for walkable, mixed-use development that support the transformation of Prince George’s Plaza into a Regional Transit District and reinforces the street and sidewalk as the focal points of activity.

Comment: The proposed development closely conforms to the Transit District Standards in order to create a walkable, street-oriented residential community in the Neighborhood Edge character area of the Plan, which will support the mixed-use activities in the Regional Transit District. Detailed analysis of the conformance to the Bulk and Height Standards will necessarily be addressed in a subsequent Detailed Site Plan, when architecture and building location is considered. Some of the following Standards and Guidelines will nevertheless be briefly discussed for illustrative purposes.

Bulk and Height | Lots and Building Placement

Standards

Each new lot shall abut an A, B, or Pedestrian Street to permit, at a minimum, emergency vehicle access.

When a building abuts multiple classes of a street, it shall face and front onto the highest level of the street. For example, if a building abuts an A Street and a B Street, that building shall front onto the A Street.

Comment: Conformance to these Lot and Building Placement Standards will be addressed in a subsequent Detailed Site Plan, when architecture and building location is considered. Each proposed lot, however, will abut either an “A” or a “B Street,” and will front on the higher level street when it abuts two streets of different classifications.

Guidelines

Buildings should occupy the perimeter of a block.

Buildings constructed on corner lots should not extend beyond the façade of other buildings on the block, to minimize sight distance impact

Comment: Conformance to these Guidelines will be addressed in a subsequent Detailed Site Plan, when architecture and building location are considered.

Bulk and Height | Density and Building Height

These standards establish building height limits which will permit the density of development appropriate to a Downtown, and a context-sensitive transition to a scale compatible with surrounding neighborhoods. In keeping with best practices in transit-oriented development, the greatest height is established in the Downtown Core, along Belcrest Road and MD 410 (East West Highway).

A story is defined as “an interior space measured from one finished floor to the next finished floor or roof above.”

Section 27-548.06(a)(1) establishes that development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones. For ease of reference, the relevant density maximums are listed in the following table.

Pursuant to Section 27-548.06(b), this TDDP establishes the height regulations for the Transit District. The height regulations for buildings consist of five features:

- 1. Single-story buildings.*
- 2. Minimum first (ground) floor height.*
- 3. Stepback and transition requirements (where applicable).*
- 4. Height Maximums*
- 5. Public amenity height bonuses.*

Table, Page 235:

Zone Maximum Permitted Density

R-20 16.33 dwelling units per acre

R-10 48 dwelling units per acre

Comment: Conformance to these Density and Building Height Standards will be addressed in a subsequent Detailed Site Plan, when architecture and building location are considered.

Bulk and Height | Density and Building Height | Maximum Building Heights

As a new Regional Transit District, Prince George's Plaza will attract new residents, visitors, and workers and help sustain the existing population. This will, in turn, drive demand for new, modern, easily accessible public facilities. Much of the Transit District and surrounding community is built out, and construction of new public facilities will require coordination with property owners and stakeholders; innovative approaches to design, function, and colocation of facilities; and incentives to encourage provision of public facilities within the Transit District.

GENERAL

Standards

For the purposes of this TDDP, building height shall be measured in number of stories above the ground-level public entrance at the highest elevation.

Differences in topography may permit ground-level entrances at lower elevations; these stories shall be considered basement or subgrade floors and shall not count against the story maximum. For example, a building may front on side A at street level; an entrance on side B may be two floors below the entrance on side A. The height of the building would be measured in stories from side A.

When a mezzanine is present, the mezzanine shall be counted as an additional story.

Habitable space in roof and attic areas with a sloping roof shall not be counted as a story.

Any portion of the building below the ground level shall not count as a story.

Raised basements shall not exceed one-half of a story in height above grade along the build-to line.

Guideline

Corner towers, vertical bays, and other features should be utilized to give the appearance of a taller building height.

[Map 34. Maximum Building Heights]

4 Stories (R-20-zoned portion)

10 Stories (R-10-zoned portion)

Comment: Conformance to these Maximum Building Height Standards will be addressed in a subsequent Detailed Site Plan, when architecture and building location are considered.

SINGLE-STORY BUILDING HEIGHT AND FRONTAGE

Standards

Single-story buildings and single-story portions of multistory buildings are prohibited on corner lots in the Downtown Core.

Single-story buildings in the Downtown Core, or portions of multistory buildings consisting of a single story, shall have a façade of at least 20 feet in height measured from the average mean building grade at the front of the building to the top of the façade, with a minimum floor-to-ceiling height of 14 feet.

Comment: The subject property is located in the Neighborhood Edge.

Commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to this Standard will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. Only single-family attached dwellings, however, will be proposed.

No accessory building within the Neighborhood Edge shall be taller than two stories.

Comment: No buildings, accessory or otherwise, are proposed under this Infrastructure Detailed Site Plan.

The maximum height of all other buildings is regulated by the standards (on page 236).

Comment: No buildings are proposed under this Infrastructure Detailed Site Plan. Only single-family attached dwellings, however, will be proposed in the future, and these will be limited to four stories as provided for on Map 24 and on Page 238.

STEPBACKS AND TRANSITIONS

Standards

All buildings or portions of buildings, within 250 feet of the northern boundary of the Oliver Street right-of-way shall be a maximum of six stories.

Comment: No portions of the subject property are located within 250 feet of the northern boundary of the Oliver Street right-of-way.

All buildings or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way shall be a maximum of four stories.

Comment: The only portions of the subject property that are located within 500 feet of the western boundary of the Adelphi Road right-of-way are located in the undisturbed areas of stream buffer along the easternmost edge of the subject property.

Guidelines

All buildings should have step back of at least 10 feet above the fourth story and may have subsequent setbacks.

Comment: No buildings are proposed under this Infrastructure Detailed Site Plan.

On sites or lots with multiple buildings, buildings closer to MD 410 (East West Highway) should be tallest, with building heights stepping down as they are sited closer to the adjacent community outside the Transit District. Buildings adjacent to the Transit District border should be the shortest buildings on a particular site or lot.

Comment: No buildings are proposed under this Infrastructure Detailed Site Plan. The northern edge of the subject site is adjacent to the Transit District border, and so conformance to this Guideline will be addressed on a subsequent Detailed Site Plan

Bulk and Height | Density and Building Heights | Public Amenity Height Bonus Program

One way in which this TDDP can incentivize the construction of public facilities is through the provision of height bonuses. These bonuses effectively permit the construction of taller buildings in exchange for the provision of land, buildings, or building space for public facilities.

No height bonus shall be granted in the T-D-O/R-O-S, T-D-O/O-S, T-D-O/R-80, T-D-O/R-20, or T-D-O/R-18 Zones.

[Remainder of the provisions of this section of the Transit District Standards are not reproduced here.]

Comment: The subject site is located in the T-D-O/R-20 Zone, and as such, the public amenity height bonus program does not apply.

Site Elements | Intent

To create an integrated system of safe environmentally-conscious and inviting spaces that encourage and facilitate active and passive uses, social interactions, and cultural events easily accessible via a short walk.

Site Elements | Placemaking and Open Spaces

Standard

Privately owned and/or operated open spaces within the Downtown Core that abut a street or frontage zone shall be accessible to the public through a public use easement or other mechanism.

Comment: The subject property is located in the Neighborhood Edge.

Guidelines

Other privately owned and operated open spaces should be accessible to the public whenever feasible through a public use easement or other mechanism.

Comment: The non-lot, non-public street areas of the subject property will be open space that will be owned and maintained by a Homeowner's Association.

Open spaces should be designed in accordance with the Formula 2040 Park Typology and their associated characteristics.

Comment: An extended analysis of the conformance of the proposed open space components to the Formula 2040 Park Typology will follow. Park types present at the subject site include pocket /mini parks, commons/greens, greenways/linear parks, and streets.

Consideration should be given to providing open spaces for important events or programming including, but not limited to, fitness activities; passive and active uses; toddler and child urban playground; neighborhood and community parks; dog parks; open greens; and picnic areas.

Comment: The Homeowner's Association open spaces will accommodate most of the components listed above:

- The shared-use trail which runs along the south side of the open space parcel will eventually (beyond the subject property) connect with the trail networks in both Northeast and Northwest Branches, accommodating hiking and biking;

- Retained woodlands on the hill in the northeast corner of the site will be a dog-friendly area for passive recreation (and in the winter, active sledding in the event of snow!). This area will have access from a subsidiary path leading from the main shared-use path, and will feature a shaded seating area at the edge of the woods on the hillside;
- A play structure will be provided for pre-teen children, and separate play equipment for preschoolers will be included as well, together with a shaded sitting area;
- An open green of approximately ¼ acre in area will be provided for unstructured play; and
- A picnic area will be provided.

Permeable materials are encouraged, wherever possible, to facilitate the growth of trees and vegetation, and the absorption and treatment of rainwater runoff.

Comment: Almost all of the Homeowner’s Association open spaces will be permeable surfaces, with the exception of the path network.

Site Elements | Placemaking and Open Space

MURALS AND PUBLIC ART

Guidelines

Murals or works of public art are encouraged in the Transit District. Wherever possible, such displays should reflect the aesthetic and cultural traditions of Hyattsville and Prince George’s County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places.

Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregate and should be highly visible and accessible.

COLOR

Guideline

The use of bright colors for trim and accent elements is encouraged.

Comment: These guidelines are noted.

Site Elements | Lighting

Guidelines

Exterior areas, rear entryways, public spaces, roads, crosswalks, sidewalks, pedestrian overpasses, and trails should be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.

Comment: Exterior lighting will be provided by streetlights in accordance with the City and County's standards. Alley lighting will be supplied principally by building-mounted lights, and will therefore be illustrated on a subsequent Detailed Site Plan.

Light fixtures should be placed so as to avoid conflicts with trees or other obstructions and should direct light to specific locations and away from adjoining properties. Consideration of security and pedestrian comfort should be prioritized by increasing illumination low to the ground in public parking lots, at building entrances, in public plazas and open spaces, and transit stops.

Comment: Streetlights will be located in accordance with the City and County's standards to avoid conflicts with trees and other obstructions. No public parking lots, building entrances, public plazas or transit stops are proposed as a part of the subject Detailed Site Plan.

Site Elements | Green Infrastructure

Guidelines

To the maximum extent practicable, no private development should be permitted within the Primary Management Area.

Comment: As provided in Preliminary Plan of Subdivision 4-17007, impacts to the Primary Management area have been limited in accordance with the three-part analysis for Avoidance, Minimization and Mitigation provided for in the Environmental Technical Manual. The Planning Board approved the impacts to Primary Management Area proposed during the Preliminary Plan of Subdivision process.

Environmentally sensitive stormwater management facilities customarily found in a city or urban area should be used where appropriate, including subsurface collection facilities under parking lots, to store and slowly infiltrate stormwater.

Comment: Microbioretention facilities, which are environmentally-sensitive facilities that provide for storage and (where soils are compatible, as they generally are here) infiltration of groundwater, are provided throughout the proposed development.

Site and street designs should avoid the use of unshielded roof, side, and parking lot lights, and include the use of full cut-off optic lighting systems that provide consistent lighting levels.

Comment: Streetlights will be PEPCo's Acorn standard cut-off fixtures, as specified in other standards, above.

Pervious paving is encouraged throughout the Transit District. Examples include:

- *Cast-pressed concrete paver block*
- *Grassed cellular plastic or concrete*
- *Stamped asphalt or concrete*
- *Pea gravel, washed stone, or paving blocks*
- *Wood or concrete paving block*

Comment: This guideline is noted; almost all of the hard surfaces proposed will be in public rights-of-way, in which pervious paving is not permitted.

Stormwater management measures should be integrated with bioswales, naturalistic green fingers, rain gardens, waterscapes and other green and environmental site design practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.

Comment: As described above, the subject development will feature the use of microbioretention facilities, which are rain-garden-type facilities that meet the County's environmental site design requirements and provide for storage and infiltration of groundwater.

New development should be encouraged to adopt LEED-ND or similar sustainability standards, incorporating innovative solutions such as green buildings, reuse of gray water, reusable energy generation onsite, technologies that lower electricity consumption, as well as green and habitable roofs where appropriate (rooftops that building occupants can use for gardening, socializing, and sunning).

Comment: No buildings are proposed by the subject Detailed Site Plan.

Site Elements | Tree Canopy Coverage

Standard

Section 25-127(b)(1)(I) of the County Code states that "properties subject to tree canopy coverage requirements contained in an approved Transit District Overlay (T-D-O) Zone or a Development District Overlay (D-D-O) Zone are exempt from the tree canopy coverage requirements contained in this Division." Pursuant to this section, the tree canopy coverage requirements for the Prince George's Plaza Transit District Overlay Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to the Standards contained following for street, on-site and other trees will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. The subject Detailed Site Plan does, however, propose street trees and open space planting which will count towards the development's ultimate planting requirement.

Site Elements | Screening

Standards

Screening materials shall consist of evergreen trees and shrubs, walls, or fences.

Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.

Comment: No loading areas or service or maintenance areas are proposed with this Infrastructure Detailed Site Plan.

All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Comment: No mechanical equipment or meters are proposed with this Infrastructure Detailed Site Plan.

Guidelines

Screening options may include:

- *Six-foot-high, sight-tight, and/or green fences. » Architecturally decorative or green walls.*
- *Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).*

*All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.**

**Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.*

Comment: No dumpsters, trash pads, recycling or storage are proposed with this Infrastructure Detailed Site Plan.

Site Elements | Walls, Fences, and Gates

Standards

The following are permitted:

- *Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.*
- *Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.*
- *Walls required for the retention of earth, support of a structure, or architectural façade of a structure.*
- *Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.*

Comment: The subject property is located in the R-20 Zone and the Neighborhood Edge character area; fences are proposed along the rear yards of open space areas which abut Northwestern High School and the existing Plaza Towers Apartments.

The following are prohibited:

- *Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.*
- *Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.*

Comment: The fence material proposed is a metal picket fence with a “wrought-iron” appearance. The subject property is located in the Neighborhood Edge character area; no fences will abut any pedestrian or vehicular rights of way.

Guideline

Fence type should be consistent along a block face.

Comment: The fence material will be uniform throughout the proposed development.

Architectural Elements | Intent

To create attractive and visually interesting buildings that enliven and reinforce streetscapes and public spaces while respecting existing development, including neighboring single-family residential neighborhoods.

Architectural Elements | Signage | General

Standards

All attached or projecting signs are permitted to be placed horizontally or vertically.

Attached signs shall consist of three types: wall signs, window signs, and digital signs, as defined in this section.

Projecting signs shall consist of four types: blade signs, awning signs, high-rise building identification signs, and vertical corner signs.

The following signs are not permitted in the Transit District:

- *Signs not expressly identified in this chapter.*
- *Signs that obstruct any opening intended to provide ingress or egress for any building or structure.*
- *Signs that obstruct the view of traffic control devices.*
- *Signs that, because of their shape, color, or wording, may be confused with any traffic control device (placed by a public authority), or may mislead motorists.*

[The only signage proposed is a development identification monument sign; all other signage standards have not been reproduced here.]

Comment: The only sign which is proposed with this application is a single, wall-mounted development identification monument sign, conforming to the standards and guidelines analyzed, following:

***SINGLE-FAMILY DETACHED HOME AND TOWNHOME
DEVELOPMENT IDENTIFICATION***

Standards

Maximum sign area per sign face shall be 24 square feet, not exceeding 4 feet in height.

Comment: The sign face will be 28" tall and 10' long, for a total of 23.3 square feet.

Entranceway signs shall be separated from signs at other entranceways by at least 200 feet and from other on-site signs by at least 100 feet, such distance to be measured along the build-to line.

Comment: Only the single development identification sign is being proposed by this Detailed Site Plan; other signs at future entrances (on Northwest Drive and on Dean Drive) will each be a third of a mile distant from this sign, as the crow flies (more distant measured along the build-to lines).

Guidelines

Signs should be located within 30 feet of an entranceway as follows:

Wall-mounted: one face may be provided on each side of the entranceway, mounted flat against the entranceway wall.

Comment: The edge of the proposed sign face will be 14' from the edge of the right-of-way and will be ground-mounted.

Ground-mounted development identification signs may be one of the following:

- *A single-faced sign*
- *A double-sided sign back-to-back*
- *A double-sided sign in a "V" configuration with a maximum 45-degree angle.*

Comment: The proposed development identification sign will be a single-faced sign.

Architectural Elements | Awnings

Comment: No awnings are proposed by the subject Detailed Site Plan.

Architectural Elements | Balconies

Comment: No balconies are proposed by the subject Detailed Site Plan.

Architectural Elements | Sustainable Building Materials

Guideline

Buildings should be built with "green" building materials. Green materials should meet the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common green materials include cement and wood fiber composite siding, cellulose insulation, glue-lam beams, and concrete with fly ash content.

Comment: No buildings are proposed by the subject Detailed Site Plan.

Parking and Loading | Intent

To promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages and to encourage nonmotorized modes of travel to and within the Transit District.

Standards

There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.

The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page. For the purposes of this table, the type of development refers to its description in the table of uses.

[Table: Maximum Parking Ratios

Neighborhood Edge (Single Family Development) 2.0 spaces per dwelling unit.]

Comment: No buildings or associated off-street parking spaces are proposed by the subject Detailed Site Plan. Conformance to these Standards will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed.

On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

Comment: On-street parking will be provided on one or both sides of all proposed public streets which are a part of the subject Detailed Site Plan.

On-street parking in Alleys shall be prohibited.

Comment: No on-street parking in Alleys is proposed.

Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:

Additional parking spaces may only be provided in the form of structured parking.

[Standards following for structured parking limits and total permissible number of off-street parking spaces in the Transit District are not reproduced here.]

Comment: No buildings or associated off-street parking spaces are proposed by the subject Detailed Site Plan. Conformance to these Standards will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed.

All applicants, other than those proposing solely single-family dwelling units, shall demonstrate the extent to which their proposed development reduces the total number of surface parking spaces within the Transit District.

Comment: No buildings or associated off-street parking spaces are proposed by the subject Detailed Site Plan. Subsequent Detailed Site Plans, when dwelling units are proposed, will propose solely single-family dwellings.

All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial, public, and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas may be provided, as appropriate.

Comment: No structured parking facilities are proposed.

Parking may be located on- or off-site within one-quarter mile walk of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide a site plan and narrative statement demonstrating that parking is provided off-site and that pedestrian facilities necessary to serve the walk from the parking facility to the building will be constructed prior to the opening of the parking facility.

Comment: No off-site parking will be required to satisfy the proposed development's parking needs.

Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.

Comment: The proposed development will be for single-family attached dwellings; no office use will be proposed.

Restriping of surface parking facilities that result in an addition of general purpose parking spaces is prohibited.

Comment: No surface parking facilities currently exist within the limits of the subject Detailed Site Plan.

On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

Comment: On-street parking will be provided on one or both sides of all proposed public streets which are a part of the subject Detailed Site Plan.

On-street parking in Alleys shall be prohibited.

Comment: No on-street parking in Alleys is proposed.

On-street parking spaces on private streets shall not count toward off-street parking requirements.

Comment: This Standard is noted.

All parking for buildings that front on Adelphi Road shall not be visible from Adelphi Road.

Comment: No part of the subject property fronts on Adelphi Road.

Guidelines

Commercial parking facilities should leave at least 25 percent of their spaces available for hourly and daily rental by the general public.

Comment: No commercial parking facilities are proposed.

All parking spaces that are provided should be unbundled from the leasing and/or rental rates of associated development.

Comment: No rental facilities will be proposed: the subject development will be for fee-simple ownership.

Parking and Loading | Surface Parking

Parking and Loading | Structured Parking

Parking and Loading | Underground Parking

Parking and Loading | Loading

Comment: No surface or structured parking is proposed by the subject Detailed Site Plan; only streets are proposed, all of which will be public, and all of which will be furnished with on-street parking on one or both sides of the streets.

Transportation Adequacy | Genera

Standards

Within the Prince George's Plaza Transit District, properties are required to demonstrate that the transportation facilities (limited to only signalized and/or unsignalized intersections) will be adequate to serve the proposed development for any preliminary plan, and any DSP if prior adequacy findings are more than six years old.

The adequate public facilities (APF) finding must follow and conform to the procedures and methodologies outlined in the most recent edition of the Planning Board's Transportation Review Guidelines, Part 1, unless as specified in this section. Within the Prince George's Plaza Transit District, the transportation facilities adequacy standard shall be LOS E for individual critical intersections.

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that public transportation facilities are adequate to serve the proposed development.

Determination of Intersections to Be Studied

The number of intersections that shall be included in the required adequacy analysis will be based on the total projected total weekday vehicle trips generated by the proposed development under consideration. Table 48 on page 295 shows the number of signalized and/or unsignalized intersections within the Transit District required to be included in the adequacy analysis. The Planning Director, in consultation with the County and/or appropriate municipality, may adjust the number of intersections required for analysis if he/she finds that special circumstances warrant a different number of intersections to be scoped for adequacy determination.

[Table: Maximum number of Intersections to be Studied:

Proposed Vehicle Trips: 2,614

Maximum Number of Intersections: 4]

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that studied four signalized intersections and two unsignalized intersections, as well as two site access points.

Required Improvements

For all the required intersections, the applicant shall demonstrate one of the following:

- 1. There will be adequate intersection level of service, as defined by Section 24-124(a), provided that the intersection(s) are fully built to the plan's ultimate configuration.*
- 2. Applicant is willing to fully fund and implement trip reduction program(s), deemed appropriate by the County DPW&T for a period of at least six years after the issuance of first occupancy permit that would alleviate any reported inadequacy as defined by the Transportation Review Guidelines.*
- 3. The applicant agrees to make a one-time Prince George's TDDP Transportation Mitigation Payment to the County and for each signalized intersection that is projected to operate above the acceptable LOS, provided the intersection(s) are fully built to the plan's recommended configurations.*

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that the existing public transportation facilities are adequate to serve the proposed development.

Site access adequacy and needs shall be determined by the appropriate operating agency having jurisdiction over the roadway where the access point(s) are to be located.

Comment: Site Development Concept Plan 31834-2017-0 was reviewed by the Department of Permitting, Inspections and Enforcement on behalf of the City of Hyattsville for the configuration of the entrance points and for sight distance adequacy.

Calculation of TDDP Transportation Mitigation Payment

The required one-time transportation mitigation fee for each required signalized intersection that is operating above the minimum acceptable clear lane volume (CLV) of 1,600 vehicles per hour, or as modified by the Guidelines, to be paid to the County prior to issuance of any building permit shall be the smaller of one of the following:

- a. \$10,000 per unit of CLV over the Acceptable Value of 1,600 critical vehicle volume.*
- b. \$100 per projected daily weekday vehicle trip for the proposed development.*

Allocation of the Collected TDDP Transportation Mitigation Fees

On an annual basis, the Prince George's County Planning Board and/or the City of Hyattsville, can request that the County appropriate any portion or all of the collected funds to any transportation enhancement projects, excluding capacity enhancements to existing roads, within, and projected to serve, the Transit District

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that the existing public transportation facilities are adequate to serve the proposed development.

Downtown Core Standards

DOWNTOWN CORE A STREET

Standards

The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:

- *Belcrest Road*
- *Toledo Terrace*

[Other streets not listed here]

Comment: This list is noted. Belcrest Road and Toledo Terrace about the subject development.

Primary entrances to new buildings shall be located on A Streets.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to this Standard will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. It is noted, however, that while the rights-of-way of Belcrest Road and Toledo Terrace are both in the Downtown Core, the entirety of the subject site is in the Neighborhood Edge. As such, the frontage standards which will be applied are the Neighborhood Edge standards.

[Remainder of Downtown Core Standards not reproduced here.]

Neighborhood Edge Standards | Intent

To create a walkable, moderate-density residential environment that serves to buffer nearby existing residential communities and open spaces from the more intense mix of uses in the Downtown Core.

Neighborhood Edge | General

Standards

There are no lot coverage requirements for development within the Neighborhood Edge.

Except in the T-D-O/R-80 Zone, where dwelling units must be detached, there are no side or rear setbacks within the Neighborhood Edge. Structures may be built to the side or rear property line.

Comment: These Standards are noted. As no dwelling units are proposed under this Infrastructure Detailed Site Plan, however, conformance to this Standard will be addressed in a subsequent Detailed Site Plan, when the dwelling units are proposed.

Residential driveways are permitted in Alleys and B Streets shall not exceed 18 feet in length. Front-loaded garages are permitted only for dwelling units 22 feet wide or greater.

Comment: Again, no dwelling units are proposed under this Infrastructure Detailed Site Plan, so conformance to this Standard will be addressed in a subsequent Detailed Site Plan, when dwelling units and their associated driveways are proposed. However, residential driveways will only be proposed to front on Alleys, and on “B Streets.” The (approximately) 40 front-loaded garage units which will be proposed will all be at least 22 feet wide, and that no front-loaded garages will be located along the main east-west street, even though it will be a “B Street.”

Guidelines

All single-family dwelling units should front onto an A or B Street.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to this Guideline will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. As indicated above, however, proposed building entrances will front on the proposed “B Streets,” except where frontage on existing “A Streets” is instead available.

Primary entrances to single-family dwelling units should be located along the front façade

Comment: No individual dwelling units are proposed under this Infrastructure Detailed Site Plan, so conformance to this Guideline will be addressed in a subsequent Detailed Site Plan, when the dwelling units are proposed. Each proposed building entrance, however, will uniformly be located on each unit’s front façade.

On private streets in the Neighborhood Edge, all pedestrian crosswalks should be a minimum of eight feet wide

Comment: All proposed streets will be public.

All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

Comment: All public utilities will be underground, except for electric transformers which will be generally above-ground in the alleys, or else behind structures

Neighborhood Edge | A Street

The following streets existing on July 19, 2016 are considered Neighborhood A Streets:

- *Northwest Drive*
- *Dean Drive*
- *Highview Terrace*
- *Adelphi Road*

Comment: This list is noted. Northwest Drive and Dean Drive abut the subject development.

Standards

Entrances into private off-street parking facilities are not permitted, except along Adelphi Road.

Comment: No private off-street parking facilities are proposed by the subject Detailed Site Plan.

New surface parking lots are not permitted.

Comment: No new surface parking lots are proposed by the subject Detailed Site Plan.

Residential driveways are not permitted.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to this Standard will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. However, no residential driveways will front on any of the existing "A Streets which surround the subject development.

Guideline

Primary building entrances should be located on these streets.

Comment: No individual dwelling units are proposed under this Infrastructure Detailed Site Plan, so conformance to this Standard will be addressed in a subsequent Detailed Site Plan, when the dwelling units are proposed. Each proposed building entrance, however, will uniformly be located on each unit's front façade.

[Figure 30. Neighborhood Edge: Townhomes and Two-Family Attached Standards

Building Placement

Build-to Line Regulated by Street Section

BTL Defined by a Building

Front: 80% minimum

Side Street: 40% minimum

Zones Permitted: R-18, R-20

Building Form

Height: See Density and Building Height section.

- 1. Primary entrance shall be located along the front façade.]*

Comment: As no individual townhouse lots (or dwelling units) are proposed under this Infrastructure Detailed Site Plan, conformance to the Standards on this Figure will be addressed in a subsequent Detailed Site Plan, when the dwelling units are proposed. As indicated above, however, proposed building entrances will uniformly be located on each unit's front façade.

Neighborhood Edge | B Street

Standards

Streets existing in the Neighborhood Edge on July 19, 2016, not identified as A Streets are to be considered B Streets.

Comment: All existing streets which abut the subject development are identified as "A Streets."

Private off-street parking facilities shall front onto B Streets, provided there is appropriate screening consisting of an architectural façade composed of concrete, masonry, screening materials, or sustainable features such as green walls.

Comment: No private off-street parking facilities are proposed by the subject Detailed Site Plan.

Guideline

Primary building entrances may be located on these streets.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to this Guideline will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. As indicated above, however, proposed building entrances will front on the proposed “B Streets,” except where frontage on existing “A Streets” is instead available.

Structured parking facility entrances are permitted.

Comment: No structured parking facilities are proposed by the subject Detailed Site Plan.

Alley, service, and loading entrances should be located along these streets.

Comment: All of the proposed alleys have been laid out to front on the proposed “B Streets.” In fact, the alleys have even been laid out so that no entrances will be located along the main east-west street, even though it will be a “B Street.”

Neighborhood Edge | Landscape Standards

All residential development in the Neighborhood Edge shall comply with the following standards.

Townhouses, One-Family Semi-Detached, Two-Family, and Three-Family Dwellings Arranged Horizontally

Standards

Plant a minimum of one and one-half major shade trees and one ornamental or evergreen tree every two dwelling units located on individual lots and/or common open space. Trees planted in the Street Tree and Furnishing Zone shall count toward this requirement.

Comment: As no dwelling units are proposed under this Infrastructure Detailed Site Plan, conformance to these Standards will be addressed in a subsequent Detailed Site Plan, when dwelling units are proposed. The subject Detailed Site Plan does, however, propose street trees and open space planting which will count towards the development’s ultimate planting requirement.

An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located in the common area or open space within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Comment: The subject Detailed Site Plan does not itemize the individual existing trees which are being retained. At the time of the subsequent Detailed Site Plan, however, existing trees will count towards the development's ultimate planting requirement.

LANDY AND CLAY PROPERTIES
ANALYSIS OF MANDATORY DEDICATION AND RECREATIONAL FACILITIES REQUIREMENTS
AND PGCPB 01-164(a)

APPLICABLE CODE:

Sec. 24-134. - Mandatory dedication of parkland.

- (a) *In all residential subdivisions, except as provided in paragraphs (2), (3), and (4) of this Subsection, the Planning Board shall require the platting and conveyance to the Commission or to a municipality located within the Regional District but not within the Maryland-Washington Metropolitan District, upon request of such municipality, of suitable and adequate land for active or passive recreation, or the payment of a monetary fee in lieu thereof, or the provision of recreational facilities as otherwise provided by this Division.*
- (1) *Amount of Land Required. The amount of land in a subdivision to be dedicated shall be: five percent (5%) of any land on which a density of one (1) to four (4) dwelling units per net acre is permissible; seven and one-half percent (7.5%) of any land on which a density of four (4) to seven and one-half (7.5) dwelling units per net acre is permissible; ten percent (10%) of any land on which a density of seven and one-half (7.5) to twelve (12) dwelling units per net acre is permissible; and fifteen percent (15%) of any land on which a density exceeding twelve (12) dwelling units per net acre is permissible.*
 - (2) *Specific Exemptions. The Planning Board may exempt from mandatory dedication requirements any subdivision developed under cluster, Comprehensive Design, urban renewal, optional residential design approach, townhouse, or recreational community development provisions, provided that the Planning Board determines that the provisions of Section 24-135 have been satisfied.*
 - (3) *Other Exemptions. Mandatory dedication shall not apply to:*
 - (A) *Any lot that was legally created by deed prior to April 24, 1970;*
 - (B) *Any lot being created by the subdivision in a one-family zone, that has a net lot area of one (1) acre or more;*
 - (C) *Any lot being created by the subdivision upon which a dwelling legally exists at the time of subdivision;*
 - (D) *Any resubdivision of property on which land was previously dedicated or fee in lieu paid. The applicant shall be credited to the extent that land dedication or fees would otherwise be required upon such resubdivision.*
 - (E) *Any development comprised of lands zoned Residential, R-M, and M-X-T, for which there is an approved single Conceptual Site Plan applicable to all of the properties.*
 - (4) *When land is shown for preservation as part of a stream valley park on an official master plan, such land may be dedicated or preserved in lieu of active recreation, provided that the Planning Board finds that there is a reasonable amount of active recreation in the general area and that any trails shown on the master plan are provided.*
 - (5) *Where on-site detention and/or retention ponds are provided, the Planning Board may credit such area towards mandatory dedication, regardless of ownership, provided that the Planning Board determines that such area will provide active or passive recreation due to specific access provisions, recreational facilities, or visual amenity. The Planning Board must be satisfied that appropriate maintenance agreements have been, or will be, made.*

Sec. 24-135. - Fee in lieu and recreational facilities.

- (a) *Fee in Lieu.* The Planning Board may require the payment of a fee in lieu of dedication equal to five percent (5%) of the total new market value of the land as stated on the final assessment notice issued by the State Department of Assessments and Taxation when it finds that dedication of parkland is unsuitable or impractical due to size, topography, drainage, physical characteristics, or similar reasons, or if adequate open space has been acquired and is available to serve the subdivision. The fee shall be paid prior to recording the subdivision and shall be used by the Commission to purchase or improve parkland for the benefit of the future residents. Preliminary plans approved prior to the effective date of this legislation shall not be subject to this change.
- (b) *Recreational Facilities.* Recreational facilities may be provided instead of land or fees in any residential zone, provided that a plan for such recreational facilities is approved by the Planning Board after determining that:
 - (1) Such facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication;
 - (2) The facilities will be properly developed and maintained to the benefit of future residents through covenants, a recreational facilities agreement, or other appropriate means, that such instrument is legally binding upon the subdivider and his heirs, successors, and assigns, and that such instrument is enforceable, including enforcement by the Planning Board; and
 - (3) No permit for construction or occupancy of dwellings will be issued unless the Planning Board is satisfied that the facilities have been, or will be, provided at the appropriate state of development.
- (c) *The provisions of this Section shall not apply to any development comprised of lands zoned Residential, R-M, and M-X-T, for which there is an approved single Conceptual Site Plan applicable to all of the properties.*

TOTAL PROPERTY FOR WHICH MANDATORY DEDICATION IS REQUIRED:

- 1. Landy Property (See Condominium Plat REP211-80):

Zoning:	R-20 (permitted density 16.33 du/acre)
Area:	33.9372 acres
(Of which 9.34 acres will be exempt from mandatory dedication per §24-134(a)(3)(C), as they contain a multi-family building and associated facilities)	
Applicable Area:	24.6 acres
Amount of mandatory dedication per §24-134(a)(1):	15%
Area of mandatory dedication per §24-134(a)(1):	3.69 acres
- 2. Clay Property (See deed L. 2575 f. 523):

Zoning:	R-80 (permitted density 4.58 du/acre)
Area:	16.87 acres
Amount of mandatory dedication per §24-134(a)(1):	7.5%
Area of mandatory dedication per §24-134(a)(1):	1.2653 acres

PROPERTY WHICH HAS ALREADY BEEN DEDICATED/DONATED:

- | | |
|---|--------------|
| 1. Tax Map 32, Parcel 185 (See L. 23835 f. 23, Area 1): | 4.000 acres |
| 2. Tax Map 42, Parcel 99 (See L. 23835 f. 23, Area 2): | 0.8027 acres |
| 3. Total donated area: | 4.8027 acres |

APPLICATION OF 100% CLAY PROPERTY MANDATORY DEDICATION REQUIREMENT:

- | | |
|--|--------------|
| 1. Area of required dedication per §24-134(a)(1), above: | 1.2653 acres |
| 2. Total area donated to date, (above): | 4.8027 acres |
| 3. Area already donated applied to Clay Property: | 1.2653 acres |
| 4. Remaining donated area applicable to Landy Property: | 3.5374 acres |

LANDY PROPERTY MANDATORY DEDICATION REQUIREMENT:

- | | |
|--|--------------|
| 1. Area of required dedication per §24-134(a)(1), above: | 3.69 acres |
| 2. Remaining donated area applicable to Landy Property: | 3.5374 acres |
| 3. Percentage of Landy requirement met by donation: | 95.8% |
| 4. Remaining dedication requirement: | 4.2% |

Per §24-135, the remaining requirement can be met either by: (per §24-135(a)) payment of a fee-in-lieu of 5% of the new market value of the land, or (per §24-135(b)) by the provision of recreational facilities.

It is proposed to provide the following package of recreation facilities:

- a. Sitting areas (1) by the on-site pond, (2) in the triangular open area in the eastern part of the development, and (3) by the intersection of the interior streets which parallel Dean and Northwest;
- b. The Master Plan trail which runs parallel to the development's main street, and also runs immediately past the open play area, the wooded knoll, the tot lot and the sitting area by the pond;
- c. Mews.

APPLICATION OF RECREATION FACILITIES VALUE FORMULA:

5. Number of lots proposed:	331
6. 2017 PA68 population/dwelling unit:	2.93
7. Expected project population:	969.83
8. Required rec facility value/500 persons	\$188,500.00
9. Required rec facility value:	\$365,627.00
10. Remaining dedication requirement met by facilities (%):	4.2%
11. Remaining dedication requirement met by facilities (\$):	\$15,356.33

VALUE OF PROPOSED RECREATION FACILITIES:

Private facilities:

- 1. Sitting areas: (3 at \$5,000/area): \$15,000

- 2. 1,807 LF Master Plan Trail (in excess of required sidewalk): \$28,912

Total Facilities Proposed:

- 3. Total value of proposed facilities with differential trail cost: \$43,912

SUMMARY:

Clay Property:

The mandatory dedication requirement for the future subdivision of the Clay Property in accordance with existing zoning is met 100% by allocating 1.2653 acres of the 4.8027 acres of land already donated. If rezoning is granted to a higher density, additional dedication would be required.

Landy Property:

The 3.69-acre mandatory dedication requirement for the current Landy Property development is partially (95.2%) met by allocation of the remaining 3.5374 acres of the 4.8027 acres of land already donated. The remaining 4.2% of the mandatory dedication requirement for the Landy Property development can be met by the provision of recreational facilities exceeding \$15,356.33 in value. The recreational facilities proposed will have a value of \$43,912 for the private facilities.

Conclusion:

Accordingly the combination of existing dedication/donations and proposed recreational facilities exceeds the requirement of §24-134(a)(1) for the Landy and Clay properties.

EXHIBIT'S LIST

OCTOBER 18, 2018

Regular Planning Board Meeting

Exhibits Transmitted Development Review Division

AGENDA ITEMS #5 – DETAILED SITE PLAN

DSP-18003 LANDY PROPERTY (INFRASTRUCTURE)

The following exhibits were accepted and entered into the record:

Proposed Revisions to Conditions

APPLICANT's EXHIBIT #1

3-pages

MARIE PROCTOR 10/18/2018

Sign and Date

REC'D BY PGCPB ON 10-18-2018
ITEM # 5 CASE # DSP-18003
EXHIBIT # Applicant's Exhibit #1

PGCPB Agenda: 10/18/18
PGCPB Item #: 5
Application: DSP-18003 Landy Property
Reviewer Name: Henry Zhang

APPLICANT'S EXHIBIT 1 PROPOSED REVISIONS TO STAFF REPORT

The Applicant proposes all new language **bold underlined in blue** and all deleted language *italicized striken through in red*.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan for Infrastructure DSP-18003 and Type 2 Tree Conservation Plan TCP2-097-00-02, for Landy Property, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be provided:
 - a. Revise the landscape plan to provide the required and provided landscape materials in accordance with the T-D-O Zone landscape standards for Neighborhood Edge.
 - b. Depict the eight-foot-wide sidewalk and seven-foot-wide landscape strip on Sheet 5 of the submitted plans along Northwest Drive, **unless modified by the Department of Permitting, Inspections and Enforcement.**
 - c. Depict the eight-foot-wide sidewalk and seven-foot-wide landscape strip on Sheet 4 of the submitted plans along Dean Drive, **unless modified by the Department of Permitting, Inspections and Enforcement.**
 - ~~d. Depict the adjacent seven foot wide landscape strip on Sheet 3 of the submitted plans along Belerest Road.~~
 - d. e.** Revise the section of the public alley by Lot 22 to a minimum 18 feet in width, if it is a one-way roadway, and mark the lane accordingly. All right-of-way widths for roadways with the alley designation shall be 20 feet wide.
 - e. f.** Provide three trash and recycling cans for ~~each of~~ the locations where recreational facilities are located.
 - f. g.** Provide a photometric plan, showing exterior lighting of all buildings, parking areas, driveways, and pedestrian ways, including the heights, number, size, type of fixtures, and illumination.

g. ~~#~~. The Type 2 tree conservation plan (TCP2) shall be revised as follows:

- (1) Revise the standard worksheet on the TCP2 to be consistent with the Phase 1 information on the phased worksheet.
- (2) Add and complete the appropriate Standard Type 2 Tree Conservation Plan Notes to the plan as required, and include the notes pertaining to invasive species management and an associated invasive plant removal plan to the TCP2.
- (3) Add a boundary line on Sheet 1 of the TCP2 showing the full extents for this DSP application and phase.
- (4) Remove all references to the “75 dB Joint Base Andrews Noise Contour” from the TCP2 plan and legend.
- (5) Add a legend to each of the magnified views of the TCP2 plan, ensuring the symbols in the legend are the same scale and type used on the plan.
- (6) Show the extents of the limit of disturbance on the overall site by adding it to Sheet 1 as referenced in the legend.
- (7) Show the proposed 100-year floodplain and provide a symbol in the legend that is distinct from the existing floodplain.
- (8) Remove all proposed woodland preservation from any existing to remain or proposed public utility easements (PUEs). Identify all woodlands being preserved within PUEs as woodlands retained assumed cleared and update the TCP worksheets accordingly.
- (9) Add the Type 2 Tree Conservation Plan Approval block on each sheet of the TCP2 and have it signed and dated by the qualified professional.
- (10) Identify the location type of all tree protection devices detailed on the plan; including, woodland preservation area signs, specimen tree signs, and temporary tree protection fencing.
- (11) Add the property owner’s awareness certificate to the plan and have it completed by all property owners associated with this phase of development that are directly impacted by the TCP2.
- (12) The qualified professional must sign and date each of the TCP worksheet as required.

h. ~~#~~. A separate TCP2 for Phase 2 must be submitted for review and approved by the Environmental Planning Section as the designee of the Planning Board.

i. ~~#~~. Prepare and submit the required woodland conservation easements to the Environmental Planning Section (EPS) for review by the Office of law and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber _____ folio _____. Revisions to this TCP2 may require a revision to the recorded easement.”

- j. Obtain the approval from all governing utility companies for the locations of the proposed utilities and show the locations of the utility easements on the DSP.
 - k. Delineate graphically on all plans that Parcel 1 is not part of this infrastructure DSP.
2. Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the Liber and folio of the recorded woodland conservation easement shall be added to the TCP2.