

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



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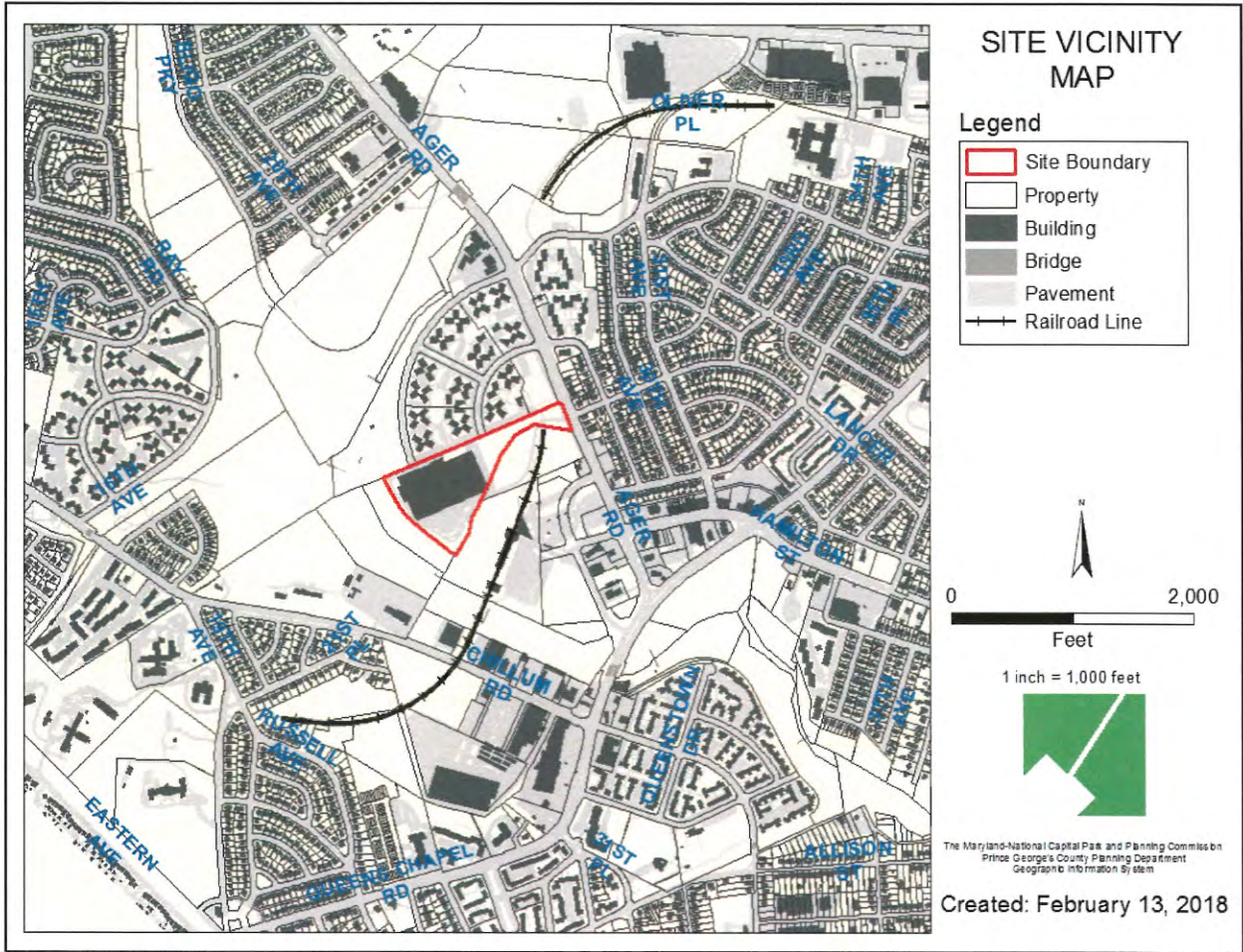
Detailed Site Plan

DSP-17044

Application	General Data	
Project Name: Riverfront at West Hyattsville Expedited Transit-Oriented Development Location: On the southwest side of Ager Road, approximately 620 feet north of its intersection with Hamilton Street and the entrance to the West Hyattsville Metro Station. Applicant/Address: Robert Gilbane 1000 North Glebe Road Arlington, VA 22201	Planning Board Hearing Date:	07/19/18
	Staff Report Date:	07/16/18
	Date Accepted:	05/22/18
	Planning Board Action Limit:	07/23/18
	Plan Acreage:	13.5
	Zone:	M-X-T/T-D-O
	Dwelling Units:	183
	Parcels:	13
	Planning Area:	68
	Council District:	02
	Election District:	17
	Municipality:	Hyattsville
200-Scale Base Map:	207NE02	

Purpose of Application	Notice Dates	
Approval of three architectural models for 183 single-family attached townhouses.	Informational Mailing:	02/15/18
	Acceptance Mailing:	05/22/18
	Sign Posting Deadline:	06/19/18

Staff Recommendation		Staff Reviewer: Ruth Grover, MUP, AICP Phone Number: (301) 952-4317 Email: Ruth.Grover@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 DSP-17044
Riverfront at West Hyattsville
Expedited Transit-Oriented Development

The Urban Design staff has completed review of the detailed site plan 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 was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) Zone, the Transit District Overlay (T-D-O) Zone, and Expedited Transit-Oriented Development (ETOD);
- b. The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*;
- c. The requirements of Preliminary Plan of Subdivision 4-15020;
- d. The requirements of Detailed Site Plan DSP-16029;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- h. Referral comments.

FINDINGS

Based upon the analysis of the subject application, and review of the applicant's statement of justification dated June 11, 2018, incorporated herein by reference, the Urban Design staff recommends the following findings and approval of the application, with conditions:

1. **Request:** Approval of three models for the townhouse architecture for 183 single-family attached townhouse dwelling units.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/T-D-O	M-X-T/ T-D-O
Use(s)	Vacant	Single-family attached townhouses
Original Acreage:	13.5	13.5
Floodplain	0	0
Townhouse lots	183	183

3. **Location:** The property is located on the southwest side of Ager Road, approximately 620 feet north of its intersection with Hamilton Street and the entrance to the West Hyattsville Metro Station. The subject property is also located in the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP/TDOZMA) area. The property abuts the west side of the Metro station, including property owned by the Washington Metropolitan Area Transit Authority (WMATA). The subject property is also located in Planning Area 68 and Council District 2.

4. **Surrounding Uses:** The subject property is bordered to the north by multifamily residential land use in the Mixed Use–Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones; to the south by the West Hyattsville Metro Station in the M-X-T/T-D-O Zone; by Ager Road to the east; and by parkland owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space (R-O-S) Zone to the west.

5. **Previous Approvals:** The West Hyattsville TDDP/TDOZMA retained the subject property in the M-X-T/T-D-O Zone.

The site was the subject of a previously approved Conceptual Site Plan, CSP-05006, approved by the Prince George’s County District Council on August 8, 2008. PGCPB Resolution No. 06-218(A) was adopted by the Prince George’s County Planning Board on Mary 20, 2008, formalizing that approval.

Preliminary Plan of Subdivision (PPS) 4-05145 was approved by the Planning Board on December 21, 2006 and PGCPB Resolution No. 17-42 was adopted on March 23, 2017. Both the CSP and PPS included a larger land area (44.57 acres), of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant in that case; however, the project never came to fruition. The conditions of the previous approval do not apply to this case.

On March 7, 2017, the Planning Board approved PPS 4-15020, which superseded the previous PPS approval and provided an adequacy analysis. Detailed site plan for infrastructure, DSP-16020, was approved by District Council Order dated April 25, 2017, subject to four conditions. That DSP approval by the District Council was for the purposes of “grading and development of infrastructure, including the location and design of the roadways, the lot layout for the 183 townhouses, parking lots and on-street parking, landscaping, utility location, fencing,

and sidewalks.” The subject DSP is for the purposes of adding architecture and review for conformance of previous conditions, which would be applied at this time.

A new CSP approval was not required because, pursuant to Section 27-290.01 for Expedited Transit-Oriented Development (ETOD), the elements normally required with a CSP approval were incorporated into the DSP review.

The site also has an approved Stormwater Management Concept Plan, 11905-2016-01, which was approved on December 8, 2016 and is valid through December 8, 2019.

6. **Design Features:** The subject architecture is for the 183 townhouses approved for the project. The applicant proposes the three following models, each with several different architectural elevations:

Model	Finished Square Footage
Unit A (16 feet wide)	1,575
Unit B (20 feet wide)	1,939
Unit C (24 feet wide)	2,340

The architecture of the three different units (A, B, and C) is very similar, though building widths vary, and each unit is available in several different elevations. Interior units are proposed as 16 feet in width and end units are proposed at 20 or 24 feet in width. All units are proposed as four-story units. The overall style of the architecture is modern and rectilinear. Staff finds that the applicant is utilizing quality architectural materials.

Visual interest is created with the proposed architecture in form, massing, and fenestration patterns. Windows are sometimes single, sometimes paired, and sometimes presented in triplicate. A variety of bay window type treatments are provided, which give definition to varying groups of windows, sometimes more emphasized horizontally and sometimes vertically.

Banister railings, on a variety of balcony and porch types, create additional visual interest primarily on the second story and at the penthouse level on the front façade. A combination of masonry and fencing provides a safety function and also creates visual interest in the architectural façades

Side and rear elevations are well articulated and add to the overall townhouse architecture. One- and two-car garages are made available on the rear façades.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject DSP application for townhouse architecture does not affect previous findings of conformance with the requirements of the M-X-T Zone, the requirements for ETOD projects, and the requirements of the T-D-O Zone of the Zoning Ordinance.
- a. Part 10, Mixed Use Zones, Division 2, Specific Mixed Use Zones, Section 27-546(d), Site Plans, of the Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

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

The subject DSP application for townhouse architecture does not affect previous findings of conformance with the purposes of the M-X-T Zone, as stated in Section 27-542 of the Zoning Ordinance, as follows:

Section 27-542. Purposes.

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

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

The subject DSP application does not affect previous findings of conformance with the above-stated purposes of the M-X-T Zone. The site is within one-half mile of the Metro station. The property is in the West Hyattsville Metro local transit center, as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035). Local transit centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses, to which this project conforms.

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

The subject DSP application does not affect previous findings of conformance with this stated purpose of the M-X-T Zone. The West Hyattsville TDDP/TDOZMA recommends a mix of townhouse, four- to six-story condominiums, and mixed-use residential on the subject property. The TDDP identifies the subject property as part of the North Park Neighborhood, described as follows:

Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent

Northwest Branch. North Park will also contain a number of neighborhood and smaller “pocket” parks -- one acre or less in size --that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.

The subject development will ultimately fulfill the vision of the area, as described above.

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

The subject DSP for townhouse architecture does not affect previous findings of conformance with the above-stated purpose of the M-X-T Zone. The proposed development plan takes full advantage of the development pattern in the M-X-T Zone on the area proposed for townhouses. For the overall site, as envisioned by the TDDP and the previously approved PPS, more development is anticipated. The project will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone, in accordance with this stated purpose, by providing quality architecture.

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

The subject DSP for townhouse architecture will not affect previous findings of conformance with the above-stated purpose of the M-X-T Zone. The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation, that a person may not need an automobile due to convenient access to the Metro station. The approved site layout further facilitates walking, bicycling, and transit use.

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

The subject DSP for townhouse architecture will not affect previous findings of conformance with the above-stated purpose of the M-X-T Zone. The proximity of the site to the Metro station and the future anticipated multifamily residential and retail development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

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

The subject DSP for architecture will not affect conformance with this purpose. Only the lotting pattern of the townhouse development was determined at the time of DSP for infrastructure for the project (DSP-16029). The layout of the multifamily and retail portions of the development will be determined in future DSPs. Conformance with this purpose will be evaluated and ensured at that time.

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

The proposed architecture is consistent with the layout established by the infrastructure DSP approved previously. The proposed dwellings create a dynamic functional relationship, with a distinctive visual character and identity. The townhouses best resemble the Federal style of architecture, with clean lines, a mix of brick and siding, and a mix of flat and gabled roofing, with slim upper-floor windows. Designed for an urban setting, the homes include rear-loaded garages, with front doors close to the sidewalk and street. The submitted architecture shows four-story homes. Box bay windows are a homeowner option along the front façade. These windows, combined with variable materials (brick, siding, stone, veneer) and a fourth-floor loft space stepped back from the front of the buildings, create architectural articulation and visual variety, while maintaining a distinctive, cohesive style along each group of buildings and throughout the community. The proposed outdoor patio area will allow the residents vistas into the stream valley park, which is being converted by the applicant into a recreational amenity, with improved trail connections, an open play area, and a public amphitheater. There will be three different models throughout the development, one for units of 16 feet in width, another for end units 20 feet in width, and a third for end units measuring 24 feet in width. These different widths will provide a variety in square footage, as well as price. The proposed residential development will be the first adjacent to the West Hyattsville Metro Station, since the adoption of the TDDP/TDOZMA and implements the vision of the TDDP.

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

The subject DSP for townhouse architecture will not impact findings of conformance with this stated purpose of the M-X-T Zone, which will be evaluated and ensured in future DSPs when the full variety of land uses are included in the development. This DSP will allow for the construction of the first phase of residential development for a multi-phase project. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

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

The subject DSP for architecture will not affect conformance of the larger mixed-use development, that was envisioned by the TDDP/TDOZMA with this stated purpose of the M-X-T Zone.

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

The townhouse architecture presented in the subject application evidences freedom in architectural design, in accordance with this purpose. The developer has combined creative use of architectural materials, form and massing, and fenestration patterns, to create visually interesting architecture, that should provide a good complement to the physical, social, and economic planning that will otherwise be included in the project, in accordance with this stated purpose.

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

The West Hyattsville TDDP/TDOZMA retained the subject property in the M-X-T/T-D-O Zones; therefore, this required purpose is not applicable to the subject project, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

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

The subject DSP for townhouse architectural models will not affect previous findings of conformance with this required finding of the M-X-T Zone. The street pattern of the project approved in the previous DSP for infrastructure is approved and establishes a grid pattern that will front on the M-NCPPC parkland, providing access to the larger community. In accordance with the section above, the ultimate development of the property will have most townhouse front façades oriented toward the roadways, to provide an outward orientation, which will integrate and catalyze the development of the surrounding neighborhood. Only 15 units, or approximately 8 percent, of the 183 units will front inward on an open space area.

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

The proposed development is compatible with existing and proposed development in the vicinity of the project, in accordance with this stated purpose of the M-X-T Zone.

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

The subject DSP is to approve architectural models for the townhouse portion of the subject development. Future plans will be submitted for review relating to the details of the other portion of the development, including the multifamily and retail. The lotting pattern approved by the PPS and the infrastructure for the townhouses arrange the buildings such that they integrate with the public streetscapes and stream valley park to create a cohesive development, which sustains an independent environment of continuing quality.

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

The subject DSP to review townhouse architectural models will not affect previous findings of conformance with this required finding of the M-X-T Zone. The DSP is the first phase of a multi-phase development, as approved pursuant to PPS 4-15020.

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

The subject DSP for approval of townhouse architectural models will not affect previous findings of conformance with the above required finding of the M-X-T Zone. This project is designed with sidewalks and street trees throughout the site. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the transit district, as a whole.

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

This finding was addressed with DSP-16029, which approved the development layout, including public and private streets and alleys and all pedestrian connection. The areas allocated to open space, recreational uses, and streetscape were determined at the time of the infrastructure DSP. This DSP provides the architectural context for the use of these spaces. The DSP specifies lighting and street furniture, which are high-quality, and ensure a safe living environment for the future residents.

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

This purpose does not apply to a DSP.

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

As not more than six years have elapsed since a finding of adequacy was made, this otherwise required finding need not be made. A PPS was approved on March 7, 2017, pursuant to PGCPB Resolution No 17-42, in which an adequacy finding was made, and the proposal is consistent with the approval.

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

This provision does not apply to the proposed development.

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

Division 2, Specific Mixed Use Zones, Section 27-544. Regulations.

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

Detailed Site Plan DSP-16020 was approved by District Council Order dated April 25, 2017, subject to four conditions. That DSP approval by the District Council was for the purposes of “grading and development of infrastructure, including the location and design of the roadways, the lot layout for the 183 townhouses, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks.” This DSP is for the purpose of adding architecture and addressing the previous conditions of approval established in DSP-16020.

Section 27-544 is modified by the TDDP/TDOZMA and the provisions of an ETOD project, as stated specifically in Section 27-290.01(a)(1).

Section 27-547. - Uses permitted.

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

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

Section 27-290.01(a)(1) and (2) states that the requirements above are overridden and allows an application to include a mix of uses on-site or in the adjacent areas. The subject site is surrounded by a mix of uses, existing or proposed, including retail and office uses in nearby areas.

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

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

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

The subject DSP for townhouse architectural models will not affect previous findings of conformance with this requirement. The landscaping, screening, and buffering issues were previously approved with DSP-16020.

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

The subject DSP includes the same 183 townhouse lots, as evaluated for frontage and access in the review of PPS 4-15020 and DSP-16029.

c. Section 27-290.01. - Requirements for Expedited Transit-Oriented Development Projects.

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

The proposal is pursuant to the definition found in the Zoning Ordinance in Section 27-107.01(a)(242.2)(A): “the subject property is located entirely within a Transit District Overlay Zone (‘TDOZ’).” Section 27-107.01(a)(242.2)(D) applies to public uses or buildings. This property is entirely within the West Hyattsville TDDP/TDOZMA; therefore, the application is subject to Section 27-290.01.

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

The DSP is being reviewed as ETOD, pursuant to this section, and is subject to the requirements of the West Hyattsville TDDP/TDOZMA.

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

At the time of the DSP for infrastructure, a determination was made that the original CSP for this property was no longer applicable, and that DSP-16020 constituted a new application under ETOD.

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

This application does not amend an existing CSP.

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

This application does not amend DSP-16020, as that DSP for infrastructure set forth lot layout, grading, and infrastructure improvements. This DSP refines DSP-16020 and will supersede that DSP to govern fine grading and building permit issuance.

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

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

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

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

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

The property is not in a comprehensive design zone.

- (3) **All other applicable requirements and procedures in this Subtitle for Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plans, including amendments to existing plans, not inconsistent with this Section, shall apply to Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plan applications, including amendments to existing plans, for which an applicant seeks expedited review under this Section. Special Permits, as defined by Section 27-239.02, are not site plans for the purposes of this Section.**

The application, as outlined in the applicant's statement of justification (SOJ) dated June 11, 2018, complies with all the DSP requirements of the TDDP, as they relate to architecture, as set forth in this technical staff report.

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

The words “Expedited Transit-Oriented Development Site Plan Application” are on all application forms and the DSP sheets.

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

Preliminary Plan of Subdivision 4-15020 has been approved. This application stands in conformance with that approval.

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

A stormwater concept plan has been approved, and a revision to the concept plan, 11905-2016, has been approved and is valid.

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

Review of this application has taken a priority review under the ETOD application review process.

- (8) **All proposed Expedited Transit-Oriented Development Site Plan Applications shall comply with the informational mailing prescriptions set forth in Division 1, Part 3 of this Code and shall be expressly designated in the mailing as an Expedited Transit-Oriented Development Project. In addition, at the time an**

Expedited Transit-Oriented Development Site Plan Application is filed, the applicant shall provide written substantiation of outreach efforts to garner public input, to include any civic association registered with the Planning Board for the area where the project is located and any municipality within a one mile radius of the Expedited Transit-Oriented Development Project.

This was expressly described in the informational mailing and has been reflected on all zoning applications.

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

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

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

The subject application for approval of townhouse architectural models does not affect prior findings of conformance with these requirements. The subject application is located within one-half mile of the Hyattsville Metro Station. The subject townhouse portion of the proposed development would be considered high-density development.

(B) Reducing auto dependency and roadway congestion by:

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

This is not applicable to architecture.

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

All streets will include sidewalks (some of which are six feet wide), street trees, and attractive lighting. These will be attractive streets leading to adjacent transit. The architecture DSP shows houses of high-quality design and materials close to the streets, creating an attractive, urban pedestrian-oriented space.

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

No surface parking lots are proposed. Most of the townhouses will have one garage; end units have two. Minimal on-street parking is proposed for visitor parking and possible use by stream valley park users.

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

This was addressed at the time of the DSP for infrastructure and remains unchanged by this architecture DSP.

- (C) **Minimizing building setbacks from the street;**

Buildings are proposed as close to the street as possible, behind the sidewalk and public utility easements.

- (D) **Utilizing pedestrian scale blocks and street grids;**

The subject DSP for approval of townhouse architectural models will not affect previous findings of conformance with this requirement, per the approval of DSP-12029. The TDDP/TDOZMA requires all blocks to be no more than 400 feet in length. All blocks are less than 400 feet, with the longest being approximately 300 feet.

- (E) **Creating pedestrian-friendly public spaces; and**

This DSP includes a small pocket park with a tot lot, not required by mandatory dedication, but proffered by the applicant at the time of DSP for infrastructure, providing a recreational opportunity to the youngest population within the community. This helps create a pedestrian-friendly public space, in accordance with this requirement. Further, the applicant is proposing an additional area of park dedication along the existing parkland frontage, including amenity development, as requested by the Prince George's County Department of Parks and Recreation. The property adjoins a stream valley park, and the proposal includes pedestrian and bicycle access to the park.

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

Section 27A-209 contains general design principles of urban centers, as stated below:

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

As noted, four-story buildings are as close to the street as possible, forming the space of the street.

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

Lots are designed so that buildings can face each other across streets, forming the space between as the public-realm streetscape.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this DSP.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this architecture DSP.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this architecture DSP.

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

The front façades, with doorway entrances, and a high percentage of window openings provide the view on the streetscape for residents to monitor their streets and neighborhood.

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

The public streetscape is easily visible from homes and clearly defined. The alleys constitute a semi-private space for use by the homeowners that reside in the units abutting the alley. In order to provide surveillance of the alleys by the homeowners, lighting is needed.

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

Lots are laid out to accommodate this design criterion, with views directed to the street from buildings that are close to the street. The architecture of the proposed townhomes presents a highly urban form. A significant amount of façade fenestration allows for surveillance and community ownership of the public realm.

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

These activities and equipment are to be located in alleys.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this architecture DSP. The subject DSP for the addition of townhouse architectural models will not affect prior findings of conformance with this requirement. The land uses have been previously approved for a mixed-use development, pursuant to the PPS.

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

- (A) **Adult entertainment;**

- (B) Check cashing business;
- (C) Liquor store;
- (D) Pawnshop or Pawn Dealer;
- (E) Cemetery;
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
- (H) Industrial;
- (I) Amusement park;
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
- (K) Sale, rental, or repair of industrial or heavy equipment;
- (L) Any automobile drive-through or drive-up service;
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

The DSP should be revised to add a note prohibiting the uses above.

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

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

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

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The District Council, with the approval of DSP-16029, approved the location of utility structures and public utility easements. Development must conform to this requirement. Public utilities will be underground on this property. Junction boxes are to be located in necessary areas and are shown on the DSP. They are typical of urban areas and are harmonious with the character of the urban center. Landscaping ensures they are attractive.

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

The applicant has been careful to design the project to meet the development standards related to architecture found in the West Hyattsville TDDP/TDOZMA. These development standards have been discussed fully within this technical staff report.

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

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

d. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:

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

Pursuant to this exemption, a CSP was not required.

8. **2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone:** In general, the proposed application conforms to the West Hyattsville TDDP/TDOZMA and Plan 2035 recommendations for Local Transit Centers. The general pattern of development reflects the recommendations of the TDDP. While proposed land uses are not entirely consistent with the desired future land use plan, they reflect the desired walkable urban scale and current market realities and were previously reviewed with DSP-16059. This DSP is for architecture for the proposed single-family attached dwelling units on the foundation of the DSP approved by the District Council. This DSP is consistent with that approval, as set forth in this technical staff report.

The development is consistent with the goals and general policies of the TDDP, but whose details deviate, given the current and anticipated real estate market, the pie-shaped geometry of the subject property, and the anticipated timing of development on neighboring parcels. The TDDP assumes a coordinated, phased development of the transit district and is influenced by real estate market practices pre-Great Recession; this is challenging to execute in the contemporary market with multiple property owners. The subject application provides an excellent example of walkable urbanism, proximate and accessible to a Metro station. The provision of multifamily and commercial uses closest to Ager Road and townhouse and park uses closer to the Northwest Branch Stream Valley Park maximizes the potential of this property to meet the goals of Plan 2035 and the TDDP.

This DSP is required, by Section 27-548.08(c) of the Zoning Ordinance, to conform to the applicable transit district standards in the TDDP/TDOZMA. The District Council, in the final order of approval of DSP-16029, approved seven modifications to the development district standards and one to the Preferred Land Use Map.

The applicant has provided a complete review of the DSP's conformance with the development district standard in the SOJ dated June 11, 2018, Section VI (pages 10-32), which is incorporated herein by reference. Based on the applicant's SOJ and staff's analysis of the site plan, the architectural elevations and other relevant documents in the record finds that the DSP conforms to the applicable standards of the TDOZMA for approval of this DSP.

9. **Preliminary Plan of Subdivision 4-15020:** Preliminary Plan of Subdivision 4-15020 was approved by the Planning Board on March 2, 2017, pursuant to the adoption of PGCPB Resolution No.17-42 on March 23, 2017. Condition 15 relates to the review of this DSP.

15. At the time of the review of the DSP for architecture for the single-family attached units and final plat for the lots of such units, the following issues shall be considered:

- a. Variation in the unit width in a stick of more than six units in a row, to incorporate a unit with a minimum width of 18 feet wide for every three narrower units, if possible.**

The architectural elevations shown in the application do not include a wider townhome in the middle of sticks of more than six units. However, the applicant has examined the possibility of including this additional width in the middle, but has found that it severely restricts the marketing of the lots. Offsets in house façades and differing architecture and materials provide the desired visual variation.

- b. Architecture which provides entrances on the endwall of units where the endwall is fronting on a public street or open space.**

Staff has evaluated this option. The applicant has not proposed endwall entrances, and notes that “While these features might work in more suburban settings, but not as well in urban settings. The goal is to activate the space and streets in front of the homes, not the less used space along side of the units. Two of the homes in an attached grouping would not enjoy the same public space activation as the others in the group. Endwalls shown on the included architecture are well articulated with windows at all levels. This architecture will soften views from adjoining streets, obviating the need for an entrance along the side.”

- c. Provide a minimum of eight-foot distance between the end unit lot-lines of any two single-family attached building groups where pedestrian circulation is proposed between the units.**

Pedestrian circulation between attached building groups is only likely on Parcels I, L, M, and R. All of these parcels exceed eight feet in width at their narrowest point.

- d. An evaluation of adequate access to the proposed parking on Hush Alley in accordance with the requirement of the Zoning Ordinance and the West Hyattsville TDDP, to determine if the removal of parking or widening of the alley is necessary.**

Mike Lenhart, of Lenhart Traffic Consulting, Inc., for the applicant, evaluated the access and parking on Hush Alley and provides the following:

“As required in Condition 15.d., the DSP was evaluated to determine the adequacy of access to the proposed parking on Hush Avenue. The access to Hush Alley is provided off of Kirkwood Place approximately 100 feet northwest of the centerline of Little Branch Run. Kirkwood Place is a dead-end road beyond the Hush Alley access with on-street parking for six vehicles and there will be little to no traffic on Kirkwood Place with very low traffic speeds. Hush Alley provides access to eight single

family attached units which will generate a maximum of 6 to 7 peak hour trips. The geometric design of the intersection provides for good layout and the traffic volumes are anticipated to be very low with good traffic operations for the access as designed.”

Staff agrees that this recommendation is met.

10. **Detailed Site Plan DSP-16029:** Detailed Site Plan DSP-16029 for infrastructure was approved by the Planning Board and PGCPB Resolution No. 17-43 was adopted on March 23, 2017. The District Council heard the case in oral argument and issued an order dated April 25, 2017, approving the case. That approval, together with the subject approval for townhouse architecture, constitute the “first full-scale DSP” for the West Hyattsville Metro project. The following conditions of the District Council Order are relevant to this review:

3. **In the event that the permanent sidewalk connection provided for in Condition 2 is not constructed prior to (or concurrent with) the townhouse development, construct a temporary asphalt sidewalk connection from the end of Emerald Branch Drive, as shown on the site plan, to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station. This temporary connection shall not be constructed until safe access can be provided through the subject site.**

The infrastructure site plan shows that the main access to the townhouse component of the Riverfront at West Hyattsville development will be achieved from the main spine road, known as Little Branch Run. While pedestrian access will be provided along this road, the most direct access to the existing sidewalk leading to the Metro station is to cut through the multifamily parcel on the west side of the Metro tracks. Condition 2 of the District Council Order requires that a permanent connection be provided when the DSP for the multifamily building is approved. Condition 3 allows for the possibility of a temporary connection, in the interim, between the construction of the townhouses and the construction of the multifamily component. A temporary five-foot-wide asphalt sidewalk connection has been added to DSP-17044 to satisfy this condition.

4. **Prior to approval of the full-scale detailed site plan for the townhouse units, a lighting and photometric plan shall be provided for the alleys. The lighting plan will depict appropriate locations for lighting fixtures and the photometric plan shall provide adequate lighting levels that, at a minimum, conform to the requirements of the International Building Code applicable in Prince George’s County, or other appropriate standard as determined by the Planning Board.**

A photometric plan has been provided, but represents the previously approved set of plans per DSP-16029 and lacks indicating lighting of the alleys at an adequate level. Prior to certificate of approval, the photometric plan shall be revised to provide adequate lighting for the alleys.

The DSP conforms to the conditions of the District Council Order dated April 25, 2018.

11. **2010 Prince George’s County Landscape Manual:** The proposed mixed-use development is within the West Hyattsville TDDP/TDOZMA, that is subject to the standards as contained under the Landscape section of the TDDP. As this plan is the first full-scale DSP, the standards apply. Those landscaping requirements not covered by the standards, are governed by the applicable 2010 *Prince George’s County Landscape Manual* (Landscape Manual) regulations. Note that

Alternative Compliance AC-17003 was approved at the time of approval of the DSP for infrastructure, to address the requirements of Sections 4.1 and 4.7 of the Landscape Manual, where spatial constraints of the development did not allow for full compliance with the requirements. All of the landscape standards were reviewed and approved with DSP-16029, including AC-17003.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the 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 (TCP1-012-2016) was submitted with the PPS application and a Type 2 Tree Conservation Plan (TCP2-001-2017) was approved with DSP-16029, the DSP for infrastructure. In an email dated June 1, 2018, the Environmental Planning Section stated that the subject proposal is in conformance with the previously approved TCP.
13. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Tree Canopy Coverage Ordinance. This amounts to approximately 1.36 acres applied to only the townhouse development (13.55 acres), as these parcels are shown for full development, and the remaining acreage of DSP-16029 is shown only for grading impacts. The subject application provides a schedule showing that the requirement has been met through the proposed on-site tree planting.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated May 29, 2018, the Historic Preservation Section (Stabler to Grover) stated that the subject property does not contain, and is not adjacent to, any Prince George's County historic sites or resources, and that the subject application would not impact any historic sites, historic resources, or known archeological sites.
 - b. **Community Planning**—In a memorandum dated June 11, 2018 (Sams to Grover), the Community Planning Division stated that, pursuant to Section 27-548.08(c)(2) and the applicant's revised SOJ dated June 11, 2018, and incorporated herein by reference, the DSP:
 - (1) Is in strict conformance with the mandatory requirements of the West Hyattsville TDDP/TDOZMA;
 - (2) Is consistent with and reflects the guidelines and criteria for development contained in the TDDP;
 - (3) Meets all the requirements of the T-D-O Zone;
 - (4) Demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximum safety and efficiency, and are adequate to meet the purposes of the T-D-O Zone; and

- (5) Demonstrates that each structure and use, in the manner proposed, is compatible with structures and uses in the transit district and with existing and proposed adjacent development.

Additionally, the Community Planning Division stated that, pursuant to Section 27-290.01(b)(5), the DSP is compatible with the site design guidelines or standards delineated in the TDDP.

General Plan: This application is located in the West Hyattsville Metro Center, a local transit center. The growth management goals for local transit centers are an increase of 15 percent new dwelling units, with 9,450 projected dwelling units, and an increase of 15 percent new jobs, with 17,100 projected new jobs (see page 110, Plan 2035). The West Hyattsville Metro Center has one of the highest “Completeness Scores” for general plan centers, with a ranking of 6 (out of 10). Complete centers are scored using the following criteria and associated weighting: market (23 percent); place (20 percent); leverage (15 percent); walkability (15 percent); people (12 percent); capacity (10 percent); and transit and access (5 percent) (see page 279, Plan 2035).

Transit District Development Plan: The preferred land use for the subject property is a combination of structured parking, townhouses (two to four stories), condominiums (four to six stories), and mixed-use residential (see page 36), as amended by DSP-16029, pursuant to the District Council final decision.

In addition, the TDDP envisions three distinct neighborhoods in the West Hyattsville TDDP/TDOZMA: Hamilton Square, North Park, and Queenstown (see Map 4, page 10). Each neighborhood has its own set of development standards. The subject property is located in the North Park Neighborhood. “Located just north of the Metro tracks, [North Park] will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID [low-impact development] streets designed to contain and minimize storm water runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller ‘pocket’ parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park” (pages 10–11).

TDOZMA/Zoning: The West Hyattsville TDDP/TDOZMA retained the subject property in the M-X-T Zone and the West Hyattsville T-D-O Zone.

The Community Planning Division finds that all other elements of this application meet the requirements of Section 27-548.08(c)(2)(A) and (C).

Community Planning Division finds that, pursuant to Section 27-290.01(b)(5), this DSP application is compatible with the site design practices or standards delineated in the West Hyattsville TDDP/TDOZMA.

- c. **Transportation**—In a memorandum dated June 15, 2018 (Masog to Grover), the Transportation Planning Section offered the following:

Since the subject property is located within the area covered by the approved West Hyattsville TDDP/TDOZMA, the submitted plan must conform to the recommended development standards and guidelines outlined in the TDDP/TDOZMA, or as modified by the Planning Board.

A previous Detailed Site Plan (DSP-16029) for proposed grading and development for infrastructure was submitted for review and was approved, with conditions. That DSP reviewed the location and design of the roadways, the lot layout for a 183-unit townhouse development, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks on the subject property, to prepare for a future multi-phase mixed-use development. The required adequacy findings for transportation facilities for the planned development was made as part of the approval of a companion Preliminary Plan of Subdivision (4-15020). Prior to the recent approval of that PPS, the Planning Board approved Conceptual Site Plan CSP-05006 in 2006 for a larger development site that included the subject site.

This project has had previous submittals. This application is for architecture that will not affect previous conditions of approval related to transportation.

The proposed development will have direct access to Ager Road, opposite existing Lancer Drive. Additional access to the residential portion of the site will be provided via newly constructed connections to Kirkwood Place/29th Avenue and Nicholson Lane. The plans show adequate rights-of-way for internal circulation, and the street network will accommodate all identified street elements required by the TDDP/TDOZMA. All of the streets are under the jurisdiction of the City of Hyattsville. The site plan is acceptable, as approved with the PPS and previous DSP. The DSP meets the finding required for DSP approval, as described in the Zoning Ordinance.

- d. **Subdivision**—In a memorandum dated June 8, 2018 (Turnquest to Grover), the Subdivision Section offered the following:

The subject property is located on Tax Map 41 in Grids D4 and E4, consists of 13.5 acres, is zoned M-X-T within the T-D-O Zone, and is subject to the West Hyattsville TDDP/TDOZMA. The site is currently known as Parcel 1, Barrett's Addition to Kirkwood Village, recorded in Plat Book WWW 29-71, which is currently known as Outlot 1 in New Carrollton Town Center, recorded in Plat Book SJH 247-96, approved on March 13, 1957.

The site is subject to Preliminary Plan of Subdivision 4-15020, which was approved by the Planning Board on March 22, 2017, subject to 24 conditions (PGCPB Resolution No. 17-42). The approved PPS includes 18.45 acres for 183 lots and 31 parcels, for the development of 300 multifamily residential units, 183 single-family attached units, and 10,000 square feet of commercial space. This DSP is to establish approval of various architectural types for the single-family attached units.

Prior to certification of the DSP, all bearings and distances must be clearly shown on the DSP, consistent with the record plat, or building permits will be placed on hold until the plans are corrected.

- e. **Trails**—In a memorandum dated June 26, 2018 (Shaffer to Grover), the Transportation Planning Section offered the following:

The Transportation Planning Section has reviewed the DSP 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 at the time of PPS and DSP-16029.

Because the site is located within the West Hyattsville Metro Center, it was subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of PPS. Two master plan trail/bikeway recommendations are in the vicinity of the subject site and were reviewed with the PPS and DSP-16029. The subject property is adjacent to existing M-NCPPC land that includes the Northwest Branch Trail. An existing master plan sidewalk has been constructed from Ager Road to the West Hyattsville Metro Station. This sidewalk is adjacent to the Green Line and has been constructed at approximately six feet in width. This sidewalk will connect the subject site with the tunnel to the West Hyattsville Metro Station.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.

The MPOT policies and the streetscape standards were evaluated with the PPS and DSP-16029. Conditions of those approval will ensure conformance to the streetscape standard. The subject of this review is for architecture and several conditions, as discussed in this technical staff report.

However, in conformance with the MPOT, the West Hyattsville TDDP/TDOZMA, Preliminary Plan of Subdivision 4-15020, and Section 24-124.01, prior to signature approval, the site plan should be revised to include:

- (1) A street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place, with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.
- (2) Frontage improvements along the subject site’s entire frontage of Ager Road shall be consistent with the Prince George’s County Department of Public Works and Transportation’s complete and green street designs, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement.

- (3) Revise the plans to show a conceptual location for one Capital Bikeshare station on the promenade along River Terrace Road.
- (4) A detail for the lighting proposed along the stream valley trail.

The above conditions have been included in the Recommendation section of this report.

- f. **Environmental Planning**—In an email dated June 1, 2018 (Reiser to Grover), the Environmental Planning Section stated that the subject project is in conformance with approved Type II Tree Conservation Plan TCPII-001-2017 and that no additional information regarding the approved Natural Resources Inventory, NRI I-002-2016, was needed. Additionally, with respect to stormwater management, they stated that approved Stormwater Management Concept Plan 110905-2016-01 had been submitted for the project showing water quality control requirements being met with infiltration, and no quantity controls required. A fee-in-lieu payment of \$12,427 was made, in lieu of providing on-site attenuation and quality control measures. Additionally, it was noted that two bioretention facilities are located on-site and compensatory floodplain is provided off-site to the southwest. The environmentally related conditions of the PPS and DSP-16029 are being addressed with those approvals.
- g. **Prince George’s County Fire/EMS Department**—In an email dated June 4, 2018, the Prince George’s County Fire Department offered the following:

We have reviewed the referral for DSP-17044. We have the following comments:

- (1) With regard to water supply, the site is served by WSSC mains so the Fire Department anticipates the water supply for firefighting will be adequate. The applicant’s System Extension Plan and/or Site Utility Plan submittals to WSSC shall demonstrate that any proposed private hydrants on the site will provide 1000 gpm at a residual pressure of 20psi.
- (2) No fire hydrants are shown on the DSP. Hydrants shall be provided so that no exterior portion of the building is more than 500’ as hose is laid by the fire department. A hydrant must be provided within 200’ of any FDC which must be located on the front, address side of the building and be visible from the fire hydrant. Hydrants should be 40’ from structures served.
- (3) With regard to fire department access, any code required fire access road must be 22’ wide. Fire access roads shall extend to within 150’ of an exterior door, other than the garage door, on every unit. No exterior portion of the building shall be more than 450’ from a fire access road as hose is laid by the fire department. Applicant’s submission should show drivable widths of all roads (paved surface from the face of the curb to the face of the opposite curb - shall be 22’ minimum) and alleys (width of total paved surface to include asphalt and depressed curb - shall be 18’ minimum for any alley not required for fire department access.) Please provide typical depth/length of driveway (garage door to edge of depressed curb.)
- (4) Applicant shall provide an autoturn exhibit showing a Prince George’s County fire apparatus with a 43’ foot bumper swing can negotiate all proposed roads.

As previously indicated, the on-site circulation was determined with the review of the PPS and DSP-16029. Appropriate conditions related to this DSP review have been incorporated.

- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, staff has not received comment regarding the subject application from DPIE.
- i. **Prince George's County Police Department**—At the time of this writing, staff has not received comment regarding the subject application from the Police Department.
- j. **Prince George's County Health Department**—At the time of this writing, staff has not received comment regarding the subject application from the Health Department.
- k. **Washington Metropolitan Transit Authority (WMATA)**—At the time of this writing, staff has not received comment regarding the subject application from WMATA.
- l. **City of Hyattsville, Town of Brentwood, City of Mt. Rainier**—At the time of this writing, comment on the subject application has not been received from these municipalities.

15. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2) and the applicant's SOJ dated June 11, 2018, incorporated herein by reference, the following findings are made:

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

The infrastructure DSP, with the amendments approved, was found to be in conformance with the TDDP. The subject architectural DSP for the townhouse portion of the development is consistent with the mandatory requirements of the West Hyattsville TDDP/TDOZMA, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the Metro station.

(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 Planning Board and the District Council previously found that, with the amendments and alternative standards previously approved, the subject site 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;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the M-X-T Zone. The DSP meets the applicable requirements of the M-X-T and T-D-O 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 lot layout, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking were evaluated at the time of the infrastructure DSP, and was found to meet the purposes of the transit district. The proposed size and building design conform to the development district standards and are adequate to meet the purposes of the T-D-O Zone.

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

The proposed buildings are the first substantial new development in the area that will improve the appearance of the area significantly. The proposed architecture will provide a quality transit-oriented housing option close to recreational amenities. As the first new development, the proposed buildings are compatible with the existing uses and structures in the transit district.

- (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.**

The above does not apply to the subject application.

In conclusion, the proposed development, as contained in Detailed Site Plan DSP-17044, meets all required findings for approval.

16. The Environmental Planning Section finds that the DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance, that a DSP demonstrate that regulated environmental features have been preserved and/or restored, to the fullest extent possible.
17. The DSP, for the reasons stated herein, meets all required findings for approval. The DSP is submitted for architecture, that is in conformance with the development standards outlined in the West Hyattsville TDDP/TDOZMA, as well as other Zoning Ordinance requirements for ETOD. Building on the layout approved in the infrastructure Detailed Site Plan (DSP-16029), the architectural façades presented are urban in nature and appear on buildings that are close to the streets, with garages in the rear, creating the urban, pedestrian-oriented environment envisioned by the TDDP. The end result will be an outstanding urban community, pedestrian-friendly and transit-oriented.

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 DSP-17004, subject to the following condition:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:

- a. Provide a temporary asphalt sidewalk connection from the end of Emerald Branch Drive to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station.
- b. A photometric plan shall be revised to address Condition 4 of Detailed Site Plan DSP-16029. The final design of said lighting and photometrics shall be approved by the Urban Design Section as designee of the Planning Board.
- c. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, Preliminary Plan of Subdivision 4-15020, and Section 24-124.01 of the Subdivision Regulations, the site plan shall be revised to include:
 - (1) A street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place, with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.
 - (2) Frontage improvements along the subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - (3) Revise the plans to show a conceptual location for one Capital Bikeshare station on the promenade along River Terrace Road.
 - (4) A detail for the lighting proposed along the stream valley trail.
- d. A note shall be added to the plans stating that, pursuant to Section 27-290.01 of the Prince George's County Zoning Ordinance, the following uses are prohibited on the subject property:
 - (A) Adult entertainment;
 - (B) Check cashing business;
 - (C) Liquor store;
 - (D) Pawnshop or Pawn Dealer;
 - (E) Cemetery;
 - (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
 - (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
 - (H) Industrial;

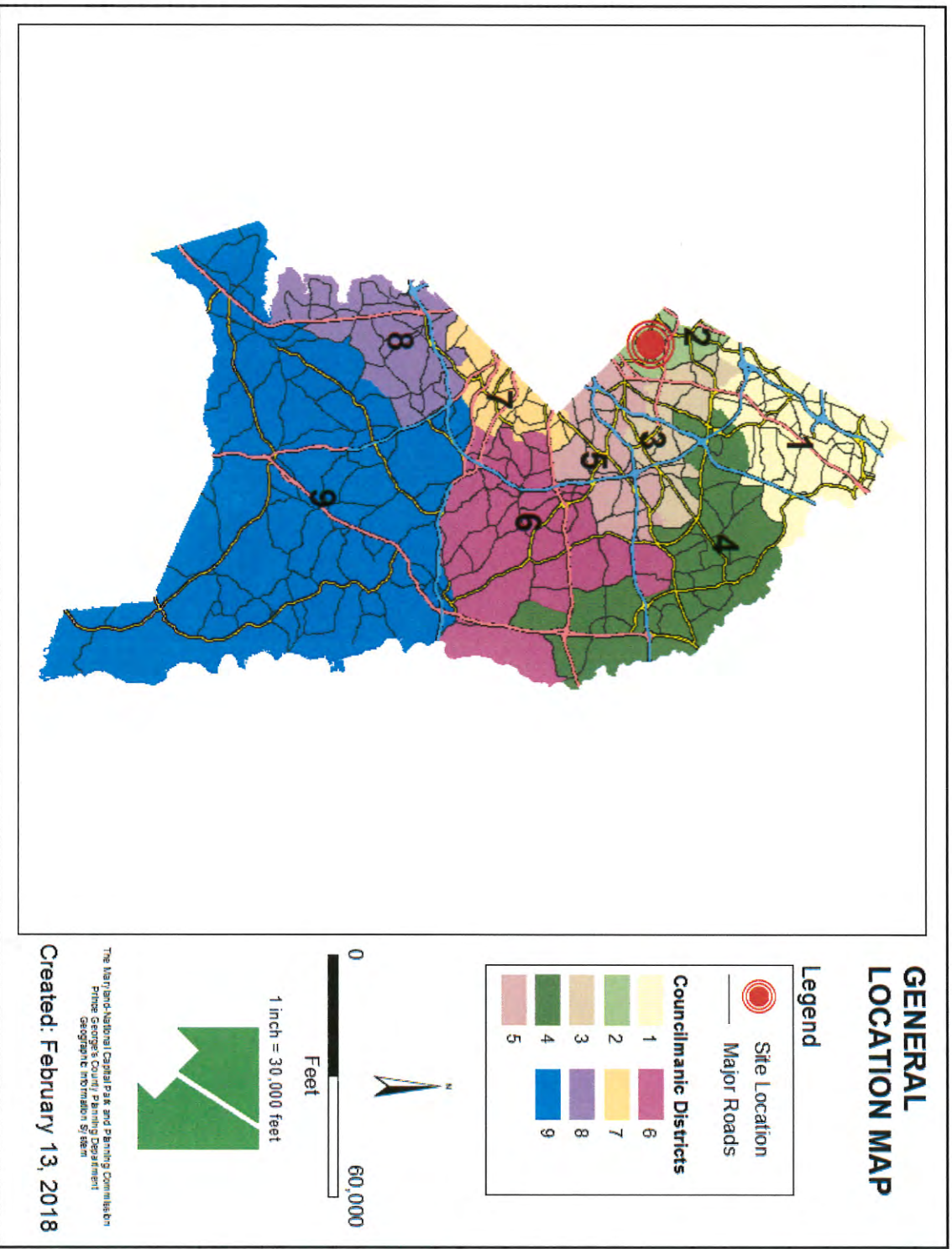
- (I) Amusement park;
- (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
- (K) Sale, rental, or repair of industrial or heavy equipment;
- (L) Any automobile drive-through or drive-up service;
- (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;
- (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or
- (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

ITEM:

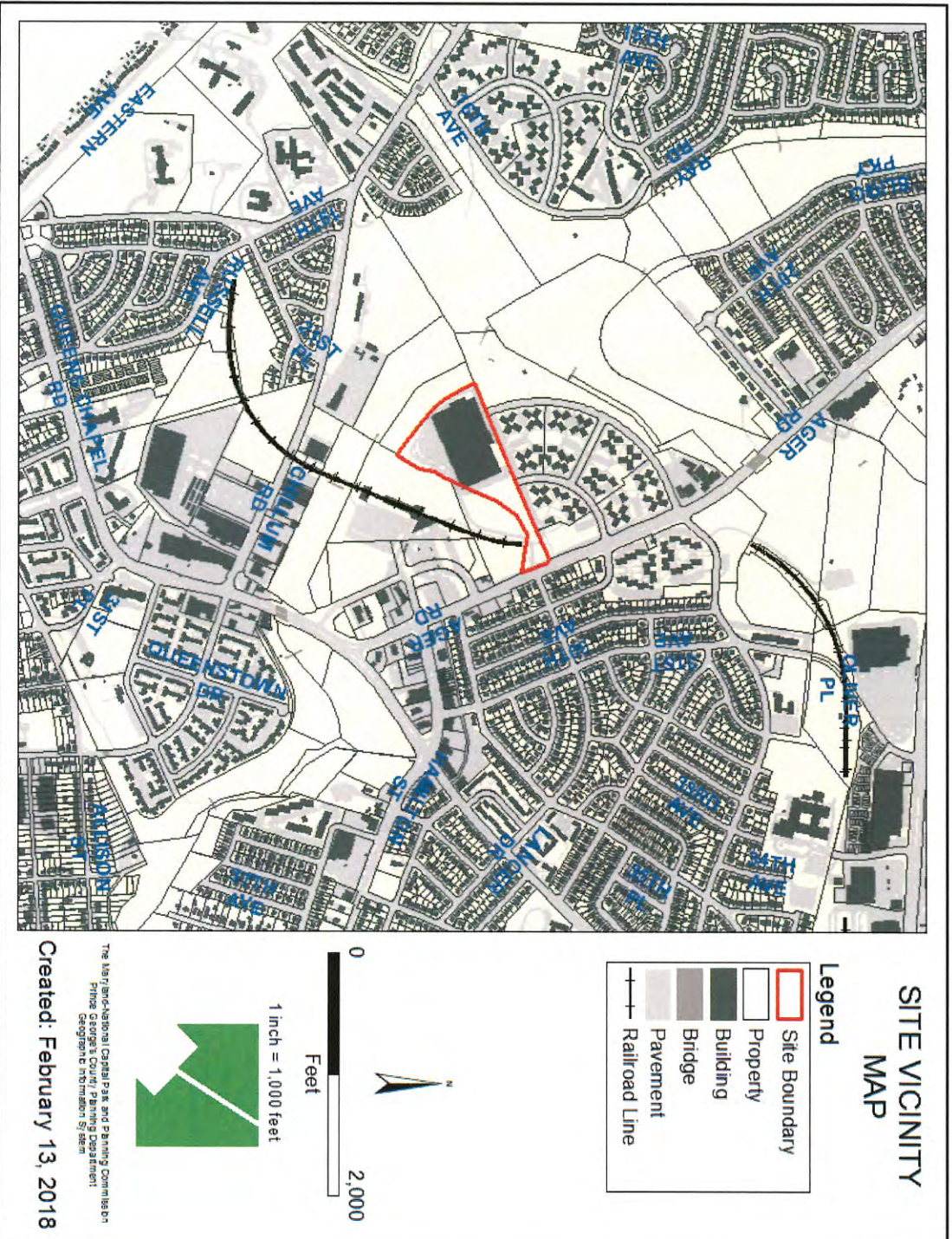
CASE: DSP-17044

RIVERFRONT AT WEST HYATTSVILLE (ETOD)

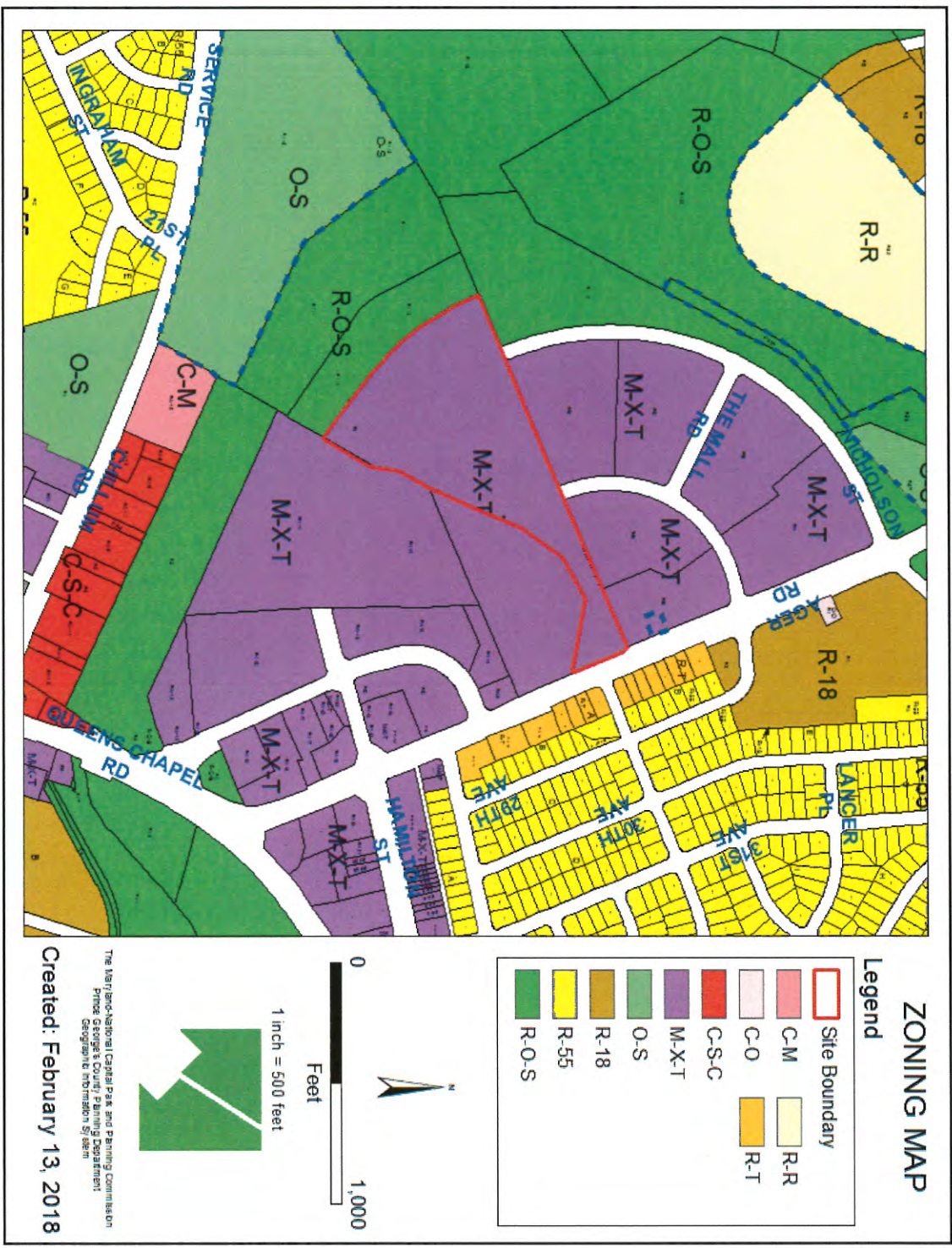
GENERAL LOCATION MAP



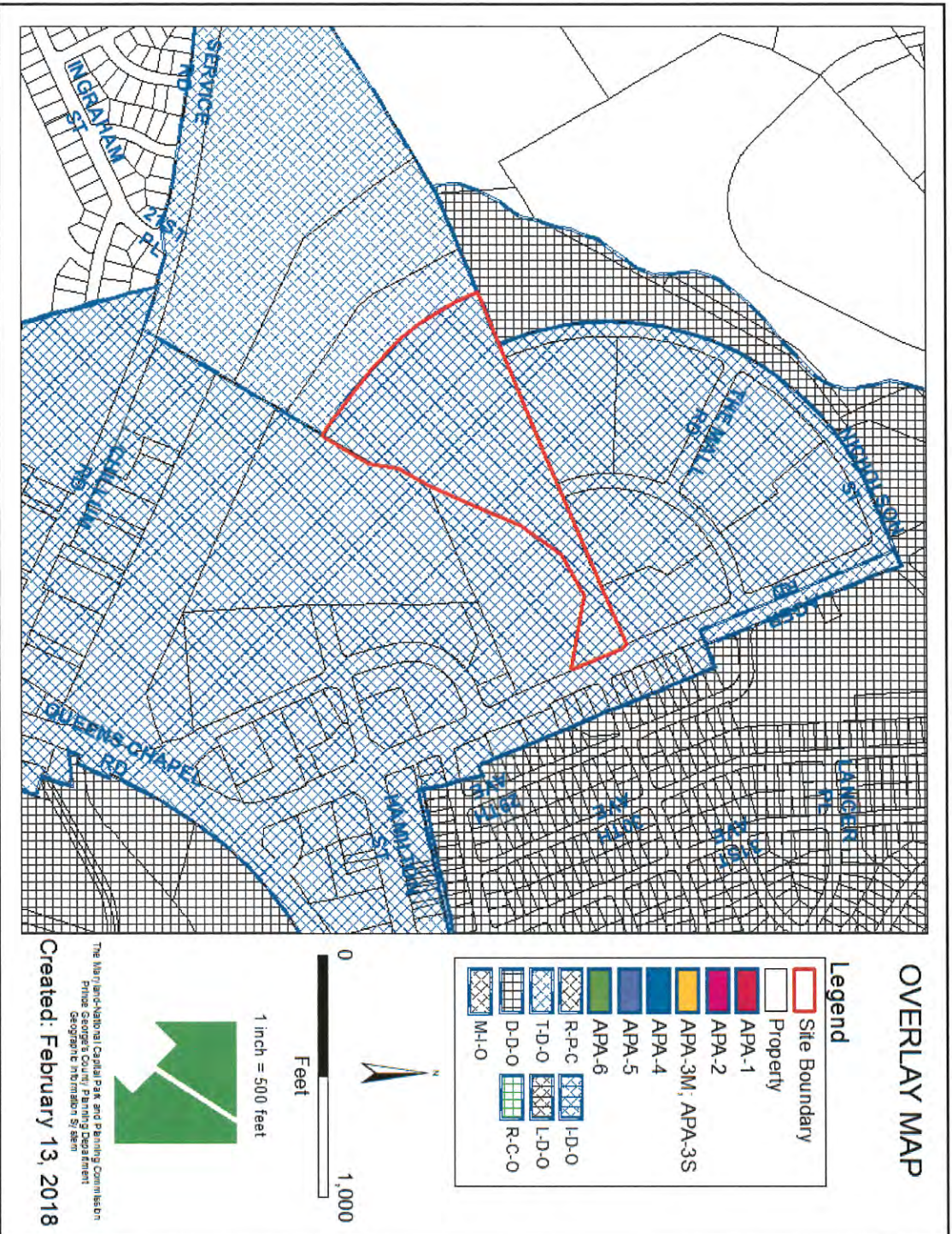
SITE VICINITY



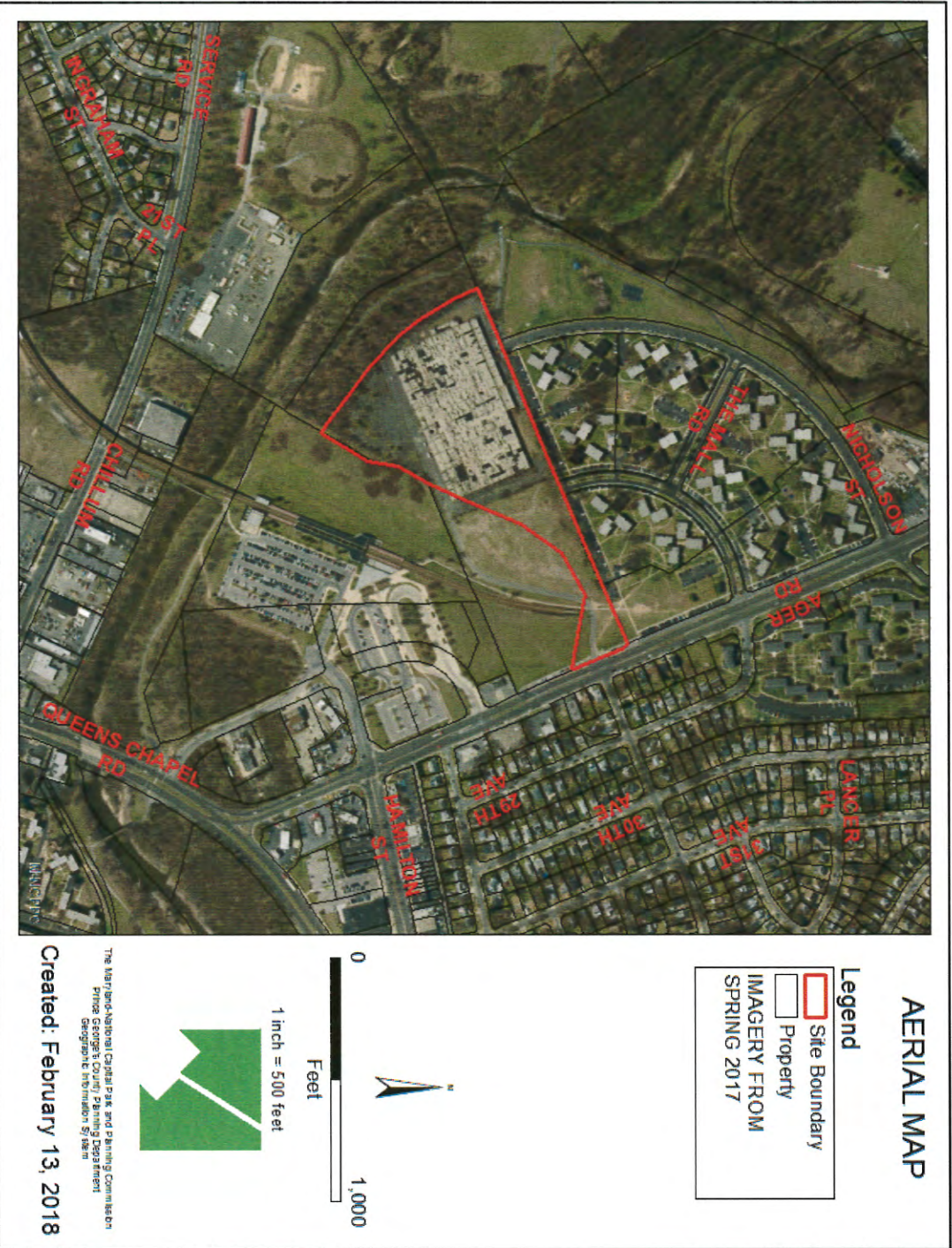
ZONING MAP



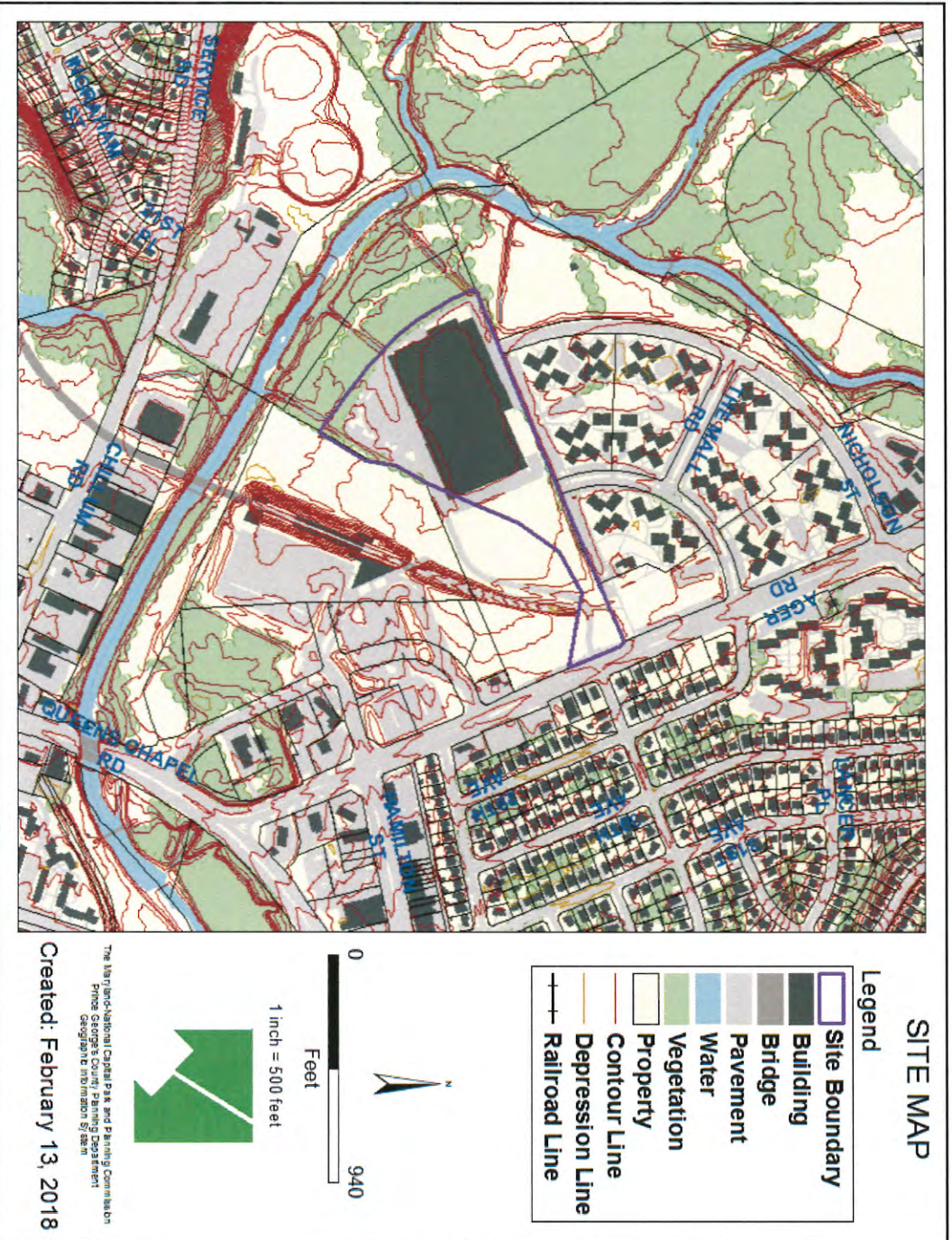
OVERLAY MAP



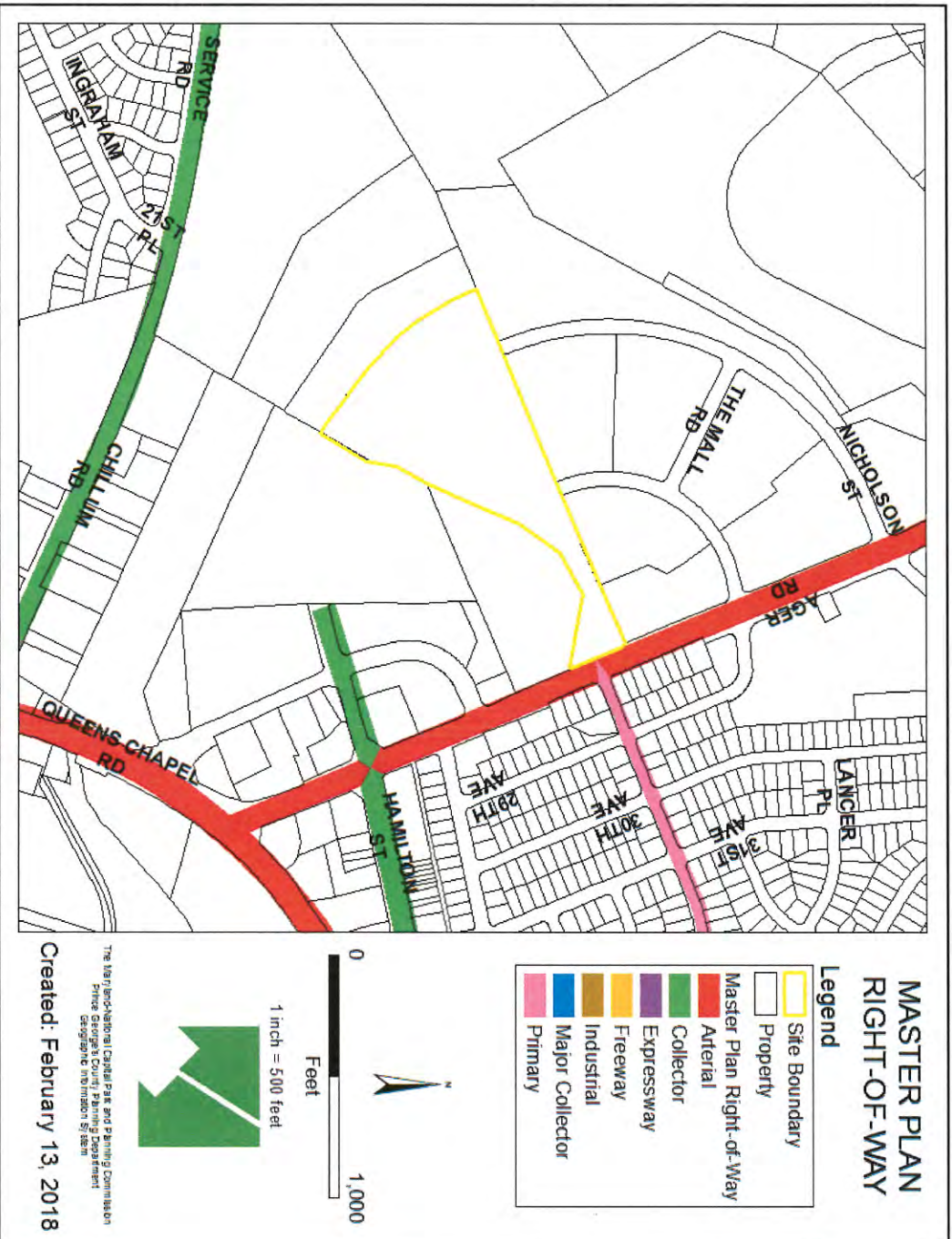
AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



ILLUSTRATIVE PLAN



PRELIMINARY NOT FOR CONSTRUCTION

THIS IS AN ILLUSTRATIVE PLAN. IT IS NOT A CONTRACT DOCUMENT. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE. IT IS NOT TO BE USED FOR ANY OTHER PURPOSE.

GRAPHIC SCALE
 1" = 100'

DETAILED SITE PLAN #19029
 WSSC MAP 207NE02/208NE2
 TAX MAP 41 - ORD EA

W.M.A.T.A. Property

Kirkwood

RIVERFRONT AT WEST HYATTSVILLE METRO
 PROPERTY OF WEST HYATTSVILLE METRO

RODGERS CONSULTING
 1700 BROADWAY, SUITE 200
 WASHINGTON, DC 20004

Illustrative Plan

DATE	DESCRIPTION
07/19/2018	ISSUED FOR REVIEW
07/19/2018	REVISED
07/19/2018	REVISED
07/19/2018	REVISED

WEST HYATTSVILLE PROPERTY COMPANY, LLC
 1700 BROADWAY, SUITE 200
 WASHINGTON, DC 20004



ARCHITECTURAL ELEVATIONS - 16-FOOT-WIDE UNIT



FRONT



REAR

16' UNIT

16' wide units in the center and 20' & 24' wide units in the ends.

CONCEPTUAL COLOR STREETSCAPE

SCHEMATIC DESIGN

RIVERFRONT TOWNHOMES

PRINCE GEORGE'S COUNTY
Gilbane Company

LESSARD DESIGN
1111 GARDNER DRIVE, SUITE 100, WASHINGTON, DC 20004
703.424.1111
www.lessarddesign.com

<p>THIS BLOCK REPRESENTS THE DEVELOPER'S CONCEPTUAL DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. THE DEVELOPER'S CONCEPTUAL DESIGN IS SUBJECT TO APPROVAL BY THE PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND PERMITS DIVISION.</p> <p>APPROVAL DEPARTMENT OF PUBLIC WORKS AND PERMITS DIVISION</p> <p>PROJECT NUMBER: 17-044</p> <p>DATE: 07/19/2018</p>	<p>THIS BLOCK REPRESENTS THE DEVELOPER'S CONCEPTUAL DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. THE DEVELOPER'S CONCEPTUAL DESIGN IS SUBJECT TO APPROVAL BY THE PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND PERMITS DIVISION.</p> <p>APPROVAL DEPARTMENT OF PUBLIC WORKS AND PERMITS DIVISION</p> <p>PROJECT NUMBER: 17-044</p> <p>DATE: 07/19/2018</p>
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ARCHITECTURAL ELEVATIONS - 20-FOOT-WIDE UNIT



16' wide units in the center and 20' & 24' wide units in the ends.

20' UNIT

CONCEPTUAL COLOR STREETSCAPE

SCHEMATIC DESIGN

RIVERFRONT TOWNHOMES

PRINCE GEORGE'S COUNTY

Gilbane Company

lessard
DESIGN

1115 GARDNER STREET, SUITE 100, ARLINGTON, VA 22204
703.441.1111 | WWW.LESSARDDESIGN.COM

2021 RIVERFRONT TOWNHOMES, PHASE 1, UNIT 201, 1115 GARDNER STREET, ARLINGTON, VA 22204
PROJECT NUMBER: 2017-1004
DATE: 07/19/2018

THIS DOCUMENT IS THE PROPERTY OF LESSARD DESIGN. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. ANY REUSE OR DISTRIBUTION OF THIS DOCUMENT WITHOUT THE WRITTEN PERMISSION OF LESSARD DESIGN IS STRICTLY PROHIBITED.
PROJECT NUMBER: 2017-1004
DATE: 07/19/2018
APPROVAL: [Signature]
DESIGNER: [Signature]



ARCHITECTURAL ELEVATIONS - 24-FOOT-WIDE UNIT



FRONT

RIGHT SIDE

LEFT SIDE

REAR

24' UNIT

16' wide units in the center and 20' & 24' wide units in the ends.

CONCEPTUAL COLOR STREETSCAPE

SCHEMATIC DESIGN

RIVERFRONT TOWNHOMES

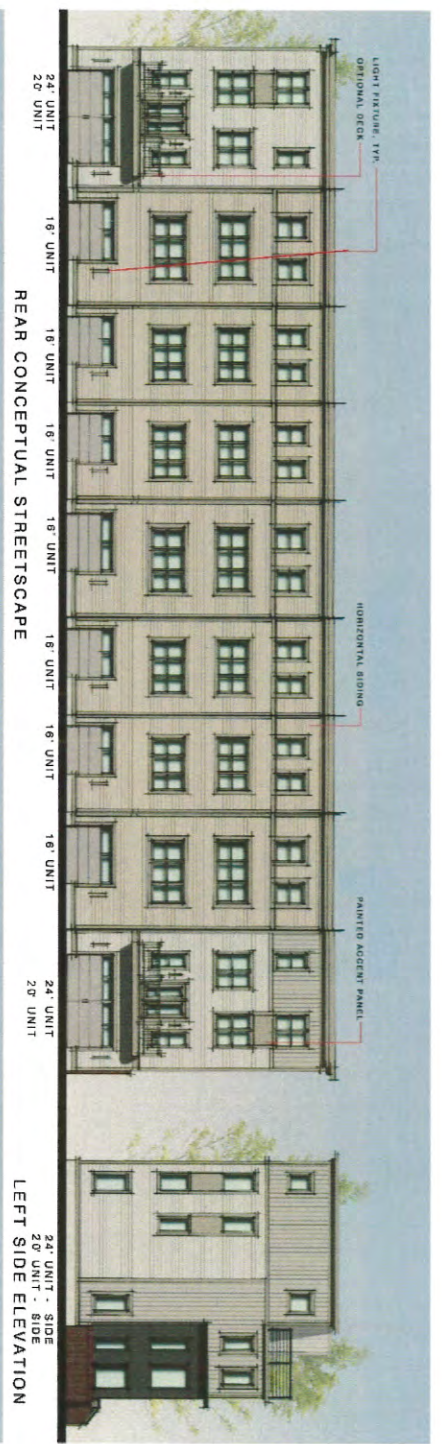
PRINCE GEORGE'S COUNTY
Gilbane Company

Lessard
DESIGN
2011 LEONARD STREET, SUITE 100, ARLINGTON, VA 22204
703.544.1100 | F. 703.544.1101 | LESARDDESIGN.COM

DATE: 04/18/18	PROJECT NAME: RIVERFRONT AT WEST HANOVER, LLC
PROJECT NUMBER: 107-17044	PROJECT ADDRESS: 107-17044
PROJECT TYPE: RESIDENTIAL AT WEST HANOVER, LLC	PROJECT PHASE: PRELIMINARY
PROJECT STATUS: APPROVAL	PROJECT LOCATION: 107-17044
PROJECT OWNER: RIVERFRONT AT WEST HANOVER, LLC	PROJECT ARCHITECT: GILBANE COMPANY
PROJECT DESIGNER: GILBANE COMPANY	PROJECT ENGINEER: GILBANE COMPANY
PROJECT CONTRACTOR: GILBANE COMPANY	PROJECT LANDSCAPE ARCHITECT: GILBANE COMPANY
PROJECT PHOTOGRAPHER: GILBANE COMPANY	PROJECT VIDEOGRAPHER: GILBANE COMPANY
PROJECT MODELER: GILBANE COMPANY	PROJECT RENDERER: GILBANE COMPANY
PROJECT ANIMATOR: GILBANE COMPANY	PROJECT SOUND DESIGNER: GILBANE COMPANY
PROJECT MUSICIAN: GILBANE COMPANY	PROJECT PRODUCTION DESIGNER: GILBANE COMPANY
PROJECT DIRECTOR: GILBANE COMPANY	PROJECT EXECUTIVE PRODUCER: GILBANE COMPANY
PROJECT PRODUCER: GILBANE COMPANY	PROJECT EXECUTIVE PRODUCER: GILBANE COMPANY



CONCEPTUAL STREETSCAPE



lessard
DESIGN
1111 LANTANA BLVD, SUITE 200, VIRGINIA VALE STATION
P.O. BOX 1001 | 571.260.1801 | 1800.433.8888

CONCEPTUAL COLOR STREETSCAPE
SCHEMATIC DESIGN
RIVERFRONT TOWNHOMES
PRINCE GEORGES COUNTY
Gilbane Company

DATE	4/17/18
SCALE	1/8" = 1'
PROJECT NAME	RIVERFRONT TOWNHOMES
PROJECT NUMBER	17044
DESIGNER	LESSARD DESIGN
APPROVED	[Signature]
DATE	4/17/18





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Prince George's County Planning Department
Historic Preservation Section**

**(301) 952-3680
www.mncppc.org**

May 29, 2018

MEMORANDUM

TO: Ruth Grover, Planner Coordinator
Urban Design Section
Development Review Division

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

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*
Historic Preservation Section
Countywide Planning Division

SUBJECT: **DSP-17044, Riverfront at West Hyattsville**

The subject property comprises 18.45 acres located at the intersection of Ager Road and Lancer Drive, north of the West Hyattsville Metro Station and approximately 250 feet north of Nicholson Drive in Hyattsville, Maryland. The subject application is for townhouse architecture for the proposed 183 townhouses within the development.

The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or Resources. This proposal will not impact any historic sites, historic resources or known archeological sites. Historic Preservation staff recommends approval of the subject application with no conditions.

I:\HISTORIC\Referrals\2017\DSP-17044 Riverfront at West Hyattsville_HPS 29 May 2018.docx

June 11, 2018

MEMORANDUM

TO: Ruth Grover, Planner Coordinator, Urban Design Section, Development Review Division

VIA: Kipling Reynolds, AICP, Division Chief, Community Planning Division *K.R.*
David A. Green, Master Planner, Community Planning Division *D.A.G.*

FROM: Daniel Sams, Planner Coordinator, Neighborhood Revitalization Section, *DS*
Community Planning Division

SUBJECT: **ETOD DSP-17044 Riverfront at West Hyattsville**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c) of the Zoning Ordinance this Detailed Site Plan application:

- is in strict conformance with the mandatory requirements of the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*;
- is consistent with, and reflects the guidelines and criteria for development contained in the Transit District Development Plan;
- meets all the requirements of the Transit District Overlay Zone;
- demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone; and
- demonstrates that each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development.

Community Planning Division staff finds that, pursuant to Section 27-290.01(b)(5) of the Zoning Ordinance, this Detailed Site Plan application is compatible with site design practices or standards delineated in the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*.

BACKGROUND

Application Type: Expedited TOD Detailed Site Plan in a Transit District Overlay Zone

Location: 5620 Ager Road, Hyattsville, MD 20782

Size: 18.4 acres
Existing Uses: Vacant
Proposal: Establish approval of the various architectural types for 183 townhouses.

GENERAL PLAN, TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: This application is located in the West Hyattsville Metro Center, a Local Transit Center. The growth management goals for Local Transit Centers are an increase of 15 percent new dwelling units with 9,450 projected dwelling units, and an increase of 15 percent new jobs with 17,100 projected new jobs (see page 110, Plan 2035). The West Hyattsville Metro Center has one of the highest “Completeness Scores” for General Plan Centers, with a ranking of 6 (out of 10). Complete Centers are scored using the following criteria and associated weighting: market (23 percent); place (20 percent); leverage (15 percent); walkability (15 percent); people (12 percent); capacity (10 percent); and transit and access (5 percent) (see page 279, Plan 2035).

Transit District Development Plan: The preferred land use for the subject property is a combination of Structured Parking, Townhouses (2-4 stories), Condominiums (4-6 stories) and Mixed use residential. See page 36.

In addition, the TDDP envisions three distinct neighborhoods in the West Hyattsville TDOZ: Hamilton Square, North Park, and Queenstown (see Map 4, page 10). Each neighborhood has its own set of development standards. The subject property is located in the North Park Neighborhood. “Located just north of the Metro tracks, [North Park] will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID [low-impact development] streets designed to contain and minimize storm water runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller “pocket” parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.” (See pages 10-11.)

Planning Area: 68
Community: Hyattsville-Riverdale-Mt. Rainier-Brentwood

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

TDOZMA/Zoning: The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T (Mixed-Use Transportation-Oriented) Zone and the West Hyattsville Transit District Overlay Zone.

TRANSIT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that all other elements of this application meet the requirements of Section 27-548.08(c)(2)(A) and (C).

COMPATIBILITY WITH SITE DESIGN PRACTICES

Community Planning Division staff finds that, pursuant to Section 27-290.01(b)(5) of the Zoning Ordinance, this Detailed Site Plan application is compatible with site design practices or standards delineated in the 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

c: Long-range Agenda Notebook
Frederick Stachura, J.D., Planning Supervisor, Community Planning Division



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

June 15, 2018

MEMORANDUM

TO: Ruth Grover, Urban Design Section, Development Review Division

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

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

SUBJECT: DSP-17044, ETOD, Riverfront at West Hyattsville Metro, Transportation Findings and Recommended Conditions

The Transportation Planning Section has reviewed the detailed site plan application referenced above, which is for the construction of 183 residential townhouse units. Additional parcels will be developed in the future but are not a part of this DSP. The subject property consists of approximately 13.5 acres of land in the M-X-T Zone (Mixed Use-Transportation). The property is located on the southwest quadrant of Ager Road and Lancer Drive, and is generally surrounded by the West Hyattsville Metrorail Station, the existing Kirkwood Village residential complex, and the Northwest Branch of the Anacostia River.

Review Comments

Since the subject property is located within the area covered by the approved *2006 Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (WH-TDDP)*, the submitted plan must conform to the recommended development standards and guidelines outlined in the WH-TDDP, or as modified by the Prince George's County Planning Board.

Prior Approvals

A previous detailed site plan (DSP-16029) for proposed grading and development for infrastructure was submitted for the review and approved with conditions. That DSP reviewed the location and design of the roadways, lot layout for a 183-townhouse development, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks on the subject property to prepare for a future multiphase mixed-use development. The required adequacy findings for transportation facilities for the planned development was made as part of the approval of a companion preliminary plan of subdivision (4-15020). Prior to the recent approval of this preliminary plan, the Planning Board had approved in 2006, the conceptual site plan (CSP-05006) for a larger development site that included the subject site.

This project has had previous submittals and the most recent relevant one is outlined below. It provides the transportation-related findings from the Preliminary Plan of Subdivision 4-15020. The status of the is summarized below:

Trip Generation Summary, DSP-17044, ETOD - Riverfront at West Hyattsville Metro						
Proposed Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
183 townhouse units	26	102	128	95	51	146
Less transit discount * 20%	-5	-20	-25	-19	-10	-29
<i>Residential New Trips</i>	<i>21</i>	<i>82</i>	<i>103</i>	<i>76</i>	<i>41</i>	<i>117</i>
Total Net New Residential Trips	21	82	103	76	41	117
Trip Cap:4-15020			247			326
Notes:						
* Eligible trip credits for Transit Oriented Development in identified Centers.						
**Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already “passing by” that site on an adjacent street that contains direct access to the site.						

As noted above, there are two prior approvals with transportation-related conditions, and the status of each condition is summarized below:

DSP-16029 – Resolution 17-43

Condition 13.d.

OK. This condition recommends that the existing roadways, Nicholson Street and Kirkwood Place connect with the proposed ones of the same name. Upon construction completion the timing of the opening of the two roads will be determined by the Prince George’s County Department of Permitting, Inspections and Enforcement and the City of Hyattsville.

4-15020 – Resolution 17-42

Condition 2

OK. This condition establishes an overall trip cap for the subject property of 247 AM and 326 PM peak hour trips. The current plan (plus proposed uses) is summarized in the trip generation table above, and it is clearly shown that the current proposal is within the overall trip cap. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.

Transportation Planning

The proposed development will have direct access to Ager Road opposite of existing Lancer Drive. Additional access to the residential portion of the site will be provided via newly constructed connections to Kirkwood Place/29th Avenue and Nicholson Lane. The plans show adequate rights of way for internal circulation and the street network will accommodate all identified street elements required by the WH-TDDP. All of the streets are under the jurisdiction of the City of Hyattsville. The site plan is acceptable.


Transportation Staff Conclusion


Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.

June 8, 2018

MEMORANDUM

TO: Ruth Grover, Urban Design Section

VIA: Sherri Conner, Subdivision and Zoning Section 

FROM: Amber Turnquest, Subdivision and Zoning Section 

SUBJECT: DSP-17004, Riverfront at West Hyattsville

The subject property is located on Tax Map 41 in Grids D4 and E4, consists of 13.5 acres, and is zoned Mixed Use Transportation Oriented (M-X-T) within the Transit District Overlay (T-D-O) and subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP). The site is currently known as Parcel 1, Barrett's Addition to Kirkwood Village, recorded in Plat Book WWW 29-71 which is currently known as Outlot 1 in New Carrollton Town Center recorded in Plat Book SJH 247-96, approved on March 13, 1957.

The site is subject to Preliminary Plan of Subdivision (PPS) 4-15020 which was approved by the Planning Board on March 22, 2017, subject to 24 conditions (PGCPB Resolution No. 17-42). The approved PPS includes 18.45 acres for 183 lots and 31 parcels, for the development of 300 multifamily residential units, 183 single-family attached units, and 10,000 square feet of commercial space. This DSP is to establish approval of various architectural types for the townhouses. Of the 24 conditions of approval of the PPS, the following are applicable to the review of this application:

2. **Total development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.**

The proposed development is in substantial conformance with the approved PPS. Conformance with Condition 2 should be reviewed and determined by the Transportation Planning Section.

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

There is no substantial change in the mix of uses proposed with this DSP.

6. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following at the time of detailed site plan review:**
- a. **Provide a street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.**
 - b. **Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.**
 - c. **Evaluate the need for a temporary sidewalk connection through the subject site, from the end of Kirkwood Place to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station in phase with development. This temporary connection will not be constructed until and unless safe access can be provided through the subject site, and appropriate easements required if necessary.**
 - d. **Provide plans to show a conceptual location for two Capital Bikeshare stations within public spaces: one along or near Ager Road and another on the promenade along River Terrace Road, subject to modifications by the operating agencies.**

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

7. **At time of the first final plat of subdivision, the applicant shall convey to the Maryland-National Capital Park and Planning Commission, Planning Department, 0.28± acre of open space, as designated on the approved preliminary plan of subdivision.**
8. **The land to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC) shall be subject to the following conditions:**
- a. **An original, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (M-NCPPC), along with the final plat.**
 - b. **M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges prior to and subsequent to final plat.**
 - c. **The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.**
 - d. **The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation**

(DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be determined by the General Counsel's Office, M-NCPPC) shall be submitted to the DPR within two weeks prior to applying for grading permits.

- e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by the M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by the M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in acceptable condition for conveyance, prior to dedication.
- g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of the Prince George's County Department of Parks and Recreation.
- h. The applicant shall terminate any leasehold interests on property to be conveyed to M-NCPPC.
- i. No stormwater management facilities or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). DPR shall review and approve the location and/or design of these features. If such proposals are approved by the DPR, a performance bond, maintenance and easement agreements shall be required prior to issuance of grading permits.

Subsequent to the approval of PPS 4-15020, there was a discrepancy in the amount of parkland to be dedicated. Conformance with Conditions 7 and 8, should be reviewed and determined by Prince George's County Department of Parks and Recreation.

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

This DSP does not propose development on Parcels DD, EE, and FF, now known as Parcels 1, 2, and 3 at this time. However, any future DSP or revision to this DSP which proposes development on Parcels 1, 2, and/or 3 will require a Phase II noise study as described by this condition.

15. **At the time of review of the detailed site plan for architecture for the single-family attached units and final plat for the lots of such units, the following issues shall be considered:**
- a. **Variation in the unit width in a stick of more than six units in a row, to incorporate a unit with a minimum width of 18 feet wide for every three narrower units, if**

possible.

- b. **Architecture which provides entrances on the endwall of units where the endwall is fronting on a public street or open space.**
- c. **Provide a minimum eight-foot distance between the end unit lot lines of any two single-family attached building groups where pedestrian circulation is proposed between the units.**
- d. **An evaluation of adequate access to the proposed parking on Hush Alley, in accordance with the requirements of the Prince George's County Zoning Ordinance and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, to determine if the removal of parking or widening of the alley is necessary.**

Conformance with Condition 15 should be reviewed and determined by the Urban Design Section.

24. **Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

Conformance with Condition 24 should be reviewed and determined by the Urban Design Section.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the preliminary plan of subdivision which has obtained signature approval, 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.




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

June 26, 2018

MEMORANDUM

TO: Ruth Grover, Development Review Division
FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-17044

Name: Riverfront at West Hyattsville Metro

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> X </u>
HOA	<u> </u>	Bicycle Parking	<u> </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* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff identified major issues for this memo.

The subject application is located in the West Hyattsville Transit District and is adjacent to the West Hyattsville Metro Station. The property is between the Orange Line and Garden City Drive. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP). The subject application proposes a 183 townhouse lots, 10,000 square of commercial/office space, and rough grading for future multi-family development (300 units). Because the site is located within the West Hyattsville Metro Center, it was subject to Section 24-124.01 and the Transportation Review Guidelines – Part 2 at the time of Preliminary Plan.

Background:

Two master plan trail/bikeway recommendations are in the vicinity of the subject site. The subject property is adjacent to existing M-NCPPC land that includes the Northwest Branch Trail. And, an existing master plan sidewalk has been constructed from Ager Road to the West Hyattsville Metro. This sidewalk is adjacent to the green line and has been constructed at approximately six-feet in width. This sidewalk will connect the subject site with the tunnel to the West Hyattsville Metro.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.

The TDDP included a number of standards related to bicycle and pedestrian facilities which are copied below. General streetscape standards are copied, as are the specific standards related to sidewalks.

General Streetscape Standards

Streetscape

- 1. Streetscape Paving:** All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.
- 2. Permitted Materials:** Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and County/ municipal public space maintenance agencies.
- 3. Streetscape Construction:** All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.
- 4. Streetscape Elements:** Streetscape elements of street trees, street furniture, landscaping and planters, shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The BUS) and appropriate transit service-related notices at other locations within the Est Hyattsville TDOZ public realm subject to the approval of DWP&T and the appropriate municipality.

Streetscape elements shall include:

- Street trees (located in the tree grates along urban streets and planting beds along residential streets)
- Street furniture (benches, trash receptacles, lighting and bus shelters)
- Landscaping and planters
- Decorative paving
- Sculpture/artwork
- Bus shelters

No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or the City of Hyattsville expressed through an executed memorandum of understanding (MOU) with the developer/applicant. All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer (TDDP, pages 83-84).

Sidewalks

1. **TDDP Designated Sidewalks:** All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the streetscape sections in the TDDP. Streetscape sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local access Streets.
2. **TDDP Non-Designated Sidewalks:** Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet County specifications.
3. **Paving Materials for Primary Sidewalks:** All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.
4. **Americans with Disabilities Act (ADA):** All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design (TDDP, page 92).

Comment: Sidewalk locations, widths and materials have been reviewed and discussed at a coordination meeting with DPIE, DPW&T and the City of Hyattsville. The sidewalk network proposed internal to the site is comprehensive, fulfills the complete street policies of the MPOT and implements the planned trail connection from Ager Road to the stream valley trail. The sidewalk network as shown on the Detailed Site Plan has been approved by the City of Hyattsville. No additional changes are recommended, unless otherwise required by the City of Hyattsville.

Proposed On-Site Bicycle and Pedestrian Improvements:

Sidewalks appear to be provided along both sides of all internal roads consistent with MPOT guidance and TDDP requirements. An eight-foot wide sidewalk (or sidepath) is reflected on the one side of Little Branch Run, which will serve as a trail connection between Ager Road and the stream valley trail along Northwest Branch. The TDDP recommends a “boulevard” cross section for Ager Road. However, it should be noted that DPW&T has a “complete and green street” design complete for Ager Road and staff recommends that any frontage improvements along this road be consistent with the completed DPW&T designs.

There is an existing six-or seven-foot wide concrete sidewalk linking Ager Road with the West Hyattsville metro. This connection is lit and is heavily used by surrounding communities when accessing the station. Staff recommends an “interim” pedestrian connection linking the subject site to this sidewalk

through Parcel EE or DD. Upon development of the multifamily units on this portion of the site, this connection will be replaced by a sidewalk and/or trail connection incorporated into the development that makes this same connection.

M-NCPPC and DPW&T recently completed a bike share feasibility study that recommended the expansion of the Capital Bike Share system into Prince George's County. The county is hopeful of having funding in FY 2018 for the initial phase of this expansion, which will include the City of Hyattsville. Based on discussion with the City of Hyattsville and DPW&T, staff believes that two stations are appropriate on the subject site: one on the current phase for townhouse development and the other on the future phase for multi-family development. Staff includes condition of approval relative to this station.

A coordination meeting was held with the M-NCPPC staff, DPW&T, DPIE and the City of Hyattsville on February 6, 2017. The road connections between the subject site and the adjacent Kirkwood Village apartments site were discussed. It was determined that both Kirkwood Place and Nicholson Street should be connected. The City of Hyattsville supports the removal of the existing fence to make these connections. Grade establishment plans should demonstrate how the grading will accommodate these two connections. Both roads should be constructed to the property line, but the timing of the opening of the two roads will be determined by DPIE and the City of Hyattsville.

Previously approved Preliminary Plan 4-15020 included a number of conditions of approval related to bicycle and pedestrian facilities which are copied below. Because the site is located within the West Hyattsville Center, it was subject to Section 24-124.01 (the bike and pedestrian adequacy requirements) at the time of Preliminary Plan. Conditions of approval addressed both on- and off-site improvements and an exhibit for the off-site trail lighting.

5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.

6. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following at the time of detailed site plan review:
 - a. Provide a street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat

approval.

- b. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
- c. Evaluate the need for a temporary sidewalk connection through the subject site, from the end of Kirkwood Place to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station in phase with development. This temporary connection will not be constructed until and unless safe access can be provided through the subject site, and appropriate easements required if necessary.

Comment: The temporary sidewalk connection is shown on the submitted plans. The sidewalk will be replaced with a permanent pedestrian connection upon completion of the full buildout of the site. The temporary sidewalk is acceptable as shown.

- d. Provide plans to show a conceptual location for two Capital Bikeshare stations within public spaces: one along or near Ager Road and another on the promenade along River Terrace Road, subject to modifications by the operating agencies.

Comment: Revised the plans to include the location of one Capital Bikeshare station. The second station will be located in the future phase for the multifamily development.

- 24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).

Comment: Exhibit C, which was submitted with the revised plans, fulfills the intent of the exhibit by indicating the location and limits of the off-site trail lighting required at the time of Preliminary Plan. However, it is unclear if the Landscape and Lighting Details includes a detail for the fixture to be used along the trail. Prior to signature approval, the plans shall be revised to include a detail for the lights proposed along the trail.

Recommendations:

- 1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, the 2006 *Approved Transit District Development Plan and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone*, Preliminary Plan 4-15020 and Section 24-124.01, prior to signature approval the site plan shall be revised to include:
 - a. Provide a street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street

and Kirkwood Place shall occur at the time of final plat approval.

- b. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
- c. Revise the plans to show a conceptual location for one Capital Bikeshare stations on the promenade along River Terrace Road.
- d. A detail for the lighting proposed along the stream valley trail.

Reiser, Megan

From: Reiser, Megan
Sent: Friday, June 01, 2018 9:40 AM
To: Grover, Ruth
Subject: DSP-17044 Riverfront at Hyattsville

Hi Ruth,

The Environmental Planning Section (EPS) has reviewed the referral package received by EPS on May 22, 2018. The proposal is for architectural review.

The site has an approved Tree Conservation Plan (TCPII-001-2017). The proposal is in conformance with the previously approved TCP. An NRI (NRI-002-2016) has been approved for the site. No additional information regarding the NRI is needed.

An approved Stormwater Management Concept plan and approval letter (11905-2016-01) were submitted. The approved concept shows water quality control requirements being met with infiltration. No water quantity controls are required. A fee-in-lieu in the amount of \$12,427 is approved in lieu of providing on-site attenuation/ quality control measures. Two bioretention facilities are located on-site and compensatory floodplain storage is provided off-site to the southwest.

Conditions of the preliminary plan (PPS 4-15020) were included regarding noise; however, the noise conditions have timing triggers for plat and building permit. No additional information regarding noise is required as part of this DSP for architecture.

No other environmental requirements have been identified for this application.

This email serves in lieu of a memo.

Megan Reiser

Planner Coordinator, Environmental Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
301-952-3752



M-NCPPC

Grover, Ruth

From: Reilly, James V <JVReilly@co.pg.md.us>
Sent: Monday, June 04, 2018 11:39 PM
To: Grover, Ruth
Cc: Toth, Steven L.
Subject: RE: EPlan Referral for DSP-17044, Riverfront at West Hyattsville (ETOD) via DROPBOX

Good Evening Ms. Grover,

We have reviewed the referral for DSP-17044. We have the following comments:

- With regard to water supply, the site is served by WSSC mains so the Fire Department anticipates the water supply for firefighting will be adequate. The applicant's System Extension Plan and/or Site Utility Plan submittals to WSSC shall demonstrate that any proposed private hydrants on the site will provide 1000 gpm at a residual pressure of 20psi.
- No fire hydrants are shown on the DSP. Hydrants shall be provided so that no exterior portion of the building is more than 500' as hose is laid by the fire department. A hydrant must be provided within 200' of any FDC which must be located on the front, address side of the building and be visible from the fire hydrant. Hydrants should be 40' from structures served.
- With regard to fire department access, any code required fire access road must be 22' wide. Fire access roads shall extend to within 150' of an exterior door, other than the garage door, on every unit. No exterior portion of the building shall be more than 450' from a fire access road as hose is laid by the fire department. Applicant's submission should show drivable widths of all roads (paved surface from the face of the curb to the face of the opposite curb - shall be 22' minimum) and alleys (width of total paved surface to include asphalt and depressed curb - shall be 18' minimum for any alley not required for fire department access.) Please provide typical depth/length of driveway (garage door to edge of depressed curb.)
- Applicant shall provide an autoturn exhibit showing a Prince George's County fire apparatus with a 43' foot bumper swing can negotiate all proposed roads.

Please let me know if I can clarify any of the comments above. Regards. Jim

James V. Reilly
Assistant Fire Chief



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
6820 Webster Street, Landover Hills, MD 20784
Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jvreilly@co.pg.md.us

From: Grover, Ruth [mailto:Ruth.Grover@ppd.mncppc.org]
Sent: Saturday, June 02, 2018 4:32 PM
To: Henderson, Tamika; Franklin, Judith; Masog, Tom; Conner, Sherri; Chaconas, Sheila; fred.shaffer@ppd.mncppc.org;

Grover, Ruth

From: Grover, Ruth
Sent: Monday, July 09, 2018 9:04 AM
To: Kosack, Jill; Hunt, James (James.Hunt@ppd.mncppc.org)
Subject: FW: REVISED: EPlan Referral for DSP-17044, Riverfront at West Hyattsville (ETOD) via DROPBOX

FYI

From: Katie Gerbes <kgerbes@hyattsville.org>
Sent: Monday, July 09, 2018 8:56 AM
To: Grover, Ruth <Ruth.Grover@ppd.mncppc.org>
Subject: Re: REVISED: EPlan Referral for DSP-17044, Riverfront at West Hyattsville (ETOD) via DROPBOX

Hi Ruth,

Unfortunately, the Hyattsville City Council is now in our "summer schedule" where we only have one City Council meeting per month. As a result, our City Council has not yet met since we received the referral. They will be meeting on July 16, at which point they will vote on whether or not to support DSP-17044. Obviously there is no expectation our comments will be in the staff report, given the scheduling conflicts with our Council and the referral due date. As a result, Jim or I plan to attend the PB hearing on July 19 and present our comments at that time.

Right now, Staff have recommended support, subject to the following conditions:

1. The applicant shall revise the side elevations of townhouse units facing prominent locations and areas scheduled to be dedicated as public rights-of-way with building materials and textures consistent with the front facing exterior townhouse facades;
2. The applicant shall consider revising the rear exterior façade elevations to provide a variety of materials, textures or colors.

I will let you know as soon as possible what the decision of our Council is.

Thanks for checking in,

Katie Gerbes, AICP

Community Planner

4310 Gallatin Street

RIVERFRONT AT WEST HYATTSVILLE

DETAILED SITE PLAN

ARCHITECTURE

DSP-17044

pursuant to

EXPEDITED TRANSIT-ORIENTED DEVELOPMENT

in a

Transit District Overlay Zone (TDOZ)

STATEMENT OF JUSTIFICATION

May 14, 2018

Revised June 11, 2018

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I. INTRODUCTION

West Hyattsville Property Company, LLC, (the “Applicant”) presents this Detailed Site Plan application for Townhouse Architecture at 5620 Ager Road in Hyattsville, Maryland (the “Property”). The Property is located on the southwest side of Ager Road, approximately 620 feet north of Hamilton Street and the entrance to the West Hyattsville Metro Station. Found on Tax Map 41, Grids D-4 and E-4, it is known as Parcel 1, Barrett’s Addition to Kirkwood Village, Plat WWW 29@71, recorded in 1957. It is 18.45± acres.

The Property has recently been through several stages of the Prince George’s County approval process, including Preliminary Plan of Subdivision (4-15020) and Detailed Site Plan for Infrastructure Only (DSP-16029). These approvals established the lotting pattern and circulation plan, as well as stormwater quantity and quality management techniques and locations, landscaping and utility locations. This Detailed Site Plan application seeks to establish approval of the various architectural types for the proposed 183 townhomes on the Property. A separate Detailed Site Plan for multifamily architecture will be submitted.

As noted in prior applications, this stretch of Ager Road is a mix of old and new, residential and commercial, dominated by the West Hyattsville Metro Station. To the northwest lay the Kirkwood Apartments, a series of three-story, brick multifamily buildings. Immediately abutting the Property on the Kirkwood Apartment site are a drive aisle and parking spaces that runs the length of the common property line. Across Ager Road, to the northeast, single-family residences abut commercial uses, including a training facility for health care providers and a Latino Market. These are in the R-T Zone within the Transit District Overlay (T-D-O). To the southeast, in the M-X-T and T-D-O Zones, is land associated with the Metro Station. Southwest is the M-NCPPC Northwest Branch Stream Valley Park.

The West Hyattsville Transit District Development Plan (“TDDP”) established the following hierarchy for streets within the proposed development. Different street types have different architectural and massing requirements that will be discussed later in the Development Standards section of this statement of justification.

Residential Streets	Kirkwood Place River Terrace Road Little Branch Run Nicholson Street
Local Access Streets	Emerald Branch Drive Crimson Fox Drive Hyattsville Drive Alpha Ridge Avenue

Alleys

- Hush Alley
- Still Alley
- Whisper Alley
- Elkhorn Alley
- Summer Alley
- Winter Alley
- Spring Alley
- Quiet Alley

II. FINISHED SQUARE FEET

The Applicant proposes three models with several different architectural elevations shown on the elevation sheets. Widths are 16 feet for interior units and 20 and 24-feet for end units. The models have finished square footage as follows:

Model	Finished Square Footage (±)	
	Above grade finished area	Unfinished Area
Unit A (16 Ft. wide)	1,575 SF	313 SF
Unit B (20 Ft. wide)	1,939 SF	383 SF
Unit C (24 Ft. wide)	2,340 SF	462 SF

III. PRIOR APPROVALS

Conceptual Sit Plan CSP-05006

Conceptual Site Plan CSP-05006 was approved on the Property in 2008. Preliminary Plan 4-05145 was approved in 2006. However, both the prior Conceptual Site Plan and Preliminary Plan approved for this property also included the adjacent 26 acres of land owned by WMATA which was filed pursuant to a Joint Development Agreement which has expired. WMATA is not a party to the instant application and the Applicant does not have any interest in the WMATA property. As a result, the applicant is unable to implement these prior approvals, including their conditions, and is required to start the approval process anew. This application constitutes a new application under the Expedited Transit Oriented Development (“ETOD”) regulations contained in Section 27-290.01 of the Zoning Ordinance. Pursuant to Section 27-290.01(a)(1), ETOD projects located in a Mixed-Use Zone are exempt from the requirement to obtain approval of a Conceptual Site Plan. As such, the development of the Subject Property will proceed without a CSP and the prior CSP conditions will not be applicable to the proposed development and analysis of compliance with prior conditions of approval is not required.

Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. Conditions 1.j., and 15 are applicable at the Architecture Detailed Site Plan stage:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:

j. Remove the development standards table and replace it with the following table:

DEVELOPMENT STANDARD	REQUIRED	PROVIDED	CODE SECTION
a. Minimum Bldg. Width Interior Unit	20 feet	16 feet	Section 27-548(h)
End Unit	24 feet	20 feet	
b. Maximum TH Units per Bldg. Group	6 du	8 du (7 groups) 7 du (10 groups)	Section 27-548(h)
c. Max. number of Bldg. Groups w>6 du	20%	61% (17 groups)	Section 27-548(h)
d. Minimum Lot Size	1,800 sq. ft.	816 sq. ft. min.	Section 27-548(h)

***A variance is approved, in accordance with the table above, from the lot standards of Section 27-548(h) of the Zoning Ordinance.**

RESPONSE: This has been done and the Preliminary Plan has received signature approval. The Detailed Site Plan is in conformance with these standards.

2. Total Development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.

RESPONSE: The number of townhouses proposed in this DSP is the same as that approved at the time of preliminary plan and no other development is proposed at this time. Thus, the development proposed conforms to the trip cap.

15. At the time of review of the detailed site plan for architecture for the single-family attached units and final plat for the lots of such units, the following issues shall be considered:

a. Variation in the unit width in a stick of more than six units in a row, to incorporate a unit with a minimum width of 18 feet wide for every three narrower units, if possible.

RESPONSE: The architectural elevations shown in the application do not include a wider townhome in the middle of sticks of more than six units. The Applicant has examined the possibility of including this additional width in the middle but has found it severely restricts the marketing of the lots. Offsets in house façades and differing architecture and materials provide the desired visual variation.

b. Architecture which provides entrances on the endwall of units where the endwall is fronting on a public street or open space.

RESPONSE: No endwall entrances are proposed. While these features might work in more suburban settings, but not as well in urban settings. The goal is to activate the space and streets in front of the homes, not the less used space along side of the units. Two of the homes in an attached grouping would not enjoy the same public space activation as the others in the group. Endwalls shown on the included architecture are well articulated with windows at all levels. This architecture will soften views from adjoining streets, obviating the need for an entrance along the side.

c. Provide a minimum eight-foot distance between the end unit lot lines of any two single-family attached building groups where pedestrian circulation is proposed between the units.

RESPONSE: Pedestrian circulation between attached building groups is only likely on Parcels "I," "L," "M," and "R." All of these parcels exceed eight feet in width at their narrowest point.

d. An evaluation of adequate access to the proposed parking on Hush Alley, in accordance with the requirements of the Prince George's County Zoning Ordinance and the 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone, to determine if the removal of parking or widening of the alley is necessary.

RESPONSE: Mike Lenhart, of Lenhart Traffic Consulting, Inc., evaluated the access and parking on Hush Alley and provides the following:

As required in Condition 15.d., the DSP was evaluated to determine the adequacy of access to the proposed parking on Hush Avenue. The access to Hush Alley is provided

off of Kirkwood Place approximately 100 feet northwest of the centerline of Little Branch Run. Kirkwood Place is a dead-end road beyond the Hush Alley access with on-street parking for six vehicles and there will be little to no traffic on Kirkwood Place with very low traffic speeds. Hush Alley provides access to eight single family attached units which will generate a maximum of 6 to 7 peak hour trips. The geometric design of the intersection provides for good layout and the traffic volumes are anticipated to be very low with good traffic operations for the access as designed.

This condition is met.

Detailed Site Plan 16029

Detailed Site Plan DSP-16029 was approved by the Prince George's County Council, Sitting as the District Council, on April 25, 2017 for infrastructure only. The application was approved subject to four conditions. The conditions applicable to this DSP are addressed below:

1. Condition 1.a.h.(1):

“An additional 36 ornamental or evergreen trees shall be provided at the time of the DSP which includes architectural elevations”

RESPONSE: An additional 36 ornamental trees have been provided on this DSP #17044.

2. Condition 2 requires a permanent and direct sidewalk connection be provided to the existing tunnel to the West Hyattsville Metro Station through the multifamily component of the development at the time of the approval of the Detailed Site Plan for the multifamily parcel(s). This Detailed Site Plan addresses the townhouse development exclusively. Condition 2 is inapplicable to the subject application.

3. Condition 3:

“In the event that the permanent sidewalk connection for in Condition 2 is not constructed prior to (or concurrent with) the townhouse development, construct a temporary asphalt sidewalk connection from the end of Emerald Drive, as shown on the site plan, to the existing tunnel to the West Hyattsville Metro Station. This temporary connection shall not be constructed until safe access be provided through the subject site.”

RESPONSE: The infrastructure site plan shows that the main access to the townhouse component of the Riverfront at West Hyattsville development will be achieved from the main spine road, known as Little Branch Run. While pedestrian access will be provided along this road, the most direct access to the existing sidewalk leading to the Metro Station is to cut through the multifamily parcel on the west side of the Metro tracks.

Condition 2 referenced above requires that a permanent connection be provided when the detailed site plan for the multifamily building is approved. Condition 3 allows for the possibility of a temporary connection in the interim between the construction of the townhouses and the construction of the multifamily component. A temporary 5- wide asphalt sidewalk connection has been added to the DSP-17044 to satisfy this condition.

4. Condition 4:

“Prior to the approval of the full-scale detailed site plan for the townhouse units, a lighting and photometric plan shall be provided for the alleys. The lighting plan will depict appropriate locations for lighting fixtures and the photometric plan shall provide adequate lighting levels that, at a minimum, conform to the requirements of the International Building Code applicable in Prince George’s County, or other appropriate standard as determined by the Planning Board.”

RESPONSE: A lighting and photometric plan has been provided for the alleys as requested.

IV. RELATIONSHIP TO THE GENERAL PLAN

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

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

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

The Property is identified on the Growth Policy Map as the West Hyattsville Local Center. Local Centers are recommended “**as focal points for development and civic activity based on their access to transit or major highways.**” Plan 2035 includes “**recommendations for directing medium- to medium-high residential development, along with limited commercial use, to these locations, rather than scattering them throughout the established communities.**” The centers, it continues, “**are envisioned as supporting walkability, especially in their cores and where transit service is available.**” (p. 19)

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

- Mid-rise and low-rise multifamily and townhomes at a density of 15 to 30 dwellings per acre.
 - Limited new Commercial development at an FAR of 1.5 to 3.0
 - Metrorail or Light Rail with connections to bus services.
- (p. 108)

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

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

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

The prior Infrastructure Detailed Site Plan (DSP-16029) advances this Vision and Land Use Goal by providing just the type of walkable, transit accessible community promoted throughout Plan 2035. This Architecture Detailed Site Plan is the next step in bringing the General Plan vision to fruition.

V. MASTER PLAN AND ZONING

The Property is in the Mixed Use-Transit Oriented (M-X-T) Zone. It is in the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* (“TDDP”) which sets forth development regulations addressed later in this statement of justification. Three distinct neighborhoods are examined in the TDDP: North Park, Hamilton Square, and Queenstown. The Property straddles the North Park and Hamilton Square neighborhoods, with a majority of the Property—northwest of the Metro tracks—in the North Park neighborhood, and the smaller portion—southeast of the tracks—in Hamilton Square. Proposed townhome development in the North Park portion of the Property is the focus of this detailed site plan, with the portion of the Property in Hamilton Square is shown as future

development. North Park includes the adjacent Kirkwood Apartment property. The Vision for North Park is:

Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller “pocket” parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park. (pp. 10-11)

VI. DEVELOPMENT DISTRICT STANDARDS

To realize this Vision, the TDDP includes design standards for Building Envelopes and Blocks, Streetscapes, Architecture, and Parking. While not all are applicable to an infrastructure only detailed site plan, relevant standards are discussed below. Development Standards are listed in *italics* in the column on the left below, with the Applicant’s response in the right column.

Building Envelope and Block Standards- General Design Principles and Intent (Page 67)	
<i>I. Intent</i>	
The TDDP identifies the building envelope standards for all building sites within the West Hyattsville Transit District. The intent of the building envelope standards is to create a vital public realm through well designed street space. Deviations from the building envelope standards can be reviewed through the appropriate process as outlined in the Transit District Development Plan (Applicability of Site Plan Requirements). The building envelope standards set the specifications for building sites along street, siting, elements and use.	
<i>1. Buildings shall be aligned and close to the street</i>	Buildings are proposed as close to the street as possible, behind the sidewalk and public utility easement with no substantially additional front yard.

<p><i>2. Buildings shall be consistent forms on both sides of the street and shall provide public space between buildings fronting the street.</i></p>	<p>Internally, open areas are provided between groups of townhomes. The site design shows buildings of consistent (not exact) architecture facing each other across the street.</p>
<p><i>3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.</i></p>	<p>Does not apply to the townhomes.</p>
<p><i>4. Buildings shall define the property lines. Public and private space shall be clearly defined as public with open views and surveillance, or private and protected.</i></p>	<p>Lots are laid out to achieve this standard. Townhomes define property lines by paralleling them. Private space in the rears of the townhomes is clearly private and separate from the public realm.. Public space-parks and walks between groups of homes, are open and easily surveilled from streets or windows.</p>
<p><i>5. Buildings shall be designed to orient views towards the street and public realm.</i></p>	<p>This applies throughout, with lots designed to afford views onto streets. Many Townhome lots in the development will have stunning views into the Northwest Branch Stream Valley Park. All homes are oriented toward the streets, activating the public realm.</p>
<p><i>6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.</i></p>	<p>This does not apply to the townhomes.</p>
<p><i>7. Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.</i></p>	<p>These are not proposed in the Architecture Detailed Site Plan.</p>

<p>8. <i>Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.</i></p>	<p>As this applies to the multifamily buildings, this level of detail will be explored in the multifamily Architecture Detailed Site Plan.</p>
<p>9. <i>Commercial and mixed-use blocks shall contain a minimum on 80 percent commercial uses on the ground floor.</i></p>	<p>This applies to the multifamily development and is not applicable to the townhouse architecture Detailed Site Plan.</p>
<p>General Design Principles and Intent-Building Street Types (Page 68)</p>	
<p>Intent <i>The TDDP identifies the building street type for all streets within the West Hyattsville Transit District. The building street types are provided to regulate building height requirements, parking structure height, ground story height, upper story height, and transitions in height for the specific street types of Boulevard (Ager, Chillum, and Queens Chapel Roads), Main Street (Hamilton Street), Park Drive, Residential Street, LID Street, Local Access Street, and Alley. Deviations from the building street type requirements shall be reviewed through the appropriate process as outlined in the transit district development Plan (Applicability of Site Plan Requirements).</i></p>	
<p>COMMENT: None of the Townhouse lots front Ager Road, the lone Boulevard affecting the proposal. Further, a modification to Map 28, Page 101 of the TDDP approved through DSP-16029 reclassified River Terrace Road from a “Park Drive” to a “Residential Street.” Therefore, the TDDP standards for architecture applicable to Boulevards and Park Drive are not applicable and are not included in this statement of justification. The justification begins with Residential Streets.</p>	

<p><i>Residential Street</i></p>	<p>There are four Residential Streets in the proposed development: Kirkwood Place, River Terrace Road, Little Branch Run, and Nicholson Street. River Terrace Road parallels the Stream Valley Park. Little Branch Run is the main entrance into the development, connecting Ager Road with River Terrace Road. Nicholson Street is the street closest to and paralleling the River Terrace Road. Kirkwood Place is the first cross street in the development.</p>
<p>Height Specifications</p> <p><i>1. Building Height:</i> <i>Principal building height is measured in stories. All buildings shall be a minimum of four stories and a maximum of six stories in height, except where otherwise noted in the TDDP. No accessory building shall be more than 18 feet to its eaves.</i></p>	<p>Townhomes of four stories are proposed along the four “residential streets” (Kirkwood Place, River Terrace Road, Little Branch Run, and Nicholson Street).</p>
<p><i>2. Parking Structure Height and Block Coverage:</i> <i>No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.</i></p>	<p>There are no parking structures along residential streets</p>

Siting Specifications	
<p>1. Building Street Façade: <i>The facades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street faced shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.</i></p>	<p>All townhomes fronting residential streets are constructed at the build-to-line, just behind the sidewalk and public utility easement (and an additional setback required by Siting Specification requirement 3, below). Townhomes facing one residential street, Little Branch Run, do not actually front the street. They are separated from the street by a public open space parcel. Jogs of equal to or less than 24 inches are proposed along all front facades.</p>
<p>2. Maximum Block Length: <i>Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).</i></p>	<p>Map 13 shows Lot Registrations classified “AA,” “BB,” “CC,” “DD,” “L,” “Y,” and “Z.”</p> <p>Little Branch Run can be divided into 5 blocks. Three of these blocks are approximately 150 feet in length, with the other two approximately 250 feet long. None exceed 400 feet. This standard is met for Little Branch Run.</p> <p>Nicholson Street is one block that exceeds 400 feet in length. A modification was approved in DSP 16029.</p>

<p>3. Buildable Area: <i>Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All single-family residential buildings are required to be located two feet back from the build-to line to provide additional room for a front porch as stated below in the element specifications. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan.</i></p>	<p>All townhomes meet this requirement. Sidewalk location and width was approved in DSP 16029, and are in accordance with the West Hyattsville TDDP.</p>
<p>4. Side Yard Line: <i>The minimum side setback is five feet.</i></p>	<p>This minimum setback is provided on end units.</p>
<p>5. Rear Yard Line: <i>On sites with no alley access, there shall be a 12-foot setback from the rear yard line.</i></p>	<p>This minimum setback is provided on end units.</p>
<p>Local Access Street and Alley (Page 78)</p>	<p>There are four local access streets: Emerald Branch Drive, Crimson Fox Drive, Hyattsville Drive, and Alpha Ridge Avenue.</p> <p>There are eight alleys: Hush Alley, Still Alley, Whisper Alley, Elkhorn Alley, Summer Alley, Winter Alley, Spring Alley, and Quiet Alley.</p>
<p>Height Specifications</p> <p>1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of four stories and a maximum of six stories in height, except where otherwise noted in the TDDP. No accessory building shall be more than 18 feet to its eaves</p>	<p>The architecture shows four story townhomes along the four local access streets and eight Alleys.</p>

<p>2. Parking Structure Height and Block Coverage: <i>No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.</i></p>	<p>No parking structure is proposed. Garages are shown in the rears of homes, less than 40 feet in height. No solid wall is required.</p>
<p>Siting Specifications (Page 79)</p>	
<p>1. Building Street Façade: <i>The facades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.</i></p>	<p>The façades of the groupings are a single plane with jogs of less than or equal to 24 inches. Homes are pushed as close to the sidewalk edge as the public utility easement will allow.</p>
<p>2. Maximum Block Length: <i>Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).</i></p>	<p>Block length is consistent with that approved in DSP 16029.</p>

<p>3. Buildable Area: <i>Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All single-family residential buildings are required to be located two feet back from the build-to line to provide additional room for a front porch as stated below in the elements specifications. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan.</i></p>	<p>The site plan shows house locations at, or up to four feet behind, the front build-to-line—which is determined by the public utility easement—allowing for front porches.</p>
<p>4. Side Yard Line: <i>The minimum side setback is five feet.</i></p>	<p>There are no minimum side setbacks for interior townhomes. All end units are a minimum of five feet from the end unit side property line.</p>
<p>5. Rear Yard Line: <i>On sites with no alley access, there shall be a 12-foot setback from the rear yard line.</i></p>	<p>All homes are accessed by an Alley.</p>
<p>STREETSCAPE STANDARDS (Page 81)</p>	
<p>GENERAL DESIGN PRINCIPLES AND INTENT</p>	
<p>GENERAL STREETSCAPE STANDARDS (Page 83)</p> <p>COMMENT: All of the General Streetscape standards were reviewed and approved at the Detailed Site Plan for Infrastructure.</p>	

<p>Public Street Lighting (Page 89)</p> <p>COMMENT: With one exception, the Public Street Lighting Standards were reviewed and approved with the Detailed Site Plan for Infrastructure. The following standard was left for review at the Architecture Detailed Site Plan.</p>	
<p><i>11. Residential Building Lighting: Porch and/or entry lights shall be required on all residential buildings to create a safe pedestrian environment at night. Porch and/or entry lights for single-family attached residential units shall not exceed 100 watts per fixture.</i></p>	<p>These are provided.</p>
<p>Blocks and Alleys (Page 91)</p> <p>COMMENT: With one exception, the Blocks and Alleys Standards were reviewed and approved with the Detailed Site Plan for Infrastructure. The following standard was left for review at the Architecture Detailed Site Plan.</p>	
<p><i>1. Building Siting: Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.</i></p>	<p>The buildings are sited in accordance with the West Hyattsville TDDP in terms of location, height, setbacks, orientation. The are located in accordance with the Preferred Land Use Map as modified by District Council approval of DSP-16029; they are four-stories in height, matching the street standard building height requirements; they are setback only as far as necessary to provide sidewalks and public utility easements; and they are oriented toward the street to provide an urban setting on pedestrian-friendly streets.</p>
<p>Sidewalks (Page 92)</p> <p>COMMENT: All Sidewalk Standards were reviewed and approved with the Detailed Site Plan for Infrastructure.</p>	
<p>Sod, Groundcover and Mulch (Page 93)</p> <p>COMMENT: All Sod, Groundwater and Mulch Standards were reviewed and approved with the Detailed Site Plan for Infrastructure.</p>	

Landscape (Page 93)

COMMENT: All Landscaping Standards were reviewed and approved with the Detailed Site Plan for Infrastructure.

Parks (Page 95)

COMMENT: All Parks Standards were reviewed and approved with the Detailed Site Plan for Infrastructure.

Plazas (Page 97)

COMMENT: Plaza Standards were reviewed and approved with the Detailed Site Plan for Infrastructure. Those Plaza Standards applicable to the Multifamily section of the development will be reviewed in that DSP.

ARCHITECTURE STANDARDS (Page 103)

GENERAL DESIGN PRINCIPLES AND INTENT

Intent

M-NCPPC staff shall review building architecture. Staff will coordinate with the developer and/or applicant to review the standards of the form-based code. Architecture shall be of high quality, enduring, and promoting a sense of character for the building street wall. Building walls should reflect high-quality architecture and complement the surrounding development. They should be structural walls that provide long-lasting building materials. Building walls should not be too ornate or too simple. All building materials shall be appropriate to their specific properties for load bearing capacity. Refer to the TDDP architecture standards below for the specific prescriptions of this section. Specifically, the architecture standards are intended:

To enhance the visual appeal of new commercial/mixed-use and residential development

To enhance the visual environment of activity centers

To promote pedestrian accessibility and safety

To minimize visual clutter and blight

COMMENT: The townhouses best resemble the Federal Style of architecture, with clean lines, a mix of brick and siding, a mix of flat and gabled roofing, with slim upper floor windows. Designed for an urban setting, the homes include rear loaded garages, with front doors close to

<p>the sidewalk and street. The submitted architecture shows four-story homes. Box bay windows are a homeowner option along the front façade. These windows, combined with variable materials (brick, siding, stone, veneer) and a fourth-floor loft space stepped back from the front of the buildings, create architectural articulation and visual variety, while maintaining a distinctive, cohesive style along each group of buildings and throughout the community. The setbacks, and the varied features and cohesive front create a community that is visually compelling, promotes pedestrian accessibility and safety, and minimizes visual clutter.</p>	
<p><i>1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.</i></p>	<p>As noted, the architecture is consistent throughout the community and is aesthetically pleasing.</p>
<p><i>2. Architecture shall specify required details as indicated in the TDDP.</i></p>	<p>The details regarding building materials, window widths and locations, doorway design, loft and fourth floor elevations, are outlined next to the applicable standard in this document.</p>
<p><i>3. Architecture shall provide a coherent form for the building.</i></p>	<p>Not only is the architecture consistent along the façade of individual groups of buildings, but it is consistent throughout the neighborhood. Each elevation presents a Federal design, varied by architectural detailing, building setbacks at the fourth floor, and the occasional box bay window. These variations provide a coherent form for the building.</p>
<p><i>4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.</i></p>	<p>In elevations with mixed materials, stronger materials, such as brick or stone, are shown forming the base of the façade, with lighter, softer materials atop. This will prevent a top-heavy look.</p>
<p><i>5. Architecture materials shall be as indicated in the TDDP; equivalent or better material is also encouraged but shall be approved at the discretion of the Planning Board.</i></p>	<p>Materials proposed are brick, stone, siding, and/or veneer. These high quality materials are in conformance with TDDP standards and recommendations.</p>

<p><i>6. Architecture characteristics shall be coordinated with respect to building articulation, building scale and proportions, architectural style, roof forms, building details and fenestration patterns, and materials.</i></p>	<p>The elevations show four-story structures, in accordance with, and in locations outlined in, the TDDP specifications for heights along specific roadways. Not all elevations show an articulation line below the third floor. All elevations show a substantial articulation line between the third and fourth floors. On full brick or stone fronts, the only articulation line may be between the third and fourth floors, but a dramatic line it is. Building fenestration and roof forms, are similar on all elevations. These elevations, akin throughout the neighborhood, are well coordinated.</p>
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Configurations and Techniques (Page 105)	
<p>1. Exterior Walls (Architecture):</p> <p><i>Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited.</i></p> <p><i>Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers.</i></p> <p><i>Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building.</i></p> <p><i>All exposed and visible exterior walls of a building shall provide quality architectural material along the facades according to the permitted building façade materials stated in the architectural standards.</i></p>	<p>No façade of any townhouse grouping will be monolithic. The architecture shows box bay windows, jogs of up to 24 inches between units, the loft area stepped back from the third floor, and front stoops and/or porches, all of which help break up the long, straight façade.</p> <p>As shown on the architecture elevations, each townhome has consistent materials horizontally with changes in material generally coming at the second-floor level.</p> <p>Any homeowner addition will need review by the County to ensure that building additions are logical extensions of the home’s architecture.</p> <p>The quality of the architectural materials is self-evident. Brick, stone, siding, brick and stone veneer, all provide durability in a visually pleasing setting.</p>

<p>2. Brick and Stone: <i>Brick shall specify the pattern, color, type, and model number of brick to be used.</i> <i>Stone shall specify the pattern, color, type, and finish of stone to be used.</i></p>	<p>A color and materials palate will be submitted during the review of this detailed site plan.</p>
<p>3. Building Facades along Corner Lots: <i>Building facades along corner lots shall be architecturally treated as having street frontage on both the front and side streets. Both facades shall provide architectural material that meets the materials list specified in the architectural standards.</i></p>	<p>Architecture of high visibility endwalls will be treated as fronts. Though no entry is proposed, the endwalls facing public streets will exhibit architectural elements.</p>
<p>4. Parapet Roofs: (Cornice, Entablature, and Coping Standards) <i>Parapet roofs shall only be permitted to conceal roof top mechanical equipment and shall not extend beyond the height of the rooftop mechanical equipment. Building architectural roof sections shall be submitted as part of the detailed site plan to provide compliance with this standard.</i> <i>Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and shall not qualify as overall building height.</i></p>	<p>Parapet roofs are not proposed.</p>

WINDOWS AND DOORS/ENTRANCES	
Configurations and Techniques (Page 106)	
<p>The following configurations and techniques are permitted.</p> <p>1. All Windows:</p> <p><i>Windows shall not span vertically more than one story.</i></p> <p><i>Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.</i></p> <p><i>Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.</i></p> <p><i>Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).</i></p> <p><i>Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.</i></p>	<p>While many of these requirements apply more specifically to mixed-use or commercial buildings, the Applicant offers the following as they regard townhomes.</p> <ul style="list-style-type: none"> - No window spans vertically more than one story. - No window spans horizontally across building elements. - Ganged windows are not proposed. - Windows re more than 30 inches to building edges. - Some elevations include shutters that, as seen on the elevations, are appropriately sized for the window.
<p>2. Ground Floor Windows:</p> <p><i>Single panes of glass shall not be larger than six feet high by four feet wide.</i></p> <p><i>Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.</i></p>	<p>No single-pane windows are proposed. The requirement that they allow 60 percent of surface view into the building for a depth of 20 feet is best suited for commercial uses, and not generally applicable to residential uses. Windows are designed to residential standards.</p>

3. Upper-Story Windows:

Windows shall be double-hung, single-hung, awning, or casement windows.

Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.

Residential buildings/floors: panes of glass no larger than 36 inches vertical by 30 inches horizontal.

The maximum pane size for office uses is 40 inches vertical by 40 inches horizontal.

Egress windows may be installed according to the appropriate building code.

All front windows are operable. The architectural details so that upper-story windows are no larger than 36 inches high by 30 inches wide. Specific egress windows are not proposed in residential units, though all may be used for egress.

4. Doors/Entrances:

Primary entrances shall be delineated on the detailed site plan as major architectural features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance.

Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street.

Primary building entrances shall connect to the sidewalk with a pedestrian walkway.

Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.

Double height entryways (those that span more than one story) shall be prohibited.

Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.

Roll-down security gates, door, and windows shall be prohibited.

This standard applies to commercial uses. However, it is important to note that doorway entrances to connect to a sidewalk and face the primary street. They are designed, in terms of color palate and fenestration, with the total façade of the home and group of homes in mind—that is, they are architecturally compatible with the homes' designs.

SIGNAGE (Page 107)

COMMENT: There are no building signs associated with the townhome development.

PARKING STANDARDS (Page 109)	
GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)	
COMMENT: The General Design Principles and Intent of the Parking Standards were reviewed and approved with the Detailed Site Plan for Infrastructure. On- and off-street parking standards applicable at the Architecture Site Plan stage are outlined below.	
ON-STREET PARKING (Page 111)	
Intent <i>To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.</i>	
1. Materials: <i>On-street parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration (SHA) as appropriate.</i>	The Applicant continues to work with the City of Hyattsville to coordinate materials for on-street parking. A continuation of the street surface is proposed.
2. Configurations and Techniques a. Permitted Development Blocks for On-Street Parking: <i>On-street parking areas shall be permitted in all development blocks except NN and OO.</i> b. Siting: <i>On-street parking shall be located in accordance with the West Hyattsville TDDP streetscape sections. Restricted (non-rush hour) on-street parking may be permitted on primary streets within the TDOZ, subject to an executed memorandum of understanding (MOU) between the City of Hyattsville, DPW&T, and the State Highway Administration (SHA) as appropriate.</i>	The Property is not in Development Blocks “NN” or “OO.” On street parking is expected to be available 24 hours a day; there are no primary streets within the proposed development.

OFF-STREET PARKING (Page 112)

Intent

To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the West Hyattsville TDOZ.

Configurations and Techniques:

COMMENT: This Section provides regulations concerning Siting, Uses Within Parking Structures, Façade Treatments for Parking Structures, Parking Structure Fenestration, Parking Structure Height, Siting of Parking Structures with Street Frontage, Parking Structure Entrances and Exits (Single-Family Residential, Parking Structure Entrances and Exits (Multi-family/Nonresidential), Parking Structure Stairwells, Parking Structure Elevators, and Parking Structure Lighting. Of these, only “Siting” and “Parking Structure Entrances and Exits (Single-Family Residential)” apply at this time.

1. Siting: *Off-street parking facilities (surface lots and parking structures) shall be located in accordance with the West Hyattsville TDDP/TDOZ parking plan. Surface parking areas shall be provided to the rear of the site away from the public realm view. Parking areas and pedestrian access to these areas shall not exceed 25 percent of the build-to line frontage on any block. Street frontage vehicular access to off-street parking facilities shall be prohibited (see discussion of off-street parking entrances below).*

Single-family attached housing is proposed in this Detailed Site Plan. Parking structures associated with this proposal are individual garages and driveways serving individual homes. None of these are in the public realm; in fact, all of the homes are rear-loaded, with garages and driveway access to them in the rear of the homes on alleys. Fronts will have no parking.

<p>2. Uses Within Parking Structures Along Street Frontages: <i>Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial mixed-use blocks as identified in the West Hyattsville TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to enhance the parking structure. Parking structures on corner lots shall provide ground-floor retail uses within the parking structure along both the front and side streets.</i></p>	<p>This Detailed Site Plan is for townhomes only. No commercial mixed use blocks or retail space is proposed.</p>
<p>3. Façade Treatments for Parking Structures: <i>Parking structure facades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets.</i></p>	<p>Garage façades are not visible to the public realm. All units are rear loaded.</p>
<p>4. Parking Structure Fenestration: <i>Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building, façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall facades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.</i></p>	<p>This is not applicable to individual home garages. No other parking structure is proposed.</p>

<p>5. Parking Structure Height: <i>Structured parking shall be from a minimum of two stories to a maximum of five stories. Parking garages shall not exceed the height of the surrounding buildings and shall not visually dominate the block where visible from the street or other public space.</i></p>	<p>This is not applicable to individual home garages. No other parking structure is proposed.</p>
<p>6. Siting of Parking Structures With Street Frontage: <i>All parking structures with street frontage shall be located at the build-to lines that shall be sited zero feet from the sidewalk edge to create a continuous street wall. Each applicant or the applicant's heirs, successors, and/or assignees, shall be responsible for parking structure improvements as delineated in the West Hyattsville TDDP. Parking garages shall be located within the interior of a block, surrounded by buildings that front the street except where otherwise delineated in the West Hyattsville TDDP. Parking structures on corner lots shall meet the build-to lines along both the front and side streets.</i></p>	<p>This is not applicable to individual home garages. No other parking structure is proposed.</p>
<p>7. Parking Structure Entrances and Exits (Single-Family Residential): <i>Parking structure entrances and exits within single-family areas shall not be more than 80 square feet in area, and there shall not be more than one garage door for each 16 feet of building frontage. All townhouse and live/work unit garages shall be tuck-under. Access to parking garages from the street frontage shall be prohibited. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts.</i></p>	<p>The proposed architecture shows garages entrances of less than or equal to 80 square feet and are designed as tuck-under entrances. As shown on the architectural elevations, units with two-car garages will have only one door, necessitating only one driveway cut.</p>

<p>8. Parking Structure Entrances and Exits (Multi-family/Nonresidential): <i>Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted.</i></p>	<p>This Detailed Site Plan is for Townhomes only.</p>
<p>9. Parking Structure Stairwells: <i>Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.</i></p>	<p>This is not applicable to individual home garages. No other parking structure is proposed.</p>
<p>10. Parking Structure Elevators: <i>Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.</i></p>	<p>This is not applicable to individual home garages. No other parking structure is proposed.</p>

<p>11. Parking Structure Lighting: <i>Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:</i></p> <ul style="list-style-type: none"> <i>a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling</i> <i>b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling</i> <i>c. Perimeter or core uplight wall fixture</i> <i>d. 250W metal halide</i> <i>e. 10-foot6-inch parking structure ceiling</i> <i>f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 percent deck (concrete construction), and 0 percent walls.</i> 	<p>This Detailed Site Plan is for townhomes only.</p>
<p>BIKEWAYS AND BICYCLE PARKING (Page 116)</p> <p>COMMENT: The Bikeways and Bicycle Parking Standards were reviewed and approved with the Detailed Site Plan for Infrastructure.</p>	

VII. OTHER REQUIREMENTS

The DSP application is in compliance of the requirements of the M-X-T Zone, as well as the requirements applicable to Expedited Transit-Oriented Development (ETOD) Projects, as set forth below.

Section 27-546(d), Site Plans, of the Zoning Ordinance includes required findings that must be made by the Planning Board. Many of these findings were made at the time of the infrastructure DSP, and addressed the overall development proposal and the project layout. These findings will be set forth below, Those findings that were deferred until consideration of this architecture DSP are highlighted as well. The findings required by Section 27-546(d) are, as follows:

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

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

Section 27-542. Purposes.

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

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

COMMENT: As the Planning Board found in approving DSP-16029, the site is within one-half mile of the Metro Station. The property is in the West Hyattsville Metro local transit center as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses, to which this project conforms.

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

COMMENT: As the Planning Board found in approving DSP-16029, the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* recommends a mix of townhouse, four -to six-story condominiums, and mixed-use residential on the subject property. The TDDP identifies the subject property as part of the "North Park" Neighborhood, described as follows:

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

The subject development will ultimately fulfill the vision of the area as described above.

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

COMMENT: As the Planning Board found in approving DSP-16029, the proposed development plan takes full advantage of the development pattern in the M-X-T Zone on the area proposed for townhouses. For the overall site, as envisioned by the TDDP and the previously approved PPS, more development is anticipated. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

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

COMMENT: As the Planning Board found in approving DSP-16029, the overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation a person may not need an automobile due to convenient access to the Metro station. The proposed site layout further facilitates walking, bicycling and transit use.

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

Comment: As the Planning Board found in approving DSP-16029, the proximity of the site to the Metro and the future anticipated multifamily residential and retail development will encourage activity in the area by the future residents as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

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

COMMENT: The lotting pattern of the townhouse development was determined at the time of the infrastructure DSP. The details regarding the multifamily development and commercial component will be addressed at a later Detailed Site Plan. This application will approve the architecture for the townhouse component. Future development will be compatible with the architecture proposed herein.

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

COMMENT: The proposed architecture is consistent with the layout established by the infrastructure DSP approved previously. The proposed dwellings create a dynamic functional relationship with a distinctive visual character and identity. The townhouses best resemble the Federal Style of architecture, with clean lines, a mix of brick and siding, a mix of flat and gabled roofing, with slim upper floor windows. Designed for an urban setting, the homes include rear loaded garages, with front doors close to the sidewalk and street. The submitted architecture shows four-story homes. Box bay windows are a homeowner option along the front façade. These windows, combined with variable materials (brick, siding, stone, veneer) and a fourth-floor loft space stepped back from the front of the buildings, create architectural articulation and visual variety, while maintaining a distinctive, cohesive style along each group of buildings and throughout the community. The proposed outdoor patio area will allow the residents vistas into the stream valley park, which is being converted by the applicant into a recreational amenity, with improved trail connections, an open play area and a public amphitheater. There will be three different models throughout the development, one for units of 16 feet in width, another for end units 20 feet in width and a third for end units measuring 24 feet in width. These different widths will provide a variety in square footage as well as price. The proposed residential will be the first adjacent to the West Hyattsville Metro since the adoption of the TDDP and implements the vision of the TDDP.

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

COMMENT: This DSP will allow for the construction of the first phase of residential for a multi-phase development. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

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

COMMENT: The subject application is proposing a mixed-use development that was envisioned by the Transit District Development Plan.

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

COMMENT: As noted above, the proposed architecture takes advantage of the location of the property next to a stream valley park. The trail connections, open space and amphitheater being

constructed in conjunction with this project allow the design of townhouses which are visually and physically oriented to the open space. The architecture is modern and promotes a sense of quality which will be extended throughout the remainder of the development.

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

The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (TDOZ)* retained the subject property in the Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zones and was approved July 18, 2006. This finding is not applicable to the Subject Property, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

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

COMMENT: As the Planning Board found in approving DSP-16029, the proposed street pattern of the project is a grid pattern and also has been designed to front on the M-NCPPC parkland, providing access to the larger community. In accordance with the section above, the ultimate development of the property will have most townhouse front façades oriented toward the roadways to provide an outward orientation, which will integrate and catalyze the development of the surrounding neighborhood. The appearance of the project from the Metro rail line is equally important.

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

COMMENT: The proposed development implements the lotting pattern approved with the infrastructure DSP. The proposed architecture is the first proposed in this development and adjacent to the Metro Station. It future development proposed by the Applicant will be compatible with the architecture proposed in this DSP.

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

COMMENT: The lotting pattern approved by the preliminary plan of subdivision and the infrastructure for the townhouses arrange the buildings such that they integrate with the public

streetscapes and stream valley park to create a cohesive development which sustains an independent environment of continuing quality.

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

COMMENT: The proposed 183 townhouses are the first phase of a multi-phase development. This phase is a self-sufficient entity. Future phases can be easily integrated into the development.

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

COMMENT: The pedestrian system was established at the time of the infrastructure DSP. This project is designed pedestrian-friendly with sidewalks and street trees throughout the project. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the transit district as a whole.

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

COMMENT: The areas allocated to open space, recreational uses and streetscape were determined at the time of the infrastructure DSP. This DSP provides the architectural context for the use of these spaces. The DSP specifies lighting and street furniture which are high quality and ensure a safe living environment for the future residents.

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

COMMENT: This finding does not apply to this DSP.

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

COMMENT: The PPS was approved on March 7, 2017 pursuant to PGCPB Resolution No 17-42, in which an adequacy finding was made and the proposal is consistent with the approval.

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

COMMENT: This provision does not apply to the proposed development.

In addition to the requirements of Section 27-546(d) addressed above, the DSP application is also in conformance with additional regulations of the M X T Zone as follows:

Section 27-544. Regulations.

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

COMMENT: The requirement regulating these aspects of the development are superseded by the regulations adopted in the TDDP which are applicable to the development. These regulations address building siting, setbacks, height, parking and signage, as well as landscaping. The regulations applicable to this DSP are addressed above in the analysis of conformance to the Development District Standards of the TDDP.

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

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

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a)(242.2)(A): “the subject property is located entirely within a Transit District Overlay Zone (‘TDOZ’).” Section 27-107.01(a)(242.2)(D) applies to public uses or buildings. This Property is entirely within the West Hyattsville TDOZ; therefore, the application is subject to Section 27-290.01.

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

RESPONSE: The Applicant is SEEKING EXPEDITED REVIEW pursuant to this section and is subject to the requirements of the West Hyattsville Transit District Development Plan and Overlay Zone.

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

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

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

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

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

RESPONSE: This application does not amend an existing Detailed Site Plan.

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

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

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

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

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

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

(3) All other applicable requirements and procedures in this Subtitle for Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plans, including amendments to existing plans, not inconsistent with this Section, shall apply to Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plan applications, including amendments to existing plans, for which an applicant seeks expedited review under this Section. Special Permits, as defined by Section 27-239.02, are not site plans for the purposes of this Section.

RESPONSE: The application, as outlined in this statement of justification, complies with all detailed site plan requirements of the TDDP as they relate to Architecture.

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

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

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

RESPONSE: Preliminary Plan 4-15020 has been approved. This application stands in conformance with that approval.

(6) Review of Expedited Transit-Oriented Development Projects by the Department of Permitting, Inspections, and Enforcement, as prescribed by Subtitle 32 of this Code, shall be expedited. Notwithstanding any other requirement in this Code, an Expedited Transit-Oriented Development Site Plan Application may be filed with the Planning Board thirty (30) days after the stormwater management concept plan for the project is filed with the Department of Permitting, Inspections, and Enforcement. The Planning Board may not approve an Expedited Transit-

Oriented Development Site Plan Application without an approved stormwater management concept plan for the project in accordance with Subtitle 32 of this Code.

RESPONSE: This applies to the County. However, a stormwater concept plan has been approved. A revision to Concept # 11905-2016 has been approved.

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

RESPONSE: This applies to the County.

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

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

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

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

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

RESPONSE: The type and amount of development was approved at the Infrastructure Detailed Site Plan. This Architecture DSP presents an urban design.

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: This is not applicable at the Architecture DSP.

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

RESPONSE: All streets will include sidewalks (some of which are 6-feet wide), street trees, and attractive lighting. These will be attractive streets leading to adjacent transit. The Architecture DSP shows houses of high-quality design and materials close to the streets, creating an attractive, urban pedestrian oriented space.

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

RESPONSE: No surface parking lots are proposed. Most of the townhouses will have one garage; end units have two. Minimal on-street parking is proposed for visitor parking and possible use by Stream Valley Park users.

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

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

(C) Minimizing building setbacks from the street;

RESPONSE: Buildings are proposed as close to the street as possible, behind only the sidewalk and public utility easements.

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The TDDP and TDOZ required all blocks to be no more than 400 feet in length. All blocks are less than 400 feet, with the longest being approximately 300.

(E) Creating pedestrian-friendly public spaces; and

RESPONSE: The Property adjoins a stream valley park and the proposal includes pedestrian and bicycle access to the park.

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

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

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

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

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

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**
- (I) Amusement park;**
- (J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) Sale, rental, or repair of industrial or heavy equipment;**
- (L) Any automobile drive-through or drive-up service;**
- (M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**

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

RESPONSE: The proposal continues to not include these prohibited uses.

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

RESPONSE: The section of Subtitle 27A, states:

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

RESPONSE: Public utilities will be underground on this Property. Junction boxes are to be located in necessary areas and are shown on the detailed site plan. They are typical of urban areas and are harmonious with the character of the Urban Center. Landscaping ensures they are attractive.

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

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

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

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

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

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

RESPONSE: As noted, buildings are as close to the street as possible, forming the space of the street.

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

RESPONSE: Lots are designed so that buildings can face each other across streets.

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

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

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

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

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

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

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

RESPONSE: This is more appropriately reviewed when the mixed-use (multi-family and retail on the first floor) are proposed. These will be submitted in a subsequent detailed site plan for architecture of the multifamily units.

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

RESPONSE: All public space is easily visible from homes and clearly defined. Private space, individual yards, can be fenced as the Homeowners' Association deems appropriate.

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

RESPONSE: Lots are laid out to accommodate this design criterion, with views directed to the street from buildings that are close to the street. The architecture of the proposed townhomes presents a highly urban form. A significant amount of façade fenestration allows for surveillance and community ownership of the public realm.

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

RESPONSE: These activities and equipment are to be located in alleys.

Based upon the foregoing analysis and as required by Section 27-548.08(c)(2), the following findings can be made:

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

COMMENT: The infrastructure DSP, with the amendments requested, was found to be in conformance to the TDDP. The subject architectural DSP for the townhouse portion of the development is consistent with the land use vision of the West Hyattsville TDDP, which is to create a compact, high-density and pedestrian-friendly mixed-use center around the Metro Station.

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

COMMENT: The Planning Board and the District Council previously found that, with the amendments and alternative standards previously approved, the subject site 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;

COMMENT: The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the M-X-T Zone. The DSP meets the applicable requirements of T-D-O and M-X-T Zones.

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

COMMENT: The lot layout, open spaces, landscaping, pedestrian and vehicular circulation systems and parking were evaluated at the time of the infrastructure DSP and found to meet the purposes of the Transit District. The proposed size and building design conform to the Development District Standards and also are adequate to meet the purposes of the Transit District Overlay Zone.

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

COMMENT: The proposed buildings are the first substantial new development in the area that will improve the appearance of the area significantly. The proposed architecture will provide a quality transit oriented housing option close to recreational amenities. As the first new development, the proposed buildings are compatible with the existing uses and structures in the Transit District.

(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 above does not apply to the subject application.

In conclusion and for the reasons stated herein, the proposed development, as contained in Detailed Site Plan DSP-17044, meets all required findings for approval.

In addition, the proposed DSP does not propose to alter the impacts to regulated environmental features approved by the infrastructure DSP. As a result, the Planning Board can

find that the DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible.

Finally, this DSP satisfies the applicable site design guidelines as contained in Section 27-274 of the Zoning Ordinance, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

VIII. CONCLUSION

The Applicant presents a Detailed Site Plan for Architecture that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), the architectural façades presented are urban in nature, and appear on buildings that are close to the streets with garages in the rear, creating the urban, pedestrian oriented environment envisioned by the TDDP. The end result will be an outstanding urban community—pedestrian friendly and transit oriented. The Applicant, therefore, respectfully requests approval.

Case No.: DSP-16029
Riverfront at West Hyattsville
Metro
Expedited Transit-Oriented
Development Project

Applicant: West Hyattsville Property Co., LLC

COUNTY COUNCIL OF PRINCE GEORGE’S COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL

FINAL DECISION—APPROVAL OF DETAILED SITE PLAN

Pursuant to the Land Use Article, and the Prince George’s County Code, District Council has jurisdiction to issue the final decision in this Detailed Site Plan Application Number 16029, (“DSP-16029”).¹

For the reasons set forth below, the decision of the Prince George’s County Planning Board in Resolution No. 17-43 (“PGCPB No. 17-43”), to approve a detailed site plan for grading and development of infrastructure, including the location and design of the roadways, the lot layout for a 183-townhouse development, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks on the subject property to prepare for a future multiphase mixed-use development, located on the west side of Ager Road at its intersection with Lancer Drive, abutting the west side of the Metro Station in Planning Area 68, Hyattsville, Council District 2, is hereby AFFIRMED.

As the basis for this final decision, the District Council adopts the findings of fact and conclusions of law set forth in PGCPB No. 17-43.

¹See also *County Council of Prince George’s County Zimmer Dev’t Co.*, 444 Md. 40, 120 A.3d 677 (2015) (The District Council is expressly authorized to review final decision of the county planning board to approve or disapprove a detailed site plan, and District Council’s review results in a final decision).

- A. The applicant’s proposed alternative land use plan exhibit is APPROVED as follows:
 - 1. **Preferred Land Use Map**–The applicant’s proposed amendments, which would place portions of Blocks L and G in the Multifamily Preferred Land Use Category and the remainder of Blocks L and G, as well as Blocks Y, Z, AA, BB, and parts of CC in the Townhouse Preferred Land Use Category.

- B. The proposed alternative development district standards are APPROVED as follows:
 - 1. **Modification 1:** To allow an amendment of the 400-foot maximum block length for Local Streets.
 - 2. **Modification 2:** To allow an amendment of the 15-foot maximum curb radius along Little Branch Run.
 - 3. **Modification 4:** To allow an amendment of the requirement to space street trees 30 feet on center.
 - 4. **Modification 5:** To allow an amendment of the required street tree types.
 - 5. **Modification 6:** To eliminate the required automatic irrigation system conditional on the use of native plants as an alternative.
 - 6. **Modification 7:** To allow River Terrace Road as a Residential Street. The TDDP requires construction of a Park Drive adjacent to the Northwest Branch Stream Valley Park.
 - 7. **Modification 8:** To allow the applicant not to build the required 13,000 square foot community center on the subject property.

- C. The following amendment to the *2006 Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment* is DISAPPROVED as follows:
 - 1. **Modification 3:** To allow the applicant to not provide any lighting within the alley and not on lots five feet from alleys.

- D. DSP-16029, Type 2 Tree Conservation Plan TCP2-001-2017, and Alternative Compliance AC-17003, for Riverfront at West Hyattsville Metro are APPROVED, subject to the following conditions:
 - 1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. The Preliminary Plan of Subdivision 4-15020 shall be signature-approved.

- b. The DSP shall be revised to conform to the approved preliminary plan of subdivision.
- c. Incorporate the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The roads shall be constructed to the property line, but the timing of the opening of the two roads will be determined by the Prince George's County Department of Permitting, Inspections and Enforcement and the City of Hyattsville.
- d. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the DPW&T complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
- e. An exhibit shall be submitted showing the location, limits, specifications and details for the off-site trail lighting and/or other appropriate enhancements along the stream valley trail between the West Hyattsville Metro and Queens Chapel Road, pursuant to Section 24-124.01(f). A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).
- f. Revise the plans to show a conceptual location for a 19-dock, 10-bike, Capital Bikeshare station in the vicinity of Ager Road. The conceptual location will be further determined on a future DSP for the multifamily parcel(s).
- g. Add a fence around the play area with gates.
- h. Revise the landscape plan as follows:
 - (1) An additional 36 ornamental or evergreen trees shall be provided at the time of the DSP which includes architectural elevations.
 - (2) Revise the size of the ornamental and evergreen trees proposed from 4 to 4.5-inch caliper to 8 to 10-feet in height.
 - (3) Add shade trees when possible to provide for shade along the pedestrian routes where space is available.

- i. Provide for additional seating throughout the community in the form of benches and delineation on the plans and provide a list of the proposed recreational facilities.
- j. Provide evidence from the City of Hyattsville indicating that they agree to Modifications 5 and 6 as proposed by the applicant or revise the plan accordingly.
- k. Provide native plantings to the greatest extent possible and provide for a variety of plant material to avoid monotonous plantings within the development.
- l. Provide notes on the plans in accordance with the Prince George’s County Health Department’s recommendations by adding notes to the plans as follows:
 - “During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
 - “During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
- m. Provide lighting details and specifications of PEPCO within the public rights-of-way.
- n. The Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - (1) Provide the standard property owner’s awareness certification block to the plan and type-in the name and title of the individual signing the plan below the signature line.
 - (2) Revise the QR code approval block to type-in the associated case name and DSP number.
 - (3) Remove the preliminary plan of subdivision approval block from the plan.
 - (4) Revise the limit of disturbance to be clearly visible.

- (5) Revise the note shown on the adjacent M-NCPPC owned property to include the assigned TCP number once assigned.
 - (6) Revise the specimen tree table to include a column for the proposed disposition of the off-site tree (to remain).
 - (7) Revise the specimen tree symbols on the plan and in the legend to indicate that the off-site trees shown on the plan are to remain under the current application.
 - (8) Label the noise contour on the plan and in the legend as “unmitigated 65 dBA Ldn noise contour.”
 - (9) Show all stormwater-management features and stormdrain structures as shown on the approved stormwater management concept plan.
 - (10) Remove all multifamily building footprints from the plan and show the proposed rough grading approved with this application.
 - (11) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
 - (12) Provide a digital color copy of the plan.
2. A permanent and direct sidewalk connection from the end of either Kirkwood Place, Crimson Fox Drive, or Emerald Branch Drive to the existing tunnel to the West Hyattsville Metro shall be provided at the time of approval of a full-scale detailed site plan for the multifamily parcel(s).
 3. In the event that the permanent sidewalk connection provided for in Condition 2 is not constructed prior to (or concurrent with) the townhouse development, construct a temporary asphalt sidewalk connection from the end of Emerald Branch Drive, as shown on the site plan, to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station. This temporary connection shall not be constructed until safe access can be provided through the subject site.

4. Prior to approval of the full-scale detailed site plan for the townhouse units, a lighting and photometric plan shall be provided for the alleys. The lighting plan will depict appropriate locations for lighting fixtures and the photometric plan shall provide adequate lighting levels that, at a minimum, conform to the requirements of the International Building Code applicable in Prince George's County, or other appropriate standard as determined by the Planning Board.

ORDERED this 25th day of April, 2017, by the following vote:

In Favor: Council Members Davis, Franklin, Glaros, Harrison, Lehman, Patterson, Taveras, Toles and Turner.

Opposed:

Abstained:

Absent:

Vote: 9-0

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

By: _____
Derrick Leon Davis, Chairman

ATTEST:

Redis C. Floyd
Clerk of the Council

R E S O L U T I O N

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

WHEREAS, in consideration of evidence presented at a public hearing on March 23, 2017 regarding Detailed Site Plan DSP-16029 for Riverfront at West Hyattsville Metro, the Planning Board finds:

1. **Request:** This detailed site plan for infrastructure (DSP) proposes grading and development of infrastructure, including the location and design of the roadways, the lot layout for a 183-townhouse development, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks on the subject property to prepare for a future multiphase mixed-use development.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/T-D-O	M-X-T/ T-D-O
Use(s)	Vacant (Abandoned warehouse)	Multifamily, townhouses and retail
Acreage:	-	18.45
Floodplain	-	0
Area to be dedicated to M-NCPPC	-	0.28
Net acreage	-	18.17
Townhouse lots		183

3. **Location:** The property is located on the west side of Ager Road, at its intersection with Lancer Drive, north of the West Hyattsville Metro Station. The subject property is also located in the 2006 *Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (West Hyattsville TDDP/TDOZMA) area. The property is abutting the west side of the Metro Station in Planning Area 68 and Council District 2.
4. **Surrounding Uses:** Other development surrounding this site is also within the Transit District Overlay (T-D-O) Zone and includes multifamily residential use to the north, also in the Mixed Use–Transportation Oriented (M-X-T) Zone; the West Hyattsville Metro Station to the south; Ager Road to the east; and M-NCPPC-owned parkland in the Reserved Open Space (R-O-S) Zone to the west.

5. **Previous approvals:** The West Hyattsville TDDP/TDOZMA retained the subject property in the T-D-O/M-X-T Zone.

The site was the subject of a previously approved Conceptual Site Plan, CSP-05006, approved by the Prince George's County District Council on August 8, 2008; and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between the Washington Metropolitan Area Transit Authority (WMATA) and the applicant in that case; however, the project never came to fruition. The conditions of the previous approval do not apply.

On March 7, 2017, the Prince George's County Planning Board approved PPS 4-15020 which supersedes the previous approvals and provides an adequacy analysis based on the development proposed. It should be noted that a new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 for Expedited Transit Ordinated Development, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

The site also has an approved Stormwater Management Plan, 11905-2016-01, which was approved on December 8, 2016 and is valid through December 8, 2019.

6. **Design Features:** The subject application is the first phase of development for the Riverfront at West Hyattsville project consisting of 18.45 acres of land. This DSP for infrastructure includes most elements of the project including the location and design of the roadways, lot layout for the townhouse development, parking lots and on-street parking for future residents, landscaping, utility location, fencing and sidewalks. This infrastructure plan also provides for the balancing of the earthwork on this site and off-site.

This DSP proposes to develop a portion of the site into 183 townhouses on 13.5 acres of land and vertically mixed-use multifamily with retail use on the first floor on the remaining portion of the property. This DSP only proposes to grade the property and establish rough grading for the entire site, and perhaps fine grading for the townhouse portion of the site.

Associated with the subject application is a Mandatory Referral for property owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), directly abutting the south of the subject application. The proposed project is designed to create a basin on the 4.29-acre property that can be used for storm water management and as an outdoor recreational area. Compensatory storage of floodplain water on park property and the construction of two stormwater management facilities are proposed, all of which are necessary for development of the subject application.

Architecture

No architecture is included in the subject application. Architecture will be reviewed in a future full-scale DSP.

Lighting

The photometric plan indicates the use of a wide globe LED single fixture on a 14-foot-high pole. Details of the proposed lighting fixture are provided on the plans. The applicant is asking for an amendment to the T-D-O Zone standard relating to lighting of the alleyways (see Finding 8).

Signage

No signage is included in the subject application.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) Projects, and the requirements of the T-D-O Zone of the Zoning Ordinance.

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

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

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

Section 27-542. Purposes.

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

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

The site is within one-half mile of the Metro Station. The property is in the West Hyattsville Metro local transit center as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid

and offer local-serving retail and limited office uses, to which this project conforms.

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

The 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* recommends a mix of townhouse, four -to six-story condominiums, and mixed-use residential on the subject property. The TDDP identifies the subject property as part of the “North Park” Neighborhood, described as follows:

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

The subject development will ultimately fulfill the vision of the area as described above.

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

The proposed development plan takes full advantage of the development pattern in the M-X-T Zone on the area proposed for townhouses. For the overall site, as envisioned by the TDDP and the previously approved PPS, more development is anticipated. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

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

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

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

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

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

The proposed layout of the development is not yet determined except for the lotting pattern of the townhouse development as proposed on the subject infrastructure DSP.

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

This infrastructure plan only identifies the lotting pattern of the townhouse development. It will allow for the grading and installation of streets and other utilities. The architecture will be submitted at a later date and should provide for a better understanding of the functional relationship among the uses and the character of the development.

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

This DSP represents the first phase of a multi-phase development. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

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

The subject application is proposing a mixed-use development that was envisioned by the Transit District Development Plan.

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

No architecture is proposed in the subject application, as it is for the purpose of grading and installing infrastructure only. Architectural elevations for the townhouse is required for review and approval prior to the issuance of any building permits.

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

The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDOZ) retained the subject property in the Transit District Overlay/Mixed-Use Transportation-Oriented (T-D-O/M-X-T) Zones. The proposed development is for infrastructure only and is the first phase of a larger development. A discussion of the plan conformance with the TDOZ standards is provided in Finding 8 below.

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

The proposed street pattern of the project is a grid pattern and also has been designed to front on the M-NCPPC parkland, providing access to the larger community. In accordance with the section above, the ultimate development of the property will have most townhouse front façades oriented toward the roadways to provide an outward orientation, which will integrate and catalyze the development of the surrounding neighborhood. The appearance of the project from the Metro rail line is equally important.

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

This DSP is for infrastructure only and conformance with this requirement will be evaluated at the time of a full-scale DSP.

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

The subject application is only for grading and the infrastructure installation. Future plans will be submitted for review relating to the details of the development, including the architectural elevations. This portion of the development is capable of sustaining itself.

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

The DSP is the first phase of a multi-phase development. The breakdown of the phases of development is as follows:

Phase 1—183 townhouse lots

- Infrastructure only
- Architectural elevations and all other design elements

Phase 2—Multifamily retail

Each of the pods of development is designed as a self-sufficient entity that will allow effective integration of future phases.

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

This project is designed pedestrian-friendly with sidewalks and street trees throughout the project. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the transit district as a whole.

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

This requirement will be analyzed in the next phase of the review process, as this plan is only for grading and infrastructure on the site.

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

This finding does not apply to the DSP for infrastructure.

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

The PPS was approved on March 7, 2017 pursuant to PGCPB Resolution No 17-42, in which an adequacy finding was made and the proposal is consistent with the approval.

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

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

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

Section 27-544. Regulations.

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

These regulations will apply at the time of a full-scale DSP that includes all development including proposed architecture for the development.

Section 27-547. - Uses permitted.

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

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

The subject application identifies the future development will include both residential and commercial uses.

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

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

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

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

The subject DSP includes the same 183-townhouse lots, as evaluated for frontage and access in the review of the PPS 4-15020.

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

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

- (A) **The subject property is located entirely within a Transit District Overlay Zone.**

The subject site is located within one-half mile of the West Hyattsville Metro Station platform. Section 27-290.01 of the Zoning Ordinance sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects as follows:

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

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

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

The subject application is located within one-half mile of the Hyattsville Metro station. The townhouse portion of the proposed development would be considered moderate-density development.

(B) Reducing auto dependency and roadway congestion by:

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**
- (iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;**

(C) Minimizing building setbacks from the street;

The DSP provides an entrance roadway into the development from Ager Road and connections are also being made to both Nicholson Street and Kirkwood Avenue in accordance with the concept plans of the TDDP. Pedestrian access to the Metro is shown on the plans as a temporary feature until such time as the multifamily applications are submitted. Units will front along most of the streets.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP indicates the creation of blocks and grid patterns for future development of the site.

(E) Creating pedestrian-friendly public spaces; and

This DSP includes a townhouse development on a portion of a larger property as the first phase of a multi-phased project. According to the site plan, there is one small pocket park that will include a tot-lot. This facility is not required per mandatory dedication, but is proffered by the applicant and will provide a recreational opportunity to the youngest population within the community. The Planning Board finds that the plans should be revised to provide for a four-foot-high black vinyl clad chain-link fence with gates at either end of the plan area. This will protect the children once they are inside of the fenced area from running into the street or alley.

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

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

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

- (a) Building façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**

- (g) **In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) **Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or courtyards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) **Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

As this plan is only for the development of infrastructure for the overall development, the findings above will be determined at the time of the review of a full-scale DSP.

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

The plans propose residential and retail uses.

- (3) **Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):**
 - (A) **Adult entertainment;**
 - (B) **Check cashing business;**
 - (C) **Liquor store;**
 - (D) **Pawnshop or Pawn Dealer;**
 - (E) **Cemetery;**

- (F) **Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) **Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) **Industrial;**
- (I) **Amusement park;**
- (J) **Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
- (K) **Sale, rental, or repair of industrial or heavy equipment;**
- (L) **Any automobile drive-through or drive-up service;**
- (M) **Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**
- (N) **Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) **Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) **Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above uses are included on this DSP for infrastructure.

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

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

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

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses on the subject property.

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

The application is generally compatible with the governing TDDP requirements, and where the application deviates from the TDOZ standards, the applicant has filed amendment requests in accordance with the requirements in the T-D-O Zone of the Zoning Ordinance. The DSP conforms to all of the applicable standards, except for those standards for which the applicant has requested amendments. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP (see Finding 8 below).

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

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

- e. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:
- (1) **Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.**

In this case, the applicant has not filed a CSP due to the exemption above.

8. **2006 Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** In general, the application conforms to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* (TDDP) and Plan Prince Georges 2035 recommendations for Local Transit Centers. The general pattern of development reflects the recommendations of the TDDP. While proposed land uses are not entirely consistent with the desired future land use plan, they reflect the desired walkable urban scale and current market realities.

There are several elements within the proposed development that are consistent with the goals and general policies of the TDDP; but whose details deviate, given the current and anticipated real estate market, the pie-shaped geometry of the subject property, and the anticipated timing of development on neighboring parcels. The TDDP assumes a coordinated, phased development of the transit district and is influenced by real estate market practices pre-Great Recession; this is challenging to execute in the contemporary market with multiple property owners. The subject application provides an excellent example of walkable urbanism proximate and accessible to a Metro station. The provision of multifamily and commercial uses closest to Ager Road and townhouse and park uses closer to the Northwest Branch Stream Valley Park maximizes the potential of this property to meet the goals of Plan 2035 and the 2006 TDDP.

This DSP is required by Section 27-548.08(c) of the Zoning Ordinance to conform to the applicable transit district standards in the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*. This application requests ten amendments to the Transit District Overlay Zone; nine to the transit district standards and one to the Preferred Land Use Map; these amendments are evaluated below:

- a. **Preferred Land-Use Map**

The West Hyattsville TDDP contains assumptions about real estate development reflecting pre-Great Recession real estate practices and optimum market conditions. The TDDP is heavily based on a development concept that requires considerable parcel assembly and inter-property coordination to execute. The applicant's proposed amendments, which

would place portions of Blocks L and G in the Multifamily Preferred Land Use Category and the remainder of Blocks L and G, as well as Blocks Y, Z, AA, BB, and parts of CC in the Townhouse Preferred Land Use Category, reflect mixed-use development practices that take into account the contemporary real estate market and the difficulty of executing the development concept of the TDDP through a single-property application. The alternative design continues to meet the vision and goals of the TDDP in regard to land use. The Planning Board approves the proposed amendments to the Preferred Land Use Map.

b. **General Design Principles and Intent–Building Street Types**

Modification 1. Maximum Block Length for Local Streets and Alleys: The applicant requests an amendment of the 400-foot maximum block length for Nicholson Street and Elkhorn Alley.

The applicant provided the following discussion relating to the request:

“Discussion: Dense development is recommended for the Property in both the West Hyattsville TDDP and the County’s General Plan, Plan 2035. The proposal is a grid pattern, modified as required by the shape of the Property. As the Property widens, the two access streets, Nicholson Street and Elkhorn Alley necessarily lengthen and curve with the Property’s shape. Additional curb cuts for access points on these two streets are unnecessary; the natural curve of the roads serves to break up the length of the street section. The result is a street that appears shorter, given the curve. This modification benefits the development and does not impair the implementation of the TDDP.”

The Planning Board agrees with the applicant’s justification and approves the proposed amendment.

c. **General Street Scape Standards**

Modification 2: The applicant requests an amendment of the 15-foot maximum curb radius along Little Branch Run to allow a 20-foot maximum curb radius.

The applicant provided the following discussion relating to the request:

“Discussion: Little Branch Run is the main access road into the development. In keeping with standards for fire vehicle access, as well as allowing for larger truck access, curb radii along this road are proposed to be 20 feet. This minor modification is requested for safety reasons and therefore benefits the development and does not impair the implementation of the TDDP.”

The Planning Board agrees with the applicant’s justification and approves the proposed amendment.

d. **Alley Lighting**

Modification 3: The applicant proposes to not provide any lighting within the alley and not on lots five feet from alleys.

The applicant suggests that lighting on the rear of townhomes will light alleys. It is extremely important that such light is of sufficient intensity to provide uniform lighting of all alley areas. Failing to provide sufficient light to the alley will create an unacceptable public safety situation and, therefore, substantially impair the TDDP. It is reasonable to expect that pedestrians will use alleys as cut-throughs between streets, blocks, and individual units, in the morning and at night when natural light is low. Children will play in the alleys, even at night. A failure to sufficiently light the alleys creates greater opportunities for crime and vehicular-pedestrian conflicts.

The transit district standards require between 1.25 and 1.50 foot-candles of illumination for “all other outdoor areas. The standards also require that alley lighting “shall not cause glare in adjacent lots.” Together, these standards are difficult to meet using building-mounted lighting. The applicant should light the alleys using freestanding pole-mounted lighting, and the photometric plan should be revised to demonstrate sufficient levels of illumination in all alleys.

In regard to the level of lighting, staff recommended that the applicant should consider lighting the alleys to a level appropriate for residential development as recommended by the Illuminating Engineering Society of North America Handbook. However, additional information was submitted into the record indicating that the Building Code, Section 4-197, Parking Lots and Exterior Passageways, governs the lighting of alleyways and that the minimum lighting level is one foot candle for passageways associated with residential development of single-family homes. The Planning Board debated the alternatives as presented, including the applicant’s proposal to not provide any lighting, as depicted on the submitted photometric plan, and suggestion that the lighting could be provided on the buildings of the townhouses. The Planning Board expressed concern that the lighting of the alleys, by means of lighting mounted on the townhouse structure, could be regulated by the house occupants and that it may not ensure that lighting would be maintained or utilized. The Planning Board suggested that the applicant should explore the various alternatives presented, i.e. freestanding lighting, or building mounted, and the various illumination level requirements. The Planning Board recognized that the applicant will be submitting future applications for the site, as the subject DSP is for infrastructure only. Although lighting is part of the overall infrastructure of the site, the applicant agreed that additional investigation into the requirements as set forth in Section 4-197 is warranted. Therefore, the Planning Board did not approve the requested amendment and found that failure to light the alleys will substantially impair the TDDP. Further, the Planning Board adopted Condition 4 requiring additional information relating to the lighting of alleys at the time of the full-scale DSP.

e. **Streetscape**

Modification 4: The applicant requests an amendment of the requirement to space trees 30 feet on center to exceed the maximum spacing.

The applicant provided the following discussion relating to the request:

“Discussion: Street trees are required to be 30 feet on center. While they are planted in this configuration in many places, along several of the internal streets trees are planted at intervals exceeding 30 feet and not within the street right-of-way. The proposed development includes a number of on-street, parallel parking spaces designed to accommodate both residential visitors and an expected number of Northwest Branch Stream Valley Park users. Though space for street trees is limited, every available location for these trees is used. The urban nature of the proposed development limits the space for trees. Street sections show drive lanes, parallel parking, and abutting sidewalks, restricting any room for street trees. One of the major goals of the TDDP is:

“Establishing land use/transit linkages that make it easier to use transit (rail and bus)” (p. 1).

“This proposal delivers this linkage by providing wide sidewalks and bike lanes to accommodate as much pedestrian and bicycle traffic as possible. This limits the area necessary for street trees. Trees will be a major part of the landscape, but not to the extent required by the TDOZ.”

The Planning Board has reviewed the landscape plan to the fullest extent possible and finds the locations of the sidewalks abutting the curb of the roadway undesirable. This may be appropriate in commercial development, but is not appropriate in a residential community where the comfort of the streetscape zone is an important factor to the residents and passersby, and even more important in a transit oriented development. However, this issue was reviewed by the City of Hyattsville because the street tree planting is within the right-of-way in which the dedication is to the City. The Planning Board approves the amendment, contingent on approval by the City, because the street trees are proposed within the right-of-way to be owned and maintained by the City.

Modification 5: The applicant requests an amendment of the required street tree types.

The applicant provided the following discussion relating to the request:

“Discussion: Along Local Access Street – Emerald Branch Drive, Crimson Fox Drive, Hyattsville Drive, and Alpha Ridge Avenue – Sweetbay Magnolia, Chinese Scholar Tree, or Golden Rain Tree are required. The proposed plan shows Willow Oak and River Birch in these locations. Willow Oak is chosen along Emerald Branch Drive and Crimson Fox

Drive to be consistent with planting throughout the development. River Birch is chosen along Hyattsville Drive and Alpha Ridge Drive, roads that lead down to the Northwest Branch. River Birch helps denote the unique nature of this Property overlooking the stream valley.”

The Planning Board has reviewed the proposal for street tree types and finds that the required street trees should be substituted with native species as proposed. However, the River Birch is a tree that will grow to substantial height, is multi-stemmed, weak-wooded and they are overall messing trees. They are usually planted in a naturalized setting, but as a street tree, would not be recommended for the aforementioned reasons. Therefore, the Planning Board supports the revisions to the street tree type, to be determined prior to certificate of approval of the plans, with consultation with the City of Hyattsville, as these trees will be within the public right-of-way. The Planning Board approves the amendment, contingent on approval by the City, because the street trees are proposed within the right-of-way to be owned and maintained by the City.

f. **Other Required Infrastructure**

Modification 6: The applicant requests relief from the requirement of an irrigation system for all trees and grassy areas along the streets.

The applicant provided the following discussion relating to the request:

“Discussion: The streets are public and, along with the landscaping and sodded areas within the rights-of-way, will be maintained by the City of Hyattsville. The City prefers to water manually and not maintain an irrigation system. Therefore, none is proposed for street trees and sodded areas. For Park and Plaza landscape irrigation, much like for the street trees, native, drought tolerant species are proposed requiring less irrigation; therefore, an irrigation system for these is not necessary.”

The requirement of providing an irrigation system along all the roadways would be highly expensive for the a project of this size. Not only is it cost prohibitive to install, the concept of requiring irrigation is not sustainable for the future homeowners association (HOA), as they would bear the cost of irrigation. Instead, the current trend is to provide native plant materials that exist in the climate of the development. Therefore, the Planning Board supports the elimination of an irrigation system and recommends that plan materials be used that are hardy and drought resistant in Maryland. That plans should be reviewed prior to signature approval to ensure that the use of native plants are sued to the greatest extent possible. The Planning Board approves the amendment.

g. **Park Drive**

Modification 7: The applicant proposes River Terrace Road as a Residential Street. The TDDP requires construction of a Park Drive adjacent to the Northwest Branch Stream Valley Park. Park Drive is considered a major street through the entire transit district that connects various properties. Construction of this street as recommended in the TDDP is extremely challenging given environmental constraints and multiple property owners. The Planning Board agrees and approves this amendment.

h. **Community Center**

Modification 8: The applicant proposes to not build the required 13,000 square foot community center.

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

9. **Preliminary Plan of Subdivision 4-15020:** The subject property is located on Tax Map 41 in Grid D-4 and E-4 and is zoned M-X-T. The site is currently known as Part of Parcel 1 (18.45 acres) recorded among the Prince George's County Land Records in Liber 37453 at folio 103. The property is the subject of a Preliminary Plan of Subdivision (PPS) 4-15020 which was heard before the Planning Board on March 2, 2017, and is currently pending adoption of the resolution of approval.

The PPS includes 183 townhouse lots and 32 parcels for townhouse, multifamily and commercial development. The infrastructure proposal and site layout included in the subject DSP is consistent with that evaluated with the PPS.

Several conditions were approved with the PPS and, if adopted by resolution of the Planning Board, the following are applicable to the review of the subject DSP for infrastructure:

1. **Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:**
 - a. **Designate the parcels proposed for multifamily development using consecutive numbering (1-3).**
 - b. **Reflect the lot and parcel designations consistently on the PPS and TCP1.**

- c. Clearly label the improvements shown on the abutting parkland to the west are off-site and not part of this application.**
- d. Label the disposition of all existing easements and structures on the subject property.**
- e. Revise General Note 6 to indicate the subject property is in the T-D-O Zone.**
- f. Delete General Notes 15 and 16.**
- g. Revise General Note 18 to indicate the subject property is not within the Military Installation Overlay Zone.**
- h. Add to General Note 33 that a variation to Section 24-122(a) is approved for the PUEs as shown hereon.**
- i. Add to General Note 38 that this preliminary plan of subdivision approval is not pursuant to CSP-05006.**
- j. Show the continuation of the 10-foot wide PUE along; Little Branch Run on Parcels CC and DD; and the subject property's entire frontage of Ager Road.**
- k. Indicate a public vehicular use easement over Winter Alley and Whisper Alley.**
- l. Indicate the HOA and alley parcels are to be conveyed to the HOA.**
- m. Label the centerline of Ager Road and provide a dimension from the subject property to the centerline.**
- n. Label and dimension all rights-of-way consistent with the typical road section plan submitted on January 26, 2017, except that the typical road section for Little Branch Run shall be modified and shown on the preliminary plan of subdivision to include a 3.33-foot-wide planting strip behind the provided five-foot-wide sidewalk (minimum 59-foot-wide street section) along the frontage of Parcels EE and DD.**
- o. Reflect the property boundary consistent with the Alta Survey filed with this application.**

The DSP should also be revised to be consistent with the PPS plan notes and layout as revised by Condition 1 of the PPS.

2. **Total development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.**

This condition does not apply to this DSP for infrastructure because no building permits are allowed to be issued until a full-scale DSP is submitted and approved.

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

The infrastructure proposed with this DSP is consistent with the uses and capacity evaluated with the PPS and the DSP therefore conforms to Condition 3.

6. **In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zone Map Amendment (TDOZMA) for the West Hyattsville Transit District Overlay Zone (TDDP)*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following at the time of detailed site plan review:**
 - a. **Provide a street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.**
 - b. **Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the DPW&T complete and green street designs, unless modified by DPIE.**
 - c. **Evaluate the need for a temporary sidewalk connection through the subject site, from the end of Kirkwood Place to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station in phase with development. This temporary connection will not be constructed until and unless safe access can be provided through the subject site, and appropriate easements required if necessary.**
 - d. **Provide plans to show a conceptual location for two Capital Bikeshare stations within public spaces: one along or near Ager Road and another on the promenade along River Terrace Road, subject to modifications by the operating agencies.**

Condition 6 has been reviewed by the trails coordinator of the Transportation Planning Section, see Finding 13(e).

- 8. The land to be conveyed to M-NCPPC shall be subject to the following conditions:**
- c. The boundaries and acreage of land to be conveyed to the M-NCPPC shall be indicated on all development plans and permits, which include such property.**
 - d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Department of Parks and Recreation (DPR). If the land is to be disturbed, the DPR shall require that a performance bond be posted to warrant restoration, repair or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, The M-NCPPC) shall be submitted to the DPR within two weeks prior to applying for grading permits.**
 - e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by the M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by the M-NCPPC, the DPR shall review and approve the location and design of these facilities. The DPR may require a performance bond and easement agreement prior to issuance of grading permits.**
 - g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of the DPR.**
 - i. No stormwater management facilities or utility easements shall be proposed on land owned by or to be conveyed to the M-NCPPC without the prior written consent of the DPR. The DPR shall review and approve the location and/or design of these features. If such proposals are approved by the DPR, a performance bond, maintenance and easement agreements shall be required prior to the issuance of grading permits.**

No referral has been received from the Department of Parks and Recreation; however, these conditions apply to the property pursuant to 4-15020.

- 15. At the time of the review of the DSP for architecture for the single-family attached units and final plat for the lots of such units, the following issues shall be considered:**

- a. **Variation in the unit width in a stick of more than six units in a row, to incorporate a unit with a minimum width of 18 feet wide for every three narrower units, if possible.**
- b. **Architecture which provides entrances on the endwall of units where the endwall is fronting on a public street or open space.**
- c. **Provide a minimum of eight-foot distance between the end unit lot-lines of any two single-family attached building groups where pedestrian circulation is proposed between the units.**
- d. **An evaluation of adequate access to the proposed parking on Hush Alley in accordance with the requirement of the Zoning Ordinance and the West Hyattsville TDDP, to determine if the removal of parking or widening of the alley is necessary.**

Prior to approval of a final plat for any townhouse lot, this condition will be reviewed for conformance at the time of a full-scale DSP.

24. **Prior to certification of the Detailed Site Plan, an exhibit shall be submitted showing the location, limits, specifications and details for the off-site trail lighting along the stream valley trail between the West Hyattsville Metro (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

Condition 24 has been reviewed by the Trails Coordinator of the Transportation Planning Section, see Finding 13(e).

10. **2010 Prince George's County Landscape Manual:** The proposed mixed-use development is within the West Hyattsville TDDP that is subject to the standards as contained under the Landscape section of the TDDP. As this plan is for infrastructure only, some of the standards should not apply at this time. However, for those landscaping requirements not covered by the standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations will govern. Alternative Compliance application AC-17003 has been submitted to address the requirements of Sections 4.1 and 4.7 of the Landscape Manual where spatial constraints of the proposed development do not allow for full compliance with the requirements. The applicant submitted an application for Alternative Compliance, which is provided in full below:

Alternative Compliance is requested from the requirements of the 2010 *Prince George's County Landscape Manual* for Section 4.7, Buffering Incompatible Uses, along the northwestern property lines adjacent to Parcel 110, and the Kirkwood Apartments Parcels D and E. Additionally, Alternative Compliance is requested from the requirements for Section 4.1 Residential Requirements for townhouses.

Location:

The subject property is within the municipal boundaries of the City of Hyattsville and is located at the intersection of Ager Road and Lancer Drive, north of the West Hyattsville Metro Station. More specifically, the property is located at 5620 Ager Road, Hyattsville, Maryland, within the geography previously designated as the Developed Tier and within the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (TDDP/TDOZ)*.

Background:

The underlying DSP for infrastructure only is for a mixed-use development in the Mixed Use Transportation-Oriented (M-X-T) Zone, including 183 townhomes, 300 multifamily units, 10,000 square feet of commercial uses shown as "Future Development," and the associated utilities, roadway, and parking for these uses. The subject property is required to meet the regulations of Section 4.1, Residential Requirements, for townhouses; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) because it will involve future construction of multiple new buildings on the subject property. The applicant has filed this request for Alternative Compliance from Sections 4.1 and 4.7 for a reduction in the width of the landscape yard and building setback provided along the northwestern property line adjacent to the Kirkwood Apartments.

REQUIRED: 4.1, On-Site Residential Planting Requirements

Number of dwelling units	183 units
Number of trees required per unit	1.5 shade trees 1 ornamental/evergreen trees
Total number of shade trees	276 shade trees*
Total number of ornamental/evergreen trees required	183 ornamental/evergreen trees*

*Total number of trees may be located on lots and/or in common open space

PROVIDED: 4.1, On-Site Residential Planting Requirements.

Number of dwelling units	183 units
Number of shade trees provided	40 shade trees*
	161 shade trees* (within the public right-of-way)
	Total - 201 Shade trees
Number of ornamental/evergreen trees provided	58 ornamental trees** 18 evergreen trees **
Total	76 ornamental/evergreen trees

*Shade trees have been provided at 4 to 4.5-inch caliper in size (larger than required). Please see the following discussion.

** Ornamental/evergreen trees have provided at 4 to 4.5-inch caliper in size (not recommended). Please see the following discussion.

REQUIRED: 4.7, Buffering Incompatible Uses, along the northwestern property line adjacent to an existing multifamily development.

Length of bufferyard	630 feet
Minimum building setback	20 feet
Landscape yard	10 feet
Bufferyard occupied by existing trees	0 percent
Fence or wall	No
Plant Units (40 per 100 l.f.)	252

PROVIDED: 4.7 Buffering Incompatible Uses, along the northwestern property line adjacent to an existing multifamily development.

Length of bufferyard	630 feet
Minimum building setback	9.7 feet
Landscape yard	5.2 – 10 feet
Bufferyard occupied by existing trees	0 percent
Fence or wall	No
Plant units	337

Justification of Recommendation:

The underlying DSP application is for a mix of uses in the M-X-T Zone, including 183 townhomes and the associated roadways for these homes. The applicant is requesting Alternative Compliance from Section 4.1, Residential Requirements, and Section 4.7, Buffering Incompatible Uses, of the Landscape Manual for a reduction of plant material required for each dwelling unit and a reduction in the northwestern building setback and landscape yard widths.

Section 4.1, Residential Requirements

Section 4.1 requires that 1.5 shade trees and 1 ornamental or evergreen tree be planted per dwelling unit on the lot or within common open space. A total of 276 shade trees and 183 ornamental or evergreen trees are required. The site plan proposes significantly less than the required amount, proposing 40 shade trees and 76 ornamental or evergreen trees. However, as an alternative to the strict requirements of Section 4.1, the applicant states that they have added larger than the minimum size landscaping where appropriate and is requesting that the street trees proposed within the public right-of-way be considered.

The Planning Board notes that, typically, townhouse and mixed-use projects propose roadways that are private, and street trees can be counted toward fulfillment of the requirements of Section 4.1. The roadways on the subject property are in the public right-of-way and will be maintained by the City of Hyattsville and, therefore, the Planning Board finds the applicant's request reasonable and has included the street trees toward the requirements of Section 4.1. However, with the additional 161 street trees proposed, the plan as prepared is still deficient and does not provide the required quantity of shade trees.

Additionally, the Planning Board finds that the applicant is proposing street trees and shade trees with a significantly larger caliper than is required. Therefore, the Planning Board will consider the additional caliper as credit toward meeting the requirement. The tree caliper proposed (4 to 4.5 inches) is in excess of the minimum street tree size required by as much as 1.5 inches. In order to provide additional credit for the increase in size of the trees, the excess tree caliper can be converted into an equivalent three-inch caliper tree. The additional caliper, when multiplied by the 201 shade trees proposed, yields an equivalent of 101 additional trees, or a total of 302 shade trees; more than the required amount by 26 shade trees. Therefore, the Planning Board finds the applicant's proposed alternative compliance measures to be equally or more effective than normal compliance for the shade tree requirement for Section 4.1.

Section 4.1 also requires a total of 183 ornamental or evergreen trees. The site plan proposes significantly less than the required amount, proposing only 76 ornamental or evergreen trees. The Planning Board finds that the applicant is proposing ornamental and evergreen trees with a significantly larger caliper than would be typically required (4 to 4.5-inches). Due to the multi-stem character of some of the trees, possible excess cost, and unavailability at local nurseries, the Planning Board finds that this vegetation should be specified at 8 to 10 feet in height, instead of the larger caliper as currently proposed.

The minimum required height of a standard ornamental or evergreen tree is 6 to 8 feet in height and, the additional height if each tree can be converted into an equivalent 8-foot-high tree, and credited toward meeting the requirement for the quantity of ornamental or evergreen trees. The increase in height from the minimum 6 to 8 feet, to 8 to 10 feet is 25 percent, therefore, for every four ornamental or evergreen trees with the increased height, an additional ornamental or evergreen tree will be credited toward the requirement. The additional height of trees, when credited for the 76 ornamental or evergreen trees provided in the plant list, yields an additional 19 trees.

The Planning Board will also consider the excess shade trees toward the requirement for ornamental or evergreen plantings required by Section 4.1. The additional 26 shade trees of credit should be counted at a 1 to 2 ratio, or the equivalent of 52 ornamental or evergreen plantings. Therefore, the Planning Board finds that the applicant's proposed alternative compliance measures, including all the conversion credits referenced previously, continues to be deficient by 36 ornamental or evergreen trees.

Due to the compact urban character and limited planting area on-site as proposed, the additional plantings should be located on the landscape plan at the time of a full-scale DSP that includes the proposed architecture for the subject property. The additional detailed information, including the foundation footprint of the actual architecture, will allow for the careful site selection of these additional plantings, ensuring the best location for the 36 additional ornamental or evergreen trees.

Section 4.7 Buffering Incompatible Uses

Section 4.7 requires a Type A bufferyard, which includes a 20-foot building setback and a 10-foot-wide landscape yard, along the northwestern property boundary adjacent to an existing multifamily property. As an alternative to the normal requirements of Section 4.7, the site plan proposes to provide a minimum 9.7-foot building setback and a minimum 5.2-foot landscape yard planted with 85 more plant units than required.

The adjacent existing multifamily property, known as the Kirkwood Development, was developed prior to 1965. At that time, the adjacent property was not subject to the Landscape Manual and did not provide a Section 4.7 bufferyard along the common property line. The applicant states, and the Planning Board agrees, that the subject property under consideration is infill development and redevelopment of a site in an older community, and is subject to unique considerations. Pursuant to the approved TDDP which anticipates the redevelopment of the adjacent Kirkwood property in conjunction with this property, the applicant suggests that a full bufferyard would eventually be out of place in the overall development of an integrated community. As additional justification, the applicant is also providing the full bufferyard for most of the property boundary and 85 additional plant units. The additional 85 plant units are included in the credit towards the requirement of Section 4.1, as stated previously.

The Planning Board notes that an existing black estate fence runs the length of the property and agrees that the existing fence should remain. The preservation of this fence and additional plant material mitigate the incursion of the proposed buildings into the required landscape yard and building setback. It should be noted that, in this case, the adjacent use is the higher-impact use and the proposed use is the lower-impact use.

Due to the existing fence and additional plant units, the Planning Board finds the applicant's proposed alternative compliance measures to be equally effective as normal compliance with Section 4.7 of the Landscape Manual for the proposed buffer shown along the Kirkwood Property on the northwestern property line.

The Planning Board APPROVES Alternative Compliance for Sections 4.1, Residential Requirements, of the 2010 *Prince George's County Landscape Manual*, for Riverfront at West Hyattsville, subject to the following conditions:

- a. An additional 36 ornamental or evergreen trees shall be provided at the time of a full-scale detailed site plan, which includes architectural elevations.
- b. Revise the size of the ornamental and evergreen trees proposed from 4 to 4.5-inch caliper to 8 to 10 feet in height.

The Planning Board APPROVES Alternative Compliance for Section 4.7, Buffering Incompatible Uses, along the western property line, adjacent to Parcels D and E.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property 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 (TCP1-012-2016) was submitted with the PPS application and a Type 2 Tree Conservation Plan (TCP2-001-2017) was submitted with the current DSP application.

The woodland conservation worksheet shows the Woodland Conservation Threshold (WCT) for this 18.43-acre property is 15 percent of the net tract area or 0.46 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.88 acre. The woodland conservation requirement is proposed to be met entirely off-site.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. The standard property owner's awareness signature block must be added to the plan with the name and title of the individual signing the plan typed below the signature line. The standard DRD QR code approval block has been provided on the plan; however, the project name and associated DSP case number must be typed in. The PPS approval block must be removed from the plan. The LOD on the plan is difficult to see because it is masked by other plan features. The LOD must be revised to be visible on the plan. A note has been shown on the plan to reference the TCP for the adjacent Park property because the design and implementation of the plans are dependent upon one another. The assigned TCP number for the park property must be added to the note once the TCP application has been accepted for review. The specimen tree table must be updated to include a column for the proposed disposition of the tree listed. Because the tree listed in the specimen tree table is not located on-site, it is not approved for removal with this plan and must be labeled in the table as "to remain". The symbol on the plan and in the legend must be updated to indicate that all specimen trees shown on the plan (which are all located off-site) are to remain. The variance for the removal of the tree will be evaluated with the TCP application for the Park property upon which it is located. The noise contour shown on the plan must be labeled as an "unmitigated 65 dBA Ldn noise contour" both on the plan and in the legend. All stormwater management and stormdrain structures that are approved on the concept plan must be shown on the TCP. The current application is for grading

and infrastructure of the townhouse portion of the site and for rough grading on the remainder of the site. The proposed multifamily building footprints must be removed from the plan and the proposed rough grading must be shown. A qualified professional who prepares the plan should sign and date it and update the revision box with a summary of the revisions made. A digital color copy of the plan is needed for State reporting purposes and must be submitted with the plans for certification.

Specimen Trees

There are no specimen trees that have been identified on-site.

The DSP is in conformance with the Woodland and Wildlife Habitat Conservation Ordinance.

12. **Prince George’s County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George’s County Tree Canopy Coverage Ordinance. This amounts to approximately 1.85 acres if applied to the entire acreage of the property or, however, the applicant has applied this calculation to only the townhouse development (13.55 acres) as these parcels are shown for full development and the remaining acreage is shown only for grading impacts. The subject application provides a schedule showing that the requirement has been met through the proposed on-site tree planting.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—According to the General Plan, the subject property is located in the West Hyattsville Metro Local Transit Center. Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses. The application conforms to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone (TDDP)* and Plan Prince George’s 2035 recommendations for local transit centers. The general pattern of development reflects the recommendations of the TDDP. While proposed land uses are not entirely consistent with the desired future land use plan, they reflect the desired walkable urban scale and current market realities.

There are several elements within the proposed development that are consistent with the goals and general policies of the TDDP; but whose details differ based upon the current and anticipated real estate market, the pie-shaped geometry of the subject property, and the anticipated timing of development on neighboring parcels. The TDDP assumes a coordinated, phased development of the Transit District and is influenced by real estate market practices pre-Great Recession; this is challenging to execute in the contemporary market with multiple property owners. The subject application provides an excellent example of walkable urbanism proximate and accessible to a Metro station. The provision of multifamily and commercial uses closest to Ager Road and townhouse and park uses

closer to the Northwest Branch Stream Valley Park maximizes the potential of this property to meet the goals of Plan Prince George's 2035 and the 2006 TDDP.

- b. **Subdivision**—The subject property is located on Tax Map 41 in Grid D-4 and E-4 and is zoned Mixed Use–Transportation Oriented (M-X-T). The site is currently known as Part of Parcel 1 (18.45 acres) recorded in Prince George's County Land Records in Liber 37453 at folio 103. The property is the subject of a Preliminary Plan of Subdivision, 4-15020, which was heard before the Planning Board on March 2, 2017 and currently pending adoption of the resolution of approval.

The PPS includes 183 townhouse lots and 32 parcels for townhouse, multifamily and commercial development. The infrastructure proposal and site layout included in the subject DSP is consistent with that evaluated with the PPS.

- c. **Environmental Planning**—The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to Preliminary Plan of Subdivision 4-15020.

Site Description

This 18.43-acre site is in the M-X-T Zone and the West Hyattsville Transit District Development Plan and T-D-O Zone. The site is located on the western side of Ager Road, across from its intersection with Lancer Drive. Based on available mapping information and the approved NRI, the site contains 100-year floodplain associated with the Northwest Branch of the Anacostia River as the only regulated environmental feature located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elsinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. The site fronts on Ager Road, which is a Master Plan of Transportation designated Arterial roadway that is regulated for noise. Ager Road is also a designated historic roadway. According to available information from the Maryland Department of Natural Resources, Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. According to the *2005 Approved Countywide Green Infrastructure Plan*, the site contains regulated areas, evaluation areas, and network gap areas.

Natural Resources Inventory

An approved Natural Resources Inventory, NRI-002-16, was submitted with the application. The NRI was prepared for a larger area than what has been included in the DSP. Minor revisions to the NRI were recommended as part of the PPS application.

The NRI indicates there is floodplain on the subject property associated with the Northwest Branch of the Anacostia River; the floodplain comprises the PMA. Three specimen trees were identified on the NRI for the overall site; however, one is located on

the adjacent property to the south (Parcel 112) and the other two are located on another off-site property to the south (Parcel 111). Both properties are owned by M-NCPPC. No additional information with regard to existing conditions is required at this time.

Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: “The Planning Board may approve a DSP if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).”

A statement of justification was submitted and reviewed as part of Preliminary Plan of Subdivision 4-15020. No new impacts are being proposed with the current application, therefore no new statement of justification is needed. The regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-15020.

Stormwater Management

An approved Stormwater Management Concept Plan (11905-2016-01) and approval letter were submitted with the subject application. Floodplain compensatory storage has been provided; however, a condition of concept approval requires a floodplain waiver approval prior to technical approval.

The proposed stormwater management features include numerous micro-bioretenion facilities. The concept approval expires December 8, 2019. The approval requires a stormwater management fee towards providing on-site attenuation/quality control measures. No further information pertaining to stormwater management is required.

Noise and Vibration

There are noise impacts associated with the property from Ager Road and the Green Line Metro tracks which run through the site. Vibration impacts are also associated with the rail lines. Three reports were received and evaluated as part of the PPS application on the topics of noise and vibration. No additional information is required concerning noise for the subject DSP application.

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 the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elisinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. This information is provided for the applicant’s benefit. The County may require a soils report in conformance with County Council Bill CB-94-2004 during the permit review process.

- d. **Transportation Planning**—The property is located on the southwest quadrant of Ager Road and Lancer Dr. and is generally surrounded by the West Hyattsville Metro Station, the existing Kirkwood Village residential complex, and the Northwest Branch of the Anacostia River. The subject site was developed with a large warehouse building that is currently vacant and proposed to be razed.

The required adequacy findings for transportation facilities for the planned development were made as part of the approval of a companion Preliminary Plan of Subdivision (4-15020). Prior to the recent approval of this PPS, the Planning Board had approved in 2006, the Conceptual Site Plan (CSP-05006) for a larger development site that included the subject site. Since the proposed DSP application is filled under the ETOD regulations of the Prince George's County Zoning Ordinance, and has been prepared in accordance with the requirements of the approved companion PPS, prior CSP transportation related approval conditions are no longer applicable to this application.

The proposed development will have only one access to Ager Road opposite existing Lancer Drive. The submitted revised plans include a hierarchy of streets including several street cross sections that show the placement of required streetscape, sidewalks, required bicycle facilities, and provision of on-street parking, where deemed appropriate and safe by the City of Hyattsville and the County. All these provided elements are deemed acceptable as they are meeting or exceeding the appropriate standards and guidelines of the West Hyattsville TDDP. While the proposed sections meet, or exceed the West Hyattsville TDDP standards, the full implementation of the elements within the prescribed rights of way will be subject to standards of the appropriate operating agencies.

Following several coordination meetings between the applicant's team, the City of Hyattsville, the County, and M-NCPPC staff, the revised plans correctly show the extension of both Nicholson Street and Kirkwood Place within the subject site all the way to the proposed east-west main-access roadway that will extend to Ager Road. This action along with submission of street centerline profiles adequately demonstrate safe and acceptable inner parcel connections as envisioned by the West Hyattsville TDDP.

This DSP proposes to amend the street system depicted on several West Hyattsville TDDP illustrative concepts. The West Hyattsville TDDP has depicted North Park Drive as a major collector facility. But this roadway is not a master-plan road, since this roadway is not mentioned either specifically or conceptually in the West Hyattsville TDDPs transportation text on pages 19-23. Further pages 24 and 25 of the West Hyattsville TDDP include an illustrative map and a table that is presented only to describe the West Hyattsville TDDP street hierarchy. While all master-plan roadways include some level of feasibility analysis in the associated plans, the depicted North Park Drive appears to cross parklands, run through floodplain, affect the stream buffer, and pass underneath existing and operational Metrorail tracks just west of the West Hyattsville Station. Furthermore, the Approved West Hyattsville TDDP preceded the 2009 *Countywide Master Plan of Transportation* (MPOT) by several years and does not include North Park Drive as a

master-plan roadway as a major collector facility. For these reasons, the Planning Board concurs with the assertion that this roadway is not a master plan roadway and the submitted DSP does not need to show it.

The West Hyattsville TDDP maximum parking standards requires provision of at least two on-site parking spaces per townhouse unit. As proposed, 53 end-unit townhouses will be constructed with two enclosed parking spaces, and the remaining 130 interior units each will have one enclosed parking space. The total provided parking for the proposed 183 townhouse units is 236 spaces. The maximum parking allowed for townhouses on properties within one-quarter mile of the West Hyattsville Metro Station, the subject site, is 2.00 parking spaces per unit. For the proposed 183 units, a maximum of 366 spaces is permitted. The plan shows an additional 193 on-street surface parking spaces, mostly to conform to West Hyattsville TDDP goal of providing complete streets throughout the proposed development. Further the site plan includes provision of major park facilities along the western edge of the subject property where some of proposed on-street parking will be used by park visitors. Thus, the Planning Board supports the applicant's proposed modification to the TDDP maximum parking requirements to increase the maximum allowed parking from 366 to 429 spaces.

Finally, it is important to note that the TDDP recommends the establishment of an area-wide Transportation Demand Management (TDM) district. However, the West Hyattsville TDM district has not been established.

Transportation Conclusions

Based on the preceding findings, the Planning Board concludes that the proposed DSP, as submitted, is in conformance with all applicable development standards and guidelines, and is in substantial compliance with transportation requirements of an ETOD site plan.

- e. **Trails**—The Planning Board reviewed the DSP application referenced above 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.

The subject application is located in the West Hyattsville Transit District and is adjacent to the West Hyattsville Metro Station. The property is between Ager Road and the Northwest Branch of the Anacostia River. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zone Map Amendment* (TDOZMA) for the West Hyattsville Transit District Overlay Zone (TDDP). The subject application proposes 183 townhouse lots and rough grading for future multifamily development. Because the site is located within the West Hyattsville Metro Center, it was subject to Section 24-124.01 and the "Transportation Review Guidelines, Part 2, 2013," at the time of PPS.

Background

Two master plan trail/bikeway recommendations are in the vicinity of the subject site. The subject property is adjacent to existing M-NCPPC land that includes the Northwest Branch Trail. And, an existing master plan sidewalk has been constructed from Ager Road to the West Hyattsville Metro. This sidewalk is adjacent to the Green Line and has been constructed at approximately six-feet in width. This sidewalk will connect the subject site with the tunnel to the West Hyattsville Metro.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.

The TDDP included a number of standards related to bicycle and pedestrian facilities which are copied below. General streetscape standards are copied, as are the specific standards related to sidewalks.

General Streetscape Standards

Streetscape

1. **Streetscape Paving: All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.**
2. **Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the DSP for review and approval by M-NCPPC staff and County/ municipal public space maintenance agencies.**
3. **Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.**

4. **Streetscape Elements:** Streetscape elements of street trees, street furniture, landscaping and planters, shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets, in accordance with the West Hyattsville TDDP CSP streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The BUS) and appropriate transit service-related notices at other locations within the Est Hyattsville TDOZ public realm subject to the approval of DWP&T and the appropriate municipality.

Streetscape elements shall include:

- Street trees (located in the tree grates along urban streets and planting beds along residential streets)
- Street furniture (benches, trash receptacles, lighting and bus shelters)
- Landscaping and planters
- Decorative paving
- Sculpture/artwork
- Bus shelters

No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of the Prince George's County Department of Public Works and Transportation (DPW&T) and/or the City of Hyattsville expressed through an executed memorandum of understanding with the developer/applicant. All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer (TDDP, pages 83-84).

Sidewalks

1. **TDDP Designated Sidewalks:** All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the

streetscape sections in the TDDP. Streetscape sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local access Streets.

2. **TDDP Non-Designated Sidewalks: Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet County specifications.**
3. **Paving Materials for Primary Sidewalks: All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.**
4. **Americans with Disabilities Act (ADA): All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design (TDDP, page 92).**

Proposed On-Site Bicycle and Pedestrian Improvements:

Sidewalks are provided along both sides of all internal roads consistent with MPOT guidance and TDDP requirements. An eight-foot-wide sidewalk (or sidepath) is reflected on the one side of Little Branch Run, which will serve as a trail connection between Ager Road and the stream valley trail along the Northwest Branch of the Anacostia River. The TDDP recommends a “boulevard” cross section for Ager Road. However, it should be noted that DPW&T has a “complete and green street” design completed for Ager Road and the Planning Board recommends that any frontage improvements along this road be consistent with the completed DPW&T designs.

There is an existing six- to seven-foot-wide concrete sidewalk linking Ager Road with the West Hyattsville Metro. This connection is lit and is heavily used by surrounding communities when accessing the station. The Planning Board recommends an “interim” pedestrian connection linking the subject site to this sidewalk through Parcel EE or DD. Upon development of the multifamily units on this portion of the site, this connection will be replaced by a sidewalk and/or trail connection incorporated into the development that makes this same connection.

M-NCPPC and DPW&T recently completed a bike-share feasibility study that recommended the expansion of the Capital Bike Share system into Prince George’s County. Based on discussions with the City of Hyattsville and DPW&T, the Planning Board believes that two stations are appropriate on the subject site: one on the current phase for townhouse development and the other on the future phase for multifamily development.

A coordination meeting was held with the M-NCPPC staff, DPW&T, DPIE and the City of Hyattsville on February 6, 2017. It was determined that both Kirkwood Place and Nicholson Street should be connected. The City of Hyattsville supports the removal of the existing fence to make these connections. Grade establishment plans should demonstrate how the grading will accommodate these two connections. Both roads should be constructed to the property line, but the timing of the opening of the two roads will be determined by DPIE and the City of Hyattsville.

Off-Site Improvement Exhibit:

Off-site improvements will be required as part of Preliminary Plan 4-15020, consistent with Section 24-124.01. Many of the improvements proffered by the applicant are focused on improvements to the stream valley trail and adjacent parkland. Section (d) provides guidance on the types of facilities that should be considered for off-site improvements:

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.**

As part of the stormwater management package for the site, the applicant is doing extensive grading on the adjacent M-NCPPC parkland for the storage of stormwater management. As part of this work, the stream valley trail will be reconstructed, a "riverwalk" or promenade will be provided, and other amenities will be incorporated such as trail lighting. These improvements are off-site and on adjacent land dedicated to M-NCPPC. However, because the improvements included on the BPIS exhibit are required as part of the stormwater management plan, they cannot be double-counted towards the BPIS (Section 24-124.01) requirements. After discussion with the

Development Review Division (DRD), the City of Hyattsville and the Department of Parks and Recreation, it was determined that the BPIS off-site improvements should supplement what is already being provided for the stormwater management plan. The improvements proposed for the stormwater management plan are shown on the BPIS exhibit. The additional trail lighting is marked in red on this graphic. This trail lighting will extend from the existing lighting at the West Hyattsville Metro to Queens Chapel Road, a distance of approximately 1,200 linear feet.

Section 24-124.01(f) further specifies that, at the time of DSP, an exhibit should be provided that shows the limits, locations and specifications and/or details for all off-site improvements.

Section 24-124.01(f):

- (f) If a conceptual or detailed site plan approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in Subsection (c) of this Section, along with the location, types, and description of major improvements, property/lot lines, and owners that are within fifty (50) feet of the subject easements and rights-of-way.**

Prior to certificate approval of the DSP, the Planning Board recommends that an exhibit be provided showing the location, limits, specifications and details for the off-site trail lighting required between the West Hyattsville Metro and Queens Chapel Road.

It should also be noted that a pedestrian tunnel exists between the subject site and the West Hyattsville Metro. The Planning Board evaluated the pedestrian tunnel during a site visit on February 6, 2017 and identified no obvious safety improvements that are needed. Trail lighting is provided throughout the short (30 or 40 feet long) tunnel and closed spaced lighting is provided along both approaches to the tunnel. The Planning Board concludes that the off-site BPIS improvements are best focused on the trail lighting needed along the stream valley trail.

Trails Conclusion:

Based on the preceding analysis, and in terms of pedestrian and bicycle use, the proposal is consistent with the purposes of the M-X-T Zone and the project will generally fulfill the intent of the TDDP and provides pedestrian and bicycle facilities on the property, subject to conditions.

- f. **Prince George's County Health Department**—The Environmental Engineering/Policy Program of the Prince George's County Health Department completed a health impact assessment as stated in memorandum dated February 21, 2017 for the review of the DSP for Riverfront at West Hyattsville Metro and had the following comments/recommendations:

- (1) The public health value of access to active recreational facilities has been well documented. The site plan indicates “the subject property proposes an onsite recreation area to be dedicated to park use and connected by a hiker/biker trail along the Public R.O.W. that intersects with Ager Road.”

The development will be well served by recreational facilities, especially trails throughout the immediate area.

- (2) Scientific research has demonstrated that a high-quality pedestrian environment can support walking for both utilitarian purposes and for pleasure, leading to positive health outcomes. The proposed site “is located on the southwest side of Ager Road, approximately 620 feet north of Hamilton Street and the entrance to the West Hyattsville Metro Station.” The proximity of the Metro station will promote a high-quality pedestrian environment since many of the proposed residents will utilize the neighboring metro station as a primary form of transport.

The plans would provide for high-quality pedestrian environment if additional shade trees were provided in specific locations. A condition of approval has been included in the plans to add a few additional shade trees to the plans.

- (3) There are seven existing fast food facilities within a one-half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh food vendors, have a significantly higher prevalence of obesity and diabetes. The developer should consider setting aside space for a community garden.

The plans propose townhouse development with common-ownership property. If there is land available to provide for planting within the common ownership area, the future HOA could provide garden space as requested by the future residents. Demand for community gardens may be demonstrated in the future, but the provisions for determining where in the community these facilities should be provided should be determined by the future HOA. It should also be noted that the requirements for tree canopy coverage on this property may cause more shade on the soils areas than would be conducive to growing vegetables.

- (4) Living in proximity to green space is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general questionnaires. In addition to the street tree plantings discussed in the Streetscape Standard Plans,

the proposed recreation area that will “be dedicated to park use,” will increase the proximity and accessibility of green space to residents of Riverfront at West Hyattsville Metro.

This is noted for the record and has been transmitted to the applicant.

- (5) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.

The plans should provide for full-cut-off optics, if possible.

- (6) The existing warehouse on the property must be razed. Therefore, the applicant must apply for a Raze Permit from Prince George’s County’s Department of Permitting, Inspections & Enforcement in order to give assurance of the proper abatement of any asbestos-containing materials in the existing structure.

This information is noted for the applicant’s benefit.

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

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

- g. **Historic Preservation**—The site is currently improved with a warehouse that was built in 1958 that is proposed to be demolished. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George’s County Historic Sites or Resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeological survey is not recommended.

- h. **City of Hyattsville**—In a letter dated February 13, 2017, Candace B. Hollingsworth, Mayor of the City of Hyattsville to Chairman Elizabeth Hewlett, Prince George’s County Planning Board, provided the following:

“On Monday, February 6, 2017, the Hyattsville City Council reviewed and voted in support of the Detailed Site Plan (DSP 16029) for the Riverfront at West Hyattsville development proposed at 5620 Ager Road.

“For the past several months, the applicant has been working with the City to modify the site plan based on comments it has received. We believe that the revisions to the initial site plan demonstrate that the applicant has been responsive to our collective comments. We ask that in your review of this DSP application you consider the following comments as conditions of approval:

- “• “Street lighting within the development shall be constructed to the PEPCO standard, so that it can be accepted into the public lighting system;
- “• “Street trees shall be native species and in scale with urban tree standards;
- “• “Landscaping in the promenade greenway is maintained by either the homeowner’s association or the County;
- “• “The low-lying vegetation in the bio-retention swales are to be of durable, low maintenance materials;
- “• “The promenade and amphitheater space must comply with the Americans with Disabilities Act;

“In addition to the conditions of approval, the City requests that the Planning Board support a departure from the standard requiring an automated irrigation system for landscaping and street trees within the public right-of-way. Provided the landscape materials are native species to Maryland, we are confident the plantings will thrive with a basic watering schedule provided by the City’s Department of Public Works, which employ several arborists and employees trained in horticultural maintenance.”

The Planning Board has reviewed each of the conditions as proposed by the City of Hyattsville; the first condition has been accommodated in the recommended conditions of approval, specifically Condition 1(n); the second condition regarding street trees has been accommodated in the recommended conditions of approval, specifically Condition 1(n); the third condition regarding the landscaping within the proposed promenade greenway is within the land area proposed for M-NCPPC. Plantings outside of the park property or the right-of-way will be maintained by the HOA. In regard to the fourth condition, the landscaping within the bioretention swales is not part of the DSP, but is determined by the agency responsible for stormwater management (DPIE) as part of the technical approval of

the final stormwater management plans. Lastly, the fifth condition relating to the promenade and amphitheater space and ADA compliance is applicable to land area to be dedicated to the M-NCPPC.

At the Planning Board hearing, Jim Chandler, Assistant City Administrator and Director of Community and Economic Development for the City of Hyattsville, testified in support of the application.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated February 10, 2017, the Fire Department provided comments on this DSP. Their comments will be enforced through their separate permitting process.
 - j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—No comments were received from this office.
 - k. **Prince George's County Police Department**—No comments were received from this office.
 - l. **Washington Metropolitan Transit Authority (WMATA)**— No comments were received from this office.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—No comments were received from this office.
 - n. **Verizon**—No comments were received from this office.
 - o. **Potomac Electric Power Company (PEPCO)**—No comments were received from this office.
14. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2), the following findings can be made:

(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 and the future mixed-use development is consistent with the land use vision of the West Hyattsville TDDP, which is to create a compact, high-density and pedestrian-friendly mixed-use center around the Metro Station. The DSP is only for the infrastructure implementation. The DSP conforms to most of the mandatory requirements of the TDDP except for standards for which the applicant has requested the Planning Board apply transit development standards that are different from the mandatory requirements in the TDDP in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(2).

- (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 West Hyattsville TDDP and the development proposal is consistent with the development standards and guidelines of the TDDP, except as noted in this report.

- (C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;**

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the M-X-T Zone. The DSP meets the applicable requirements of T-D-O and M-X-T Zones.

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

The subject DSP is for infrastructure. The requirement will be reviewed for conformance at the time of 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.**

The subject site is the first phase of redevelopment of the area, so future buildings will need to demonstrate compatibility with the subject plan. The proposed buildings are the first substantial new development in the area that will improve the appearance of the area significantly.

- (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.**

The above does not apply to the subject application.

In conclusion and for the reasons stated herein, the proposed development, as contained in Detailed Site Plan DSP-16029, meets all required findings for approval.

15. The Planning Board finds that the DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible.

16. This DSP for infrastructure satisfies the applicable site design guidelines as contained in Section 27-274 of the Zoning Ordinance, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and further:

- A. RECOMMENDS to the District Council that the applicant's proposed alternative land use plan exhibit be APPROVED as follows:
1. **Preferred Land Use Map**—The applicant's proposed amendments, which would place portions of Blocks L and G in the Multifamily Preferred Land Use Category and the remainder of Blocks L and G, as well as Blocks Y, Z, AA, BB, and parts of CC in the Townhouse Preferred Land Use Category.
- B. APPROVED the proposed alternative development district standards as follows:
1. **Modification 1:** To allow an amendment of the 400-foot maximum block length for Local Streets.
 2. **Modification 2:** To allow an amendment of the 15-foot maximum curb radius along Little Branch Run.
 3. **Modification 4:** To allow an amendment of the requirement to space street trees 30 feet on center.
 4. **Modification 5:** To allow an amendment of the required street tree types.
 5. **Modification 6:** To eliminate the required automatic irrigation system conditional on the use of native plants as an alternative.
 6. **Modification 7:** To allow River Terrace Road as a Residential Street. The TDDP requires construction of a Park Drive adjacent to the Northwest Branch Stream Valley Park.
 7. **Modification 8:** To allow the applicant not to build the required 13,000 square foot community center on the subject property.
- C. DISAPPROVED the following amendment to the 2006 *Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment* as follows:

1. **Modification 3:** To allow the applicant to not provide any lighting within the alley and not on lots five feet from alleys.
- D. APPROVED Detailed Site Plan DSP-16029, Type 2 Tree Conservation Plan TCP2-001-2017, and Alternative Compliance AC-17003, for Riverfront at West Hyattsville Metro, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. The Preliminary Plan of Subdivision 4-15020 shall be signature-approved.
 - b. The DSP shall be revised to conform to the approved preliminary plan of subdivision.
 - c. Incorporate the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The roads shall be constructed to the property line, but the timing of the opening of the two roads will be determined by the Prince George's County Department of Permitting, Inspections and Enforcement and the City of Hyattsville.
 - d. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the DPW&T complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - e. An exhibit shall be submitted showing the location, limits, specifications and details for the off-site trail lighting and/or other appropriate enhancements along the stream valley trail between the West Hyattsville Metro and Queens Chapel Road, pursuant to Section 24-124.01(f). A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).
 - f. Revise the plans to show a conceptual location for a 19-dock, 10-bike, Capital Bikeshare station in the vicinity of Ager Road. The conceptual location will be further determined on a future DSP for the multifamily parcel(s).
 - g. Add a fence around the play area with gates.
 - h. Revise the landscape plan as follows:
 - (1) An additional 36 ornamental or evergreen trees shall be provided at the time of the DSP which includes architectural elevations.

- (2) Revise the size of the ornamental and evergreen trees proposed from 4- to 4.5-inch caliper to 8 to 10-feet in height.
 - (3) Add shade trees when possible to provide for shade along the pedestrian routes where space is available.
- i. Provide for additional seating throughout the community in the form of benches and delineation on the plans and provide a list of the proposed recreational facilities.
 - j. Provide evidence from the City of Hyattsville indicating that they agree to Modifications 5 and 6 as proposed by the applicant or revise the plan accordingly.
 - k. Provide native plantings to the greatest extent possible and provide for a variety of plant material to avoid monotonous plantings within the development.
 - l. Provide notes on the plans in accordance with the Prince George's County Health Department's recommendations by adding notes to the plans as follows:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
 - m. Provide lighting details and specifications of PEPCO within the public rights-of-way.
 - n. The Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - (1) Provide the standard property owner's awareness certification block to the plan and type-in the name and title of the individual signing the plan below the signature line.
 - (2) Revise the QR code approval block to type-in the associated case name and DSP number.
 - (3) Remove the preliminary plan of subdivision approval block from the plan.
 - (4) Revise the limit of disturbance to be clearly visible.

- (5) Revise the note shown on the adjacent M-NCPPC owned property to include the assigned TCP number once assigned.
 - (6) Revise the specimen tree table to include a column for the proposed disposition of the off-site tree (to remain).
 - (7) Revise the specimen tree symbols on the plan and in the legend to indicate that the off-site trees shown on the plan are to remain under the current application.
 - (8) Label the noise contour on the plan and in the legend as “unmitigated 65 dBA Ldn noise contour.”
 - (9) Show all stormwater-management features and stormdrain structures as shown on the approved stormwater management concept plan.
 - (10) Remove all multifamily building footprints from the plan and show the proposed rough grading approved with this application.
 - (11) Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
 - (12) Provide a digital color copy of the plan.
2. A permanent and direct sidewalk connection from the end of either Kirkwood Place, Crimson Fox Drive, or Emerald Branch Drive to the existing tunnel to the West Hyattsville Metro shall be provided at the time of approval of a full-scale detailed site plan for the multifamily parcel(s).
 3. In the event that the permanent sidewalk connection provided for in Condition 2 is not constructed prior to (or concurrent with) the townhouse development, construct a temporary asphalt sidewalk connection from the end of Emerald Branch Drive, as shown on the site plan, to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station. This temporary connection shall not be constructed until safe access can be provided through the subject site.
 4. Prior to approval of the full-scale detailed site plan for the townhouse units, a lighting and photometric plan shall be provided for the alleys. The lighting plan will depict appropriate locations for lighting fixtures and the photometric plan shall provide adequate lighting levels that, at a minimum, conform to the requirements of the International Building Code applicable in Prince George’s County, or other appropriate standard as determined by the Planning Board.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, March 23, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of March 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SHL:rpg

R E S O L U T I O N

WHEREAS, West Hyattsville Property Co. LLC is the owner of an 18.45-acre parcel of land known as Part of Parcel 1, said property being in the 17th Election District of Prince George’s County, Maryland, and being zoned Mixed Use–Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on December 9, 2016, West Hyattsville Property Co. LLC filed an application for approval of a Preliminary Plan of Subdivision for 183 lots and 32 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-15020 for Riverfront at West Hyattsville was presented to the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 2, 2017, 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 2, 2017, the Prince George’s County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George’s County Code, the Prince George’s County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016, and APPROVED a Variance from Section 27-548(h), and further APPROVED Preliminary Plan of Subdivision 4-15020, including Variations from Section 24-122(a) and Section 24-121(a)(4), for 183 lots and 32 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:
 - a. Designate the parcels proposed for multifamily development using consecutive numbering (1–3).
 - b. Reflect the lot and parcel designations consistently on the PPS and Type 1 tree conservation plan.
 - c. Clearly label the improvements shown on the abutting parkland to the west are off-site and not part of this application.
 - d. Label the disposition of all existing easements and structures on the subject property.

- e. Revise General Note 6 to indicate the subject property is in the Transit District Overlay (T-D-O) Zone.
- f. Delete General Notes 15 and 16.
- g. Revise General Note 18 to indicate the subject property is not within the Military Installation Overlay Zone.
- h. Add to General Note 33 that a variation to Section 24-122(a) is approved for the public utility easements as shown hereon.
- i. Add to General Note 38 that this PPS approval is not pursuant to Conceptual Site Plan CSP-05006.
- j. Remove the development standards table and replace it with the following table:

DEVELOPMENT STANDARD	REQUIRED	PROVIDED	CODE SECTION
a. Minimum Bldg. Width -Interior Unit	20 ft.	16 ft.	Section 27-548(h)
-End Unit	24 ft.	20 ft.	
b. Maximum TH Units per Bldg. Group	6 du	8 du (7 groups) 7 du (10 groups)	Section 27-548(h)
c. Max. number of Bldg. Groups w>6 du	20%	61% (17 groups)	Section 27-548(h)
d. Minimum Lot Size	1,800 sq. ft.	816 sq. ft. min.	Section 27-548(h)

*A variance is approved, in accordance with the table above, from the lot standards of Section 27-548(h) of the Zoning Ordinance.

- k. Remove the temporary pedestrian access shown across Parcel EE and replace it with a direction arrow that indicates a possible pedestrian route to the Washington Metropolitan Area Transit Authority access trail.
- l. Show the continuation of the 10-foot wide public utility easement along Little Branch Run on Parcels CC and DD and the subject property's entire frontage of Ager Road.
- m. Indicate a public vehicular use easement over Winter Alley and Whisper Alley.
- n. Indicate that the homeowners association (HOA) and alley parcels are to be conveyed to the HOA.
- o. Label the centerline of Ager Road and provide a dimension from the subject property to the centerline.

- p. Label and dimension all rights-of-way, consistent with the typical road section plan submitted on January 26, 2017, except that the typical road section for Little Branch Run shall be modified and shown on the PPS to include a 3.33-foot-wide planting strip behind the provided 5-foot-wide sidewalk (minimum 59-foot-wide street section) along the frontage of Parcels EE and DD.
 - q. Reflect the property boundary consistent with the Alta Survey filed with this application.
2. Total development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.
 3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.
 4. Development of this site shall be in conformance with Stormwater Management Concept Plan 11905-2016-00 and any subsequent revisions. The final plat shall note the stormwater management concept plan number and approval date.
 5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.
 6. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following at the time of detailed site plan review:
 - a. Provide a street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.

- b. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - c. Evaluate the need for a temporary sidewalk connection through the subject site, from the end of Kirkwood Place to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station in phase with development. This temporary connection will not be constructed until and unless safe access can be provided through the subject site, and appropriate easements required if necessary.
 - d. Provide plans to show a conceptual location for two Capital Bikeshare stations within public spaces: one along or near Ager Road and another on the promenade along River Terrace Road, subject to modifications by the operating agencies.
7. At time of the first final plat of subdivision, the applicant shall convey to the Maryland-National Capital Park and Planning Commission, Planning Department, 0.28± acre of open space, as designated on the approved preliminary plan of subdivision.
8. The land to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC) shall be subject to the following conditions:
 - a. An original, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (M-NCPPC), along with the final plat.
 - b. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges prior to and subsequent to final plat.
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be determined by the General Counsel's Office, M-NCPPC) shall be submitted to the DPR within two weeks prior to applying for grading permits.

- e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by the M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by the M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
 - f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in acceptable condition for conveyance, prior to dedication.
 - g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of the Prince George's County Department of Parks and Recreation.
 - h. The applicant shall terminate any leasehold interests on property to be conveyed to M-NCPPC.
 - i. No stormwater management facilities or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). DPR shall review and approve the location and/or design of these features. If such proposals are approved by the DPR, a performance bond, maintenance and easement agreements shall be required prior to issuance of grading permits.
9. Prior to signature of the preliminary plan of subdivision, the natural resources inventory (NRI) shall be revised as follows:
- a. Revise the Forest Stand Characteristics Table to update the acreage for the two forest stands to 3.77 acres.
 - b. Revise the NRI certification block to type-in the previous signature approval.
 - c. Cross out the previous qualified professional signature and have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
10. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:
- a. Show all specimen trees within 100 feet of the property boundary as remaining.

- b. Revise the legend to replace the symbol for specimen trees to be removed with a symbol for existing specimen trees.
- c. Add the following note below the specimen tree table: "This tree is located off-site."
- d. Provide hatching over the adjacent Maryland-National Capital Park and Planning Commission owned property and the following label:

"Parcel 112 is not part of this plan."
- e. Show stormwater management and storm drain features on the entire site in accordance with the approved concept plan (11905-2016-01).
- f. Revise the DRD QR code approval block to type-in the assigned plan number (4-15020).
- g. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.

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

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016), 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."

12. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, Waters of the U.S., or floodplain, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
13. Prior to issuance of building permits for townhouse Lots 1–8, either provide a certification by a professional engineer with competency in acoustical analysis to be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, or provide a revised noise report that demonstrates that the upper level noise impacts do not exceed 65 dBA Ldn.

14. Prior to acceptance of a detailed site plan for the multifamily development on Parcels DD, EE, and FF, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.
15. At the time of review of the detailed site plan for architecture for the single-family attached units and final plat for the lots of such units, the following issues shall be considered:
 - a. Variation in the unit width in a stick of more than six units in a row, to incorporate a unit with a minimum width of 18 feet wide for every three narrower units, if possible.
 - b. Architecture which provides entrances on the endwall of units where the endwall is fronting on a public street or open space.
 - c. Provide a minimum eight-foot distance between the end unit lot lines of any two single-family attached building groups where pedestrian circulation is proposed between the units.
 - d. An evaluation of adequate access to the proposed parking on Hush Alley, in accordance with the requirements of the Prince George's County Zoning Ordinance and the *2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, to determine if the removal of parking or widening of the alley is necessary.
16. Prior to the approval of building permits for the identified parcels (Parcels CC and DD as labeled on the submitted Type 1 tree conservation plan) exposed to vibration impacts above the Federal Trade Authority levels for residential buildings, the applicant and the applicant's heirs, successors, and/or assignees shall submit evidence to the Environmental Planning Section (M-NCPPC) that the vibration study dated July 18, 2016, prepared by Hush Acoustics LLC, Vibration Analysis results has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.
17. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

"This property is located within close proximity to a metro line and may be subject to 'feelable vibration' and noise impacts."
18. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

19. Prior to, or concurrent with, the approval of the first final plat, public right-of-way dedication across the Washington Metropolitan Area Transit Authority property shall be provided.
20. Prior to approval of the final plat of subdivision, a draft public vehicular access easement, to the benefit of the City of Hyattsville, over Winter Alley and Whisper Alley, which provides connectivity to the public streets at each end of the alleys, shall be submitted to the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the City of Hyattsville for review and approval by the Commission. The easement documents shall ensure that the rights of M-NCPPC and the City of Hyattsville are included. Prior to recordation of the final plat, the easements shall be recorded in Prince George's County land records and the liber/folio of the easement shall be indicated on the final plat, and the limits of the easements reflected consistent with the approved preliminary plan of subdivision and detailed site plan.
21. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Subdivision Review Section of the Development Review Division for review and approval, 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.
22. 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, soil filling, other than the placement of fill material associated with permitted grading operations 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 storm drain outfalls.

- e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to an 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 assure retention and future maintenance of the property to be conveyed.
23. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:
- a. Note the Planning Board's approval of a variation to Section 24-122(a) for reduced width and location of public utility easements, unless modified by the affected utilities.
 - b. Note the Planning Board's approval of a variation to Section 24-121(a)(4) lot depth for lots abutting the metro rail tracks.
 - c. Note the Planning Board's approval of a variance from Section 27-158(h) for lot standards in the M-X-T Zone pursuant to the approval of 4-15020 and provide the resolution number for 4-15020.
24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).

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 on the west side of Ager Road, at its intersection with Lancer Drive, north of the West Hyattsville Metro Station and is currently known as Part of Parcel 1 recorded in Prince George's County Land Records in Liber 37453 at folio 103. The site is comprised of two parcels (both part of Parcel 1) that are bisected by the metro rail line. Prior to the division of Parcel 1 by the dedication of land for the crossing of the metro rail line, Parcel 1 was recorded in Plat Book WWW 29-71. The property contains an existing warehouse constructed in 1958 that is currently vacant and to be razed. The overall area of the property is 18.45 acres and is located in the M-X-T (Mixed Use–Transportation Oriented) and T-D-O (Transit District Overlay) zones. The application includes 183 lots and 32 parcels for the construction of a mixed-use

development including single-family attached and multifamily residential, and 10,000 square feet of gross floor area for commercial development. A detailed site plan (DSP) will be required for the development of this site in accordance with the requirements of the underlying M-X-T and T-D-O Zones.

The property is located abutting the north side of the West Hyattsville Metro Station and development of the property will include the crossing of property owned by the Washington Metropolitan Area Transit Authority (WMATA) for access to the site. The subject application is consistent with the *Plan Prince George's 2035 Approved General Plan* (General Plan) and the *2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

The applicant filed a variance from the requirements of Section 27-548(h) of the Zoning Ordinance, which requires that townhouse lots in the M-X-T Zone be a minimum of 1,800 square feet; that no more than six townhouse units be provided per building group, unless it is demonstrated that more than six townhouse units (but not more than eight) would create a more attractive living environment; and that a minimum building width of 20 feet be provided. This provision further requires that building groups containing more than six units not exceed 20 percent of the total building groups in the development and that the end units of such building groups be a minimum of 24 feet wide. The application includes lot sizes less than 1,800 square feet; more than six townhouse units in a row, but not more than eight, for approximately 60 percent of the building groups; and lot widths less than 20 feet wide.

The lots approved in this application are to be accessed via a network of internal public streets and alleys. Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public utility company, a subdivider grant the required easement. A 10-foot-wide public utility easement (PUE) is required as a standard, along all public rights-of-way (both sides). Therefore, conformance to Section 24-122(a) is found when the standard PUE is provided. The applicant requested approval of a variation for the width and location of the PUE.

The subject site has frontage on Ager Road, a master planned arterial right-of-way, and is bisected by the metro rail tracks. Lots are required to be platted with 150-foot lot depth when adjacent to an arterial roadway and a 300-foot lot depth when adjacent to a transit right-of-way. The applicant requested approval of a variation for eight of the townhouse lots and three of the parcels (multifamily), which do not meet the required 300-foot lot depth.

3. **Setting**—The property is located on Tax Map 41, Grid D-4 and E-4 in Planning Area 68 and is zoned M-X-T and T-D-O. Development surrounding this site is also within the T-D-O Zone and include; multifamily residential to the north, also in the M-X-T Zone; the West Hyattsville Metro Station the south; Ager Road to the east; and M-NCPPC-owned parkland in the R-O-S Zone to the west.

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

Zone Use(s)	EXISTING	APPROVED
	M-X-T/T-D-O Warehouse (vacant)	M-X-T/T-D-O Multifamily Residential (300 units) Single-Family Attached (183 Units) Commercial (10,000 sq. ft.)
Acreage	18.45	18.45
Lots	0	183
Outlots	0	0
Parcels	2	32
Dwelling Units:	0	483
Public Safety Mitigation Fee	No	No
Variance(s)	No	Yes Section 27-548(h)
Variation	No	Yes Section 24-122(a) Section 24-121(a)(4)

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 30, 2016. The requested variations to Section 24-122(a) and Section 24-121(a)(4) of the Subdivision Regulations was accepted on December 9, 2016 and was heard at the SDRC meeting on December 30, 2016, as required by Section 24-113(b) of the Subdivision Regulations. The variance request was accepted on January 26, 2017.

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George’s County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The applicant is not developing the subject site in accordance with the previous approvals and, therefore, the conditions of the previous approval do not apply. Approval of this PPS will supersede the previous approval and provide an adequacy analysis based on the development evaluated herein. The development of the remaining properties previously included in CSP-05006 and 4-05145 will be required to file a new PPS to demonstrate adequacy independent of this site. A new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 of the Zoning Ordinance, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review. The applicant has filed a Detailed Site Plan DSP-16029, which is currently under review for this site.

6. **Community Planning**—The subject property is located in the West Hyattsville Metro Local Transit Center per the General Plan. Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses. This subdivision conforms to the Plan Prince George’s 2035 recommendations for local transit centers.

The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP) retained the subject property in the Transit District Overlay/Mixed Use Transportation-Oriented (T-D-O/M-X-T) Zone. The subject property is located in the North Park Character Area; Map 13 of the TDDP categorizes the subject property completely in Development Blocks Y, Z, and AA, and partially in Blocks G, L, BB and CC. The T-D-O Zone permits and prohibits uses based upon Map 14, the Preferred Land Use Plan. Pursuant to Map 14, the TDDP recommends the following mix of uses on the subject property:

- Block G: Townhouses, 2-4 stories
- Block L: Townhouses, 2-4 stories, with structured parking abutting the west side of the metro tracks and mixed-use residential on Kirkwood Place at the northern property line.
- Block Y and BB: Multifamily Condominiums, 4-6 stories
- Block Z and AA: Townhouses, 2-4 stories
- Block CC: A greenway and Tower Residential: 10-12 stories

The subject application includes lots for townhouses on Blocks L, Y, Z, AA, BB, and CC, a lot for future multifamily on Block L and mixed use on Block G. Table 2, Detailed Use Table, of the TDDP prohibits single-family dwellings in the Structured Parking (Block L) and Multifamily, Tower and Condo (Blocks Y, BB, and CC) Preferred Land Use Categories. Given the prohibition of single-family housing in these areas, the lot sizes and lot pattern do not conform to the TDDP. However, pursuant to Section 27-548.09.01 of the Zoning Ordinance, at the time of DSP, the District Council may approve an amendment to the Transit District development requirements to permit the proposed use, which has been requested with pending Detailed Site Plan DSP-16029. If the use amendment is approved, the lot pattern as part of this PPS will conform to the TDDP. The TDDP identifies the subject property as part of the “North Park” Neighborhood, described as follows:

“Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller “pocket” parks --one acre or less in size --that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the

intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.” [pg. 10-11]

Other design elements identified in the TDDP for this area include:

- The extension of Nicholson Street and Kirkwood Place through the property conforms to, and implements a key recommendation of, the TDDP. The subject application includes dedication of all internal streets to public use, under the operating authority of the City of Hyattsville. The City of Hyattsville has indicated their concurrence with the plan. The sidewalks meet the DPW&T/City of Hyattsville public street standards and TDDP standards for width. The public street sections, including sidewalks, are further discussed in the Transportation and Trails findings.
- The TDDP requires the provision of pocket parks within the North Park neighborhood, located within Low-Impact Development (LID) street rights-of-way. The application does not address the LID street type, but provides pocket parks in other acceptable locations consistent with the goals of the TDDP.

Conformance of the subdivision with the West Hyattsville TDDP standards is contingent on District Council approval of a DSP amending the TDDP Preferred Land-Use Plan to permit the proposed uses on the subject property. The lot layout approved with this PPS is consistent with the amendment requested with DSP-16029. The approval of final plats is conditioned on the amendment approval. In general, the application reflects the recommendations of the TDDP and Plan Prince George’s 2035. The land uses reflect the desired walkable urban scale and a mix of uses.

7. **Stormwater Management**—An approved Stormwater Management Concept plan (11905-2016-01) and approval letter were submitted with the subject application. Floodplain compensatory storage has been provided abutting the site to the west. A condition of concept approval requires a floodplain waiver approval prior to technical approval. According to discussions with the Prince George’s County Department of Permitting, Inspection and Enforcement (DPIE), the approval of a floodplain waiver is likely.

The stormwater management (SWM) features include numerous micro-bioretenion facilities on-site. The SWM concept approval expires December 8, 2019. The approval requires a SWM fee towards providing on-site attenuation/quality control measures. No further information pertaining to SWM is required. Development shall conform with the SWM concept approval and any subsequent revisions, to ensure no on-site or downstream stream flooding.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements of the West Hyattsville TDDP, the Land Preservation and Recreation Program for Prince George’s County, the Formula 2040 Functional Master Plan for Parks,

Recreation and Open Space, and the Subdivision Regulations as they pertain to public parks and recreation facilities.

Section 24-134 of the Prince George's County Subdivision Regulations requires the mandatory dedication of 2.77 acres of land suitable for active and passive recreation to serve the development. However, Section 24-134(a)(3)(D) of the Subdivision Ordinance also states that any re-subdivision of property on which land was previously dedicated or fee in lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision. The mandatory dedication requirements for this site have been met. The applicant previously donated 4.29 acres from the subject property to M-NCPPC in 1957 (Liber 2073 folio 262).

This application includes an additional 12,263 square feet of land dedication adjacent to M-NCPPC parkland, as shown on the PPS, in order to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland. The provisions of the additional land dedication are over and above the mandatory dedication requirements for Section 24-134 of the Subdivision Regulations.

9. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the West Hyattsville TDDP in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located in the West Hyattsville Transit District and is adjacent to the West Hyattsville Metro Station. Due to the site's location within the West Hyattsville Metro Center, it is subject to Section 24-124.01 and the "Transportation Review Guidelines, Part 2, 2013" at the time of Preliminary Plan of Subdivision.

Two master plan trail/bikeway recommendations are in the vicinity of the subject site. The subject property is adjacent to the existing M-NCPPC parkland that includes the Northwest Branch Trail and an existing master plan sidewalk has been constructed from Ager Road to the West Hyattsville Metro Station. This sidewalk is adjacent to the Green Line and has been constructed at approximately six feet in width. This sidewalk will connect the subject site with the tunnel to the West Hyattsville Metro Station.

The Complete Streets element of the MPOT reinforces the need for these recommendations and 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.

The TDDP included a number of standards related to bicycle and pedestrian facilities which are copied below. General streetscape standards are copied, as are the specific standards related to sidewalks.

General Streetscape Standards

Streetscape

1. **Streetscape Paving: All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.**
2. **Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and County/ municipal public space maintenance agencies.**
3. **Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.**
4. **Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The BUS) and appropriate transit service-related notices at other locations within the Est Hyattsville TDOZ public realm subject to the approval of DWP&T and the appropriate municipality.**

Streetscape elements shall include:

- **Street trees (located in the tree grates along urban streets and planting beds along residential streets)**

- **Street furniture (benches, trash receptacles, lighting and bus shelters)**
- **Landscaping and planters**
- **Decorative paving**
- **Sculpture/artwork**
- **Bus shelters**

No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or the City of Hyattsville expressed through an executed memorandum of understanding (MOU) with the developer/applicant. All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer. (TDDP, pages 83-84)

Sidewalks

1. **TDDP Designated Sidewalks: All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the streetscape sections in the TDDP. Streetscape sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local access Streets.**
2. **TDDP Non-Designated Sidewalks: Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet County specifications.**
3. **Paving Materials for Primary Sidewalks: All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.**
4. **Americans with Disabilities Act (ADA): All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design. (TDDP, page 92)**

On-Site Bicycle and Pedestrian Improvements

Sidewalks are provided along both sides of all internal roads, consistent with MPOT guidance and TDDP requirements, saving an approximate 460-foot-long portion of sidewalk along the southeast side of Little Branch Run, a public street which provides entry to the site from Ager Road and

continues along the abutting vacant WMATA property. An eight-foot-wide sidewalk (or sidepath) is reflected on the north side of Little Branch Run, which will serve as a trail connection between Ager Road and the stream valley trail along Northwest Branch to the west. The TDDP recommends a “boulevard” cross section for Ager Road. However, it should be noted that DPW&T has a “complete and green street” design complete for Ager Road, any frontage improvements along this road will be consistent with the completed DPW&T designs as part of street construction permits.

There is an existing six-or seven-foot-wide concrete sidewalk linking Ager Road with the West Hyattsville metro. This connection has adequate lighting and is heavily used by surrounding communities when accessing the station. An “interim” pedestrian connection linking the subject site to this sidewalk through Parcel ‘EE’ or ‘DD’ is encouraged, if necessary, in phase with development to promote additional pedestrian connectivity. Upon development of the multifamily units on this portion of the site, this connection may be replaced by a sidewalk and/or trail connection incorporated into the development that makes this same connection. There are issues related to this interim scenario that need to be fully vetted at the time of DSP for the multifamily units if this connection is desirable at that time.

M-NCPPC and DPW&T recently completed a ‘bike share’ feasibility study that recommended the expansion of the Capital Bike Share system into Prince George’s County. The County is hopeful of having funding in FY 2018 for the initial phase of this expansion, which will include the City of Hyattsville. Based on discussion with the City of Hyattsville and DPW&T, two stations may be appropriate on the subject site.

A coordination meeting was held with the M-NCPPC, DPW&T, DPIE and the City of Hyattsville on February 6, 2017. The road connections between the subject site and the adjacent Kirkwood Village multifamily to the north were discussed. It was determined that both Kirkwood Place and Nicholson Street, both dedicated public streets which terminate along the north property line, should connect to and continue through the subject site as internal public streets. Fencing is currently in place along the entire southern boundary of Kirkwood Village to prevent circulation through the subject site, given its vacant status, which was coordinated and constructed by the City of Hyattsville in 2001. The City of Hyattsville supports the removal of the existing fence to make the street connections. Grade establishment plans were submitted to demonstrate how the grading will accommodate these two connections on-site. Both public road extensions should be constructed to the property line, however the timing of the opening and ultimate construction of the two roads will be determined by DPIE and the City of Hyattsville.

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

Due to the location of the subject site within a designated center, the application is subject to Section 24-124.01 of the Subdivision Regulations, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) 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 improvements is calculated according 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.

Based on the 10,000 square feet of retail and 483 dwelling units, the site has a cost cap of \$148,400.

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.

As part of the SWM package for the site, the adjacent M-NCPPC parkland is to be used for SWM. This work includes the reconstruction of the stream valley trail, a “riverwalk” or promenade and other amenities such as trail lighting on M-NCPPC property to the west. Some of the improvements included in the bicycle pedestrian impact statement (BPIS) exhibit are part of that SWM agreement with M-NCPPC and cannot be counted towards meeting the BPIS (Section 24-124.01) requirements. After discussion with the City of Hyattsville and the Department of Parks and Recreation, it was determined that the BPIS off-site improvements should complement what is being provided by the applicant on M-NCPPC park property. The trail lighting approved as the BPIS improvement will extend from the existing lighting at the West Hyattsville Metro, where the metro tracks cross the stream valley trail, south to Queens Chapel Road, a distance of approximately 1,200 linear feet, and will complement the improvements required as a part of the agreement with the applicant for SWM compensatory storage.

Section 24-124.01(f) of the Subdivision Regulations further specifies that, at the time of DSP, an exhibit should be provided that shows the limits, locations, and specifications and/or details for all off-site improvements.

- (f) If a conceptual or detailed site plan approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in Subsection (c) of this Section, along with the location, types, and description of major improvements, property/lot lines, and owners that are within fifty (50) feet of the subject easements and rights-of-way.**

Prior to signature approval of the DSP, a BPIS exhibit will be provided showing the location, limits, specifications and details for the off-site trail lighting required between the West Hyattsville Metro Track and Queens Chapel Road on M-NCPPC park property.

As part of the BPIS review, improvements for public safety and accessibility were evaluated at the pedestrian tunnel between the subject site and the West Hyattsville Metro during a February 6, 2017 site visit and identified no obvious safety improvements that were needed. Trail lighting is provided throughout the short (30- or 40-foot-long) tunnel and closed spaced lighting is provided along both approaches to the tunnel. The off-site BPIS improvements are better focused on the trail lighting needed along the stream valley trail.

Demonstrated nexus between the subject application and the off-site improvements

Section 24-124.01(c) 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 off-site improvements and the subject application is summarized.

- (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 trail lighting approved for the off-site BPIS improvements will supplement the improvements being completed by the applicant by agreement with M-NCPPC for SWM and will provide for a lit trail connection for the future residents of the subject site to the nearby West Hyattsville Metro Station and to Queens Chapel Road. The stream valley trail is heavily used by nearby residents to get to Metro and the nearby commercial uses and apartment complexes. The lighting will directly benefit the future residents and guests of the subject site by ensuring that the trail can continue to function as a safe and visible transportation connection to the metro and other nearby uses.

Finding of Adequate Bicycle and Pedestrian Facilities

Section 24-124.01 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. More specifically, Section 24-124.01(b)(1) and (2) 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).**

Standard or wide sidewalks are provided along both sides of all internal roads. Improvements along Ager Road, east of the subject site, will be consistent with the DPW&T complete and green street designs. These designs include enhanced sidewalks and designated bike lanes along Ager Road. A sidepath is included along Little Branch Run, a street which provides access to the subject site from Ager Road and runs to the western boundary, which will accommodate bicyclists and pedestrians traveling from Ager Road to the stream valley trail. River Terrace Road, a street along the western boundary of this site, will also include a “promenade” or wide sidewalk overlooking the stream valley. The off-site improvements along the stream valley will improve the safety and utility of the trail by including trail lighting from the site to both the Metro and Queens Chapel Road. The internal improvements are consistent with complete street principles and will facilitate pedestrian and bicycle trips to the stream valley trail network. Furthermore, the connections from the site to the north to Nicholson Street and Kirkwood Place will better accommodate pedestrian movement on and off-site by providing a more interconnected street network for the subject site and the overall community. The off-site improvements will make the stream valley trail more functional as a “transportation” corridor by providing trail lighting along this heavily-travelled bicycle and pedestrian route to the metro. The internal roadways and off-site improvements along the stream valley meet the required findings for adequate pedestrian facilities.

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.**

Improvements along the site's frontage of Ager Road will be consistent with the DPW&T complete and green street designs. These designs include enhanced sidewalks and designated bike lanes along Ager Road. A sidepath is included along Little Branch Run which will accommodate bicyclists and pedestrians traveling from Ager Road to the stream valley trail. River Terrace Road will also include a "promenade" or wide sidewalk overlooking the stream valley. The off-site improvements along the stream valley will improve the safety and utility of the trail by including trail lighting from the site to both the Metro and Queens Chapel Road. Furthermore, two bike share stations are encouraged on-site, including one along or near the stream valley and another at a location closer to Ager Road, which shall be reviewed with the DSP. The internal improvements are consistent with complete street principles and will facilitate bicycle trips to the stream valley trail network. The off-site improvements will make the stream valley trail more functional as a "transportation" corridor by providing trail lighting along this heavily-travelled bicycle and pedestrian route to metro.

The internal roadways and off-site improvements along the stream valley meet the intent of the required findings for adequate pedestrian and bicycle facilities.

10. **Transportation**—The property is located on the southwest quadrant of Ager Road and Lancer Drive and is generally surrounded by the West Hyattsville Metro Station, the existing Kirkwood Village residential complex, and the Northwest Branch of the Anacostia River. Due to the site’s location, the submitted plan must conform to the recommended development standards and guidelines outlined in the West Hyattsville TDDP. The submitted plan includes subdivision of the subject property into 183 lots and 32 parcels. The submitted traffic study evaluated the impact of up to 483 (183 townhouse, and 300 multifamily) residential units, and 10,000 square feet of commercial retail space for the subdivided parcels and lots. The subject site is developed with a large warehouse building that is to be razed.

Growth Policy—Service Level Standards

The subject property is located within the West Hyattsville Local Center in the Transportation Service Area (TSA) 1, as defined in the *Plan Prince George’s 2035 Approved 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.

Unsignalized intersections: The procedure for un-signalized 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. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has 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 Site’s Projected AM/PM Peak-Hour Traffic

The required adequacy findings for transportation facilities for this PPS are based on the projected number of AM and PM weekday peak-hour vehicle trips. Using the applicable trip generation rates contained in the “Guidelines” and the recommended rates contained in the latest edition of the *Trip Generation Manual* (Institute of Transportation Engineers), the net buildout peak-hour vehicle-trips for each phase are presented in the table below:

Proposed Use	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
<i>Residential New Trips</i>				
183 townhouse units	26	102	95	51
300 multifamily units	31	125	117	63
Less transit discount *	-11	-45	-42	-22
Subtotal	46	182	170	92
<i>Retail New Trips</i>				
10,000 sq. ft. retail	24	14	61	67
Less pass-by trips @ 50% **	-12	-7	-30	-34
Subtotal	12	7	31	33
Total Net New Trips	58	189	201	125
Notes: * Eligible trip credits for Transit Oriented Development in identified Centers. **Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already “passing by” that site on an adjacent street that contains direct access to the site.				

As indicated, the development, at full buildout with eligible transit credits, is projected to generate 247 (58 inbound, 189 outbound) and 326 (201 inbound, 125 outbound) vehicle trips during the AM and PM peak hours, respectively.

Traffic Study Review and Findings

The submitted traffic study report (October 13, 2016) includes analysis of all critical intersections as outlined on the scoping agreement. Following the preliminary review for sufficiency, the revised study was referred to the Maryland State Highway Administration(SHA), the County (DPIE and DPW&T), and the City of Hyattsville for review and comment.

The findings outlined below are based upon a review of the revised study and written comments provided by the reviewing agencies, as well as additional analyses conducted, consistent with the “Guidelines.”

Existing Conditions

Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the critical intersections, with existing traffic conditions for each analysis period, which are summarized within the table below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	Ager Road and Hamilton Street	590	963	A
MD 500 (Queens Chapel Road) and Ager Road	1,011	1,039	B	B
MD 500 and Hamilton Street	874	1,346	A	D
MD 500 and MD 501 (Chillum Road)	1,207	1,301	C	D
Ager Road and Nicholson Street	140.5*	+999*	--	--
Ager Road and Lancer Drive /Future Site Access	20.7*	20.2*	--	--
*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 Conditions

As required, the background condition evaluates the anticipated background traffic with existing and programmed transportation infrastructure and improvements that are 100 percent funded, or bonded and permitted for construction. The background traffic combines growth in existing traffic volumes attributable to development outside the study area with traffic that would be generated by approved but not yet built developments within the study area. A review of the historical SHA traffic volume maps indicates that major roadways in the immediate vicinity of the site have experienced less than one percent growth per year over the last nine years. Therefore, with the conservative use of one-half percent per year growth rate for six years is applied to the existing traffic counts along Ager Road, Hamilton Street, MD 500, and MD 501.

The traffic study also identified only one approved and vested background development (Avondale) within the study area whose impact would affect some or all the study intersections.

The results of background traffic conditions for each analysis period is summarized within the following table:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	Ager Road and Hamilton Street	613	995	A
MD 500 (Queens Chapel Road) and Ager Road	1,048	1,092	B	B
MD 500 and Hamilton Street	902	1,391	A	D
MD 500 and MD 501 (Chillum Road)	1,249	1,347	C	D
Ager Road and Nicholson Street	191.0*	+999*	--	--
Ager Road and Lancer Drive /Future Site Access	21.8*	21.3*	--	--
*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.				

Future Conditions

The full build-out traffic condition represents a combination of background traffic and the projected traffic for the subject development at build out, as presented earlier. Using the site-generated trips, an analysis of total traffic conditions was done, and the following results were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Ager Road and Hamilton Street	708	1,133	A	B
MD 500 (Queens Chapel Road) and Ager Road	1,111	1,168	B	C
MD 500 and Hamilton Street	956	1,448	A	D
MD 500 and MD 501 (Chillum Road)	1,284	1,388	C	D
Ager Road and Nicholson Street				
Maximum Vehicle Delay (seconds)	+999*	+999*	Not OK	Not OK
Minor Street Approach Volume	157**	152**	Not OK	Not OK
Critical Lane Volume	639	804	OK	OK
Ager Road and Lancer Drive /Future Site Access				
Maximum Vehicle Delay (seconds)	51.8*	132.3*	Not OK	Not OK
Minor Street Approach Volume	192**	119**	Not OK	Not OK
Critical Lane Volume	651	772	OK	OK
<p>*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. Per 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.</p> <p>**The second step of analyzing unsignalized intersections is to compute the maximum minor street approach volume. Traffic volumes of 100 vehicles or less are deemed to be acceptable because, outside of exceptional conditions, such an intersection will never warrant a signal.</p>				

The results shown in the tables above indicate that all locations would operate acceptably under existing, background and total traffic conditions.

On-Site Circulation and Referral Agencies 'Review Comments

Pages 21 and 24 of the TDDP include Illustrative Circulation and Street Hierarchy Plans which identify a "secondary route"/ "major collector right-of-way" (page 25) providing access to the subject site from Ager Road. However, this access route appears to be located north of the subject site and, therefore, is unable to be dedicated in the location reflected in the TDDP with this PPS. The PPS includes one access to Ager Road, opposite of existing Lancer Drive in lieu of the "secondary route" (page 25) as depicted on the West Hyattsville TDDP illustrative concepts. The submitted plans show adequate rights-of-way for access and internal streets that will accommodate all identified street elements required by the West Hyattsville TDDP.

The depicted "secondary route" north of the subject site is not a master plan road as this roadway is not mentioned either specifically or conceptually in the West Hyattsville TDDP's transportation text on pages 19-23. Further pages 24 and 25 of the TDDP include an illustrative map and a table that is presented only to describe the TDDP's street hierarchy. While all master plan roadways include some level of feasibility analysis in the associated plans, the depicted "secondary route" appears to be located off-site from the subject property and therefore, is not a feasible as an access to the subject site. For these reasons, and since the approved TDDP preceded the 2009 *Approved*

Countywide Master Plan of Transportation (MPOT) by several years and does not include “secondary route” as a master plan major collector facility, it is concluded that this roadway is not a master plan roadway and that any future proposed development plans adjacent to the subject site will confirm the alignment of the access roadway relocated and constructed pursuant to this approval.

Following several coordination meetings between the applicant’s team, City of Hyattsville, DPIE, DPW&T, and M-NCPPC, it was determined that vehicular and pedestrian connections between the subject site and Nicholson Street and Kirkwood Place to the north were appropriate. The submitted plans correctly show right-of-way dedication to the property line for both Nicholson Street and Kirkwood Place. This action, along with the submission of street centerline profiles, adequately demonstrates safe and acceptable connections to both facilities can be made per the County and City standards, and as recommended by the West Hyattsville TDDP.

Ager Road is an existing master plan collector right-of-way for which no additional right-of-way dedication is necessary for the subject site.

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

11. **Schools**—The following evaluation for impact on school facilities is based on a review of the residential and nonresidential uses included in this PPS.

Residential

This preliminary plan reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

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

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	183 DU	183 DU	183 DU
Pupil Yield Factor	0.145	0.076	0.108
Subdivision Enrollment	27	14	20
Actual Enrollment	20,414	4,349	8,318
Total Enrollment	20,441	4,363	8,338
State Rated Capacity	17,570	4,334	8,125
Percent Capacity	116%	101%	103%

Multifamily Units

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	300 DU	300 DU	300 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	36	16	22
Actual Enrollment	20,414	4,349	8,318
Total Enrollment	20,450	4,365	8,340
State Rated Capacity	17,570	4,334	8,125
Percent Capacity	116%	101%	103%

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 Interstate 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass-transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,017 and \$15,458 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 transit district overlay zone; or where there is no approved transit district overlay zone within a 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 the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within one-quarter mile of a metro station. This act is in effect from October 1, 2013 through September 30, 2018.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

Nonresidential

The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002); the nonresidential portion of the development will have no impact on the County school system.

- Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The project is served by Hyattsville Fire/EMS, Company 801, a first due response station (a maximum of seven minutes travel time), is located at 6200 Belcrest Road. In the Fire/EMS Department’s Statement of Adequate Apparatus, as of July 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.

Capital Improvement Program (CIP)

The Prince George’s County FY 2016-2021 Approved CIP provides funding for replacing the existing station with a new four-bay Fire/EMS station.

13. **Police Facilities**—The following evaluation for impact on police facilities is based on a review of the residential and nonresidential uses included in this PPS.

Residential

The subject property is located in Police District I, Hyattsville. The response time standard is 10 minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on December 9, 2016.

Based on the most recent available information provided by the Police Department as of December 2015, the police response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls are met.

Nonresidential

The development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all the facilities used by the Prince George’s County Police Department and the July 1, 2015 (U.S. Census Bureau) county population estimate is 909,535. Using 141 square feet per 1,000 residents, it calculates to 128,244 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

14. **Water and Sewer**—Section 24-122.01(b)(1) 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 Categories 3, Community System. The property is within Tier 1 under the Sustainable Growth Act and will therefore be served by public systems.

15. **Use Conversion**—The total development included in this PPS is 183 single-family attached residential units, 300-multifamily-residential units and 10,000 square feet of commercial development in the M-X-T 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 and on the approved preliminary plan, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
16. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, 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 ten-foot-wide along both sides of all public rights-of-way. This subdivision provides internal circulation through a network of public streets and alleys. Five to ten-foot-wide PUEs are provided throughout the development, some of which are located in the alleys and HOA space, rather than along the public street, in order to best serve the lots. The applicant requested approval of a variation to Section 24-122(a) to provide variable width and location for PUEs as outlined below.

Variation—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public utility company, a subdivider grant the required easement. It is a long-held understanding between the Planning Department and the public utility providers that a 10-foot wide public utility easement is required, as a standard, along all public rights-of-way (both sides). The applicant requested approval of a variation for the width and location of the PUEs.

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 site includes a network of five public streets which extend north from the main entry street (Little Branch Run), which is also a public street. The PUEs along the public streets are six feet wide for those streets which run south to north. The PUEs along Little Branch Run (west to east) are six to ten feet wide and, toward the eastern end, are setback from the right-of-way so that they are adjacent to the townhouse lots which are also setback from the right-of-way. The townhouse lots are all alley-loaded and a five-foot-wide PUE has been provided along and/or within all alleys. The combination of the six- and ten-foot-wide PUEs along the public streets and the five-foot-wide PUEs

within the alleys collectively provide a greater PUE than normally required and allow for greater flexibility in the location of utilities.

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:**

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-122(a) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

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

The width reduction to the PUEs is requested along the internal public streets to the subject site. The PUEs will provide dry utility connections to the lots within the subject site and are supplemented by the location of PUEs within the alleys. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to any other property.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

The redevelopment of this site is guided by the General Plan and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium to high density residential development which orients buildings along street frontages. The site has

been designed in accordance with these design criteria and provides alley-loaded lots with building fronts oriented towards the public streets. However, the location of buildings and sidewalks along street frontages limits the available area for PUEs. Therefore, the PUEs have been split between the front and rear of the lots to provide the total width normally required for PUEs. Given the site design criteria generated by the General Plan and TDDP, the conditions on which the variation is based are unique to this property.

(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. The use of reduced width PUEs, particularly in urban areas, is not uncommon and has been approved with other development applications.

This PPS and variation request for reduced width PUEs was referred to the Potomac Power and Electric Company (PEPCO), Washington Suburban Sanitary Commission (WSSC), Verizon and Comcast. WSSC will be provided a separate 30-foot-wide easement within the public streets per their standard requirement. A response from PEPCO, Verizon, and Comcast was not received. The applicant submitted a utility location plan with this application which is consistent with the submitted PPS. The final plat will reflect the approved location of the PUEs.

(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 physical conditions of the site are such that the site is triangular-shaped, having narrow frontage on Ager Road that fans out to the west along Northwest Branch Stream Valley Park. In addition, existing streets abutting the site are curvilinear, creating a modified grid pattern that provides for irregular blocks of development. In order to achieve the density and design envisioned by the Plan Prince George's 2035 and TDDP, the lots are accessed by alleys in which five-foot-wide PUEs have been provided. Requiring a ten-foot-wide PUE along the public streets on which the lots front would restrict the developable area, lessen the achievable density, and modify the street standards of the TDDP, consequently providing a layout that is at odds with the TDDP and resulting in a particular difficulty to the owner.

- (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 M-X-T; therefore, this provision does not apply.

The Planning Board approves the variation to Section 24-122(a) of the Subdivision Regulations for reduced-width PUEs along the public streets.

- 17. **Historic**—The site is currently improved with a warehouse that was built in 1958 that is to be demolished. A search of current and historic photographs, topographic and historic maps, and locations of currently know archeological sites indicates the probability of archeological sites within the subject property is low. This PPS will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not required.
- 18. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-05006	TCP1-019-06	Planning Board	Approved	3/20/08	06-218(A)
		District Council	Approved	8/8/08	Council Order
4-05145	TCP1-019-06-01	Planning Board	Approved	11/6/06	06-262
NRI-002-2016	N/A	Planning Director	Approved	3/31/16	N/A

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25 and 27 that came into effect on September 1, 2010 because the application is for a new preliminary plan.

Site Description

This 18.43-acre site is in the M-X-T Zone and the West Hyattsville Transit District Development Plan and TDOZ. The site is located on the western side of Ager Road, across from its intersection with Lancer Drive. Based on available mapping information and the approved NRI, the site contains 100-year floodplain associated with the northwest branch of the Anacostia River as the only regulated environmental feature located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elsinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information,

Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. The site fronts on Ager Road which is a MPOT designated Arterial roadway that is regulated for noise. Ager Road is also a designated historic roadway. According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. According to the 2005 *Approved Countywide Green Infrastructure Plan* (Countywide Green Infrastructure Plan), the site contains regulated areas, evaluation areas, and network gap areas.

Plan Prince George's 2035 Approved General Plan

The site is located within the West Hyattsville Metro Local Transit Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Conformance with the Water Resources Functional Master Plan

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for SWM, floodplain, and woodland conservation, and programs implemented by DPIE, the Prince George's County Department of Health, the Prince George's County Department of the Environment, the Prince George's Soil Conservation District, M-NCPPC, and WSSC are also deemed to be consistent with this master plan.

Conformance with the West Hyattsville TDDP

While the TDDP does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the metro station. Current environmental regulations incorporate the TDDP concepts into the regulatory framework.

It should be noted that 83 percent of the site is within the 100-year floodplain. This application includes filling the floodplain, while providing compensatory floodplain storage on the adjacent M-NCPPC owned property to the west. Principles of low impact development, or environmental site design, are incorporated into the stormwater design.

Conformance with the 2005 Approved Countywide Green Infrastructure Plan

The site contains regulated, evaluation and network gap areas within the designated network of the Countywide Green Infrastructure Plan. The mapped regulated, evaluation and network gap areas are located along the western portion of the property, which, according to the approved NRI, contains floodplain associated with the Northwest Branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with the General Plan. The floodplain is to be filled in order to raise the

development out of the floodplain. Compensatory floodplain storage is to be provided on the property to the west, owned by M-NCPPC, which will be reviewed as a part of a pending Mandatory Referral that will come before the Planning Board. The woodland on-site is to be cleared and the resulting woodland conservation requirements are to be met entirely off-site. While the Green Infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in the General Plan. The compensatory floodplain mitigation will be met on the adjacent site along with park amenities and an enhanced trail system to improve pedestrian movement and safety in the area.

Natural Resources Inventory

An approved Natural Resources Inventory, NRI-002-16, was submitted with this application. The NRI was prepared for a larger area than has been included in the PPS application. A revised NRI was submitted during the review of the application to separate the site statistics for the land area included in this application and the remainder of the area included on the NRI. While the site statistics table was revised, the approval block still contains the original certification signature. Similarly, the signature of the previous qualified professional is still shown on the plan. The update to the plan must be signed by a qualified professional. The forest stand delineation (FSD) summary table must be revised to show that the total woodland on the overall site is 3.77 acres. Minor revisions to the NRI are needed prior to the signature approval of the PPS.

The NRI indicates there is floodplain on the subject property associated with the Northwest Branch of the Anacostia; the floodplain comprises the primary management area (PMA). No specimen trees are located on the subject property. The FSD indicates that two forest stands are located on-site totaling 3.77 acres. The existing woodland on-site totals 0.42 acre and is located entirely within the floodplain.

Woodland Conservation

This property 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 was submitted with the PPS (TCP1-012-2016).

The woodland conservation worksheet shows the woodland conservation threshold for this 18.43-acre property is 15 percent of the net tract area or 0.46 acre. The total woodland conservation requirement based on the amount of clearing is 0.88 acre. The woodland conservation requirement is to be met off-site.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. No specimen trees are located within the boundary of the subject site and none are approved for removal with this application. The TCP contains a label on the adjacent M-NCPPC-owned property stating to see a separate TCP; however, this area should be hatched and include a label clearly stating that the area is not included in the current application. SWM features have been shown on the plan in the area of the townhouse development; however,

all stormwater and storm drain features for the entire site must be shown on the TCP in accordance with the approved SWM concept plan. The DRD QR code approval block must contain the name of the project and the assigned PPS number typed-in. After all revisions have been made, the qualified professional who prepared the plan must sign and date it and update the revision box with a summary of the revisions made.

Specimen Trees

The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site.

Preservation of Regulated Environmental Features/Primary Management Area

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include floodplain associated with the Northwest Branch of the Anacostia.

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 those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. A statement of justification and impact exhibit for the impact were received by the Environmental Planning Section on January 9, 2017. The application includes impacts to the entire PMA on-site.

Because the site is located adjacent to a metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with the General Plan. The floodplain is to be filled in order to raise the development out of the floodplain. Compensatory floodplain storage is to be provided on the property to the west, owned by M-NCPPC. The woodland on-site is to be cleared and the resulting woodland conservation requirements are to be met entirely off-site. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in the General Plan.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

Noise and Vibration

There are noise impacts associated with the property from Ager Road and the Green Line Metro tracks which run through the site. Vibration impacts are also associated with the rail lines.

Three reports were received on the topics of noise and vibration. The first report, dated November 17, 2015, addressed outdoor noise only from traffic and railway noise sources, considered mitigation in the form of shielding from buildings based on a preliminary site design, and clearly states that site elevations were not considered in the analysis and that the report was to be considered preliminary with respect to traffic noise. The second report, dated July 18, 2016, evaluated train noise and vibration only, and was based on a revised site layout. The third report was in the form of a comment response letter dated January 25, 2017. It should be noted that the layout should not matter with respect to calculating the unmitigated upper and lower unmitigated 65 dBA Ldn noise contours because mitigation from the shielding of buildings should not be considered in calculating unmitigated noise.

The 2016 report provides four measurements for noise and it appears that the measurement location identifier labels were switched in the discussion portion of the report because the measurements are not consistent with the locations shown on the location exhibit; however, the noise levels in the conclusion of the study make sense if the error is taken into consideration. The study recommends the construction of a wall to shield a pool associated with one of the multifamily buildings, which will be reviewed with the DSP.

The 2017 report is based on the current layout and focuses on the townhouse portion of the site. The results of the report state that without shielding of any future multifamily buildings, the townhouses will not be negatively affected by noise above 65 dBA Ldn; however, because no upper level unmitigated noise contours have been provided, the building materials for the townhouses on Lots 1–8 must be certified at time of permit by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn. A note must be added to the plat to acknowledge the site's location with respect to the noise associated with metro and with Ager Road. A Phase 2 noise report must be provided at time of DSP for all multifamily development (Parcels DD, EE, and FF) as labeled on the TCP1 to determine what, if any, mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. All multifamily buildings must have acoustical certification at time of permit.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceeded the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel DD, (1.24 acres), which would also apply to the southwestern portion of Parcel FF (1.9 acres). It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/or compact surfaces subsequent to development. No recommendations were provided and the report states there is no feasible mitigation that can be done. The only mitigation that could be done would be to increase the setback of the buildings which would result in the loss of units. The FTA

criteria for feelable vibration is 72 VdB for residences and buildings where people normally sleep for “frequent” events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the Prince George’s County Code have established regulations for development as it pertains to vibration impacts. A note is to be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation 24-121(a)(4)**—Section 24-121(a)(4) of the Subdivision Regulations provides the following lot-depth criteria for lots abutting specific rights-of-way:

- (4) **Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.**

The subject site has frontage on Ager Road, a master planned arterial right-of-way, from which the required 150-foot-lot depth is provided. However, the site is bisected by the Metro rail tracks from which the required 300-foot-lot depth is not provided for Parcels DD, EE, and CC (or FF as labeled on the TCP1) and Lots 1–8. The applicant requested approval of a variation for the three parcels and eight lots which do not meet the required lot depth. Section 24-113(a) sets forth the required findings for approval of variation requests as follows:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**

Approval of the applicant’s request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121(a)(4) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

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

As previously discussed in the Environmental Planning Finding, no ground-level noise impacts affect the townhouse lots adjacent to the tracks pursuant to the noise study provided. Conditions pertaining to the structural design of the townhomes and multifamily units for the mitigation of noise at the time of building permit are required. Notification to potential purchasers and tenants by the placement of notes of the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

This property is directly abutting and bisected by the Metro rail tracks and is an irregular triangle parcel. This condition is unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, to maintain the land use and densities envisioned at the metro.

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

Conditions of approval are required with this variation, which require certification by a professional engineer with competency in acoustical analysis be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to the issuance of building permits, and notes to be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation with conditions.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

The physical surroundings of the subject site include the abutting metro rail line, which bisects the property. The location of the rail line in the eastern part of the site and entry street providing access to the subject site from Ager Road create an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of

300 multifamily dwelling units and eight townhouse lots, which is 64 percent of the units included in this PPS. This would result in a particular hardship to the applicant as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

- (5) **In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the prince George's County Code.**

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the preceding findings, the Planning Board approves the variation to Section 24-121(a)(4) for Parcels DD, EE, and FF/CC and Lots 1–8, subject to conditions, from the 300-foot-lot depth regulation.

20. **Urban Design**—In accordance with the Zoning Ordinance and TDDP, DSP approval is required for this development. A Detailed Site Plan (DSP-16029) for infrastructure has been accepted for the subject site, is currently under review, and is tentatively scheduled to be heard before the Planning Board on March 23, 2017. The requirements of the TDDP and the Zoning Ordinance will be further evaluated with the DSP review. The requirements include, but are not limited to, the following:

Conformance with the Requirements of the Zoning Ordinance

The lotting pattern for the townhouse portion of the development as shown on the PPS indicates the exclusive use of 16-foot-wide townhouse lot sizes for interior lots. The lots sizes at of the ends of each series of lots are sized sufficiently to receive larger units. All townhome lots are being served by alleys, indicating rear-load garages for the project. The incorporation of a variety of width of unit sizes shall be allowed at the time of DSP for different architecture, where space permits. The advantage of a variety of unit widths will lend more visual interest to the streetscape and may allow for a variety of price points within the development. The applicant requested a variance to allow for the narrower unit as dictated by Section 27-548(h) of the Zoning Ordinance which states, in part, the following:

- In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet.**

The application and statement of justification indicate that the PPS lotting pattern includes 20-foot-wide end units and 16-foot-wide interior units. The DSP for Infrastructure, DSP-16043 indicates the same layout, however, that application does not include architectural elevations, and has been submitted to obtain a grading permit. A future DSP is required to address the architectural products proposed for the development. Minor adjustments to the lot sizes to accommodate some variation in the width of the lots to create variety in the width of units is encouraged, and would require minor adjustments that will be reflected on the final plat for the development.

The pending DSP for infrastructure (in order to obtain a grading permit for the property) is being process as an Expedited Transit Oriented Development (ETOD) plan in accordance with Section 27-290.01 of the Zoning Ordinance. The reason for the filing of the ETOD application is twofold; first, the applicant is seeking a grading permit for the property, which will allow for the removal of the existing structure and slab in the most expeditious manner; second, the ETOD provisions of Section 27-290.01 allow the applicant to forego the filing of a CSP for the property. It should be noted that a CSP, generally a requirement when developing in the M-X-T Zone, is not required for this application under the ETOD provisions. Conformance with the requirements for development in the M-X-T Zone will be further evaluated at the time of DSP review.

Conformance with the Requirements of the 2006 Approved Transit District Development Plan and SMA for the West Hyattsville Transit District Development Plan (TDDP)

The DSP for Infrastructure will be subject to TDDP standards, with emphasis placed on conformance with the applicable standards relating to grading and infrastructure development. Moreover, Map 14 on page 36 of the TDDP contains the Preferred Land Use Plan, which identifies the Preferred Land Uses for each development block within the TDDP. Map 13 contains the Block Registration Plan which provides a letter designation for each block of development. The use table identifies what uses are allowed in accordance with the preferred land uses specified for each block. The application appears to contain all, or portions of, Development Blocks L, Y, Z, AA, BB, and CC. However, an exhibit would be helpful that overlays the property boundary, the uses proposed on the property, and the block pattern laid out in Map 13, so that conformance to the TDDP can be clearly deciphered. The following are some of the issues identified:

- Part of Block CC is located in the Structured Parking character area. “Park, playground, or other recreational area” is prohibited in this Character Area. Also, most importantly, single-family dwellings are prohibited here.
- Part of Block CC is located in the Tower Residential character area. Single-family dwellings are prohibited there.
- Blocks Y and BB are located in the Condo Character Area. Single-family dwellings are prohibited there.

Any noncompliance with this Preferred Land-Use Map must be addressed at the time of a DSP through the amendment process. The applicant has submitted the proposed amendment information with the DSP application. The lotting pattern approved with this PPS is dependent upon the District Council's approval of the proposed amendment to the TDDP for the preferred land uses to include single-family dwellings for the blocks identified above. At the time of final plat, the lotting pattern shall be in substantial conformance with the PPS and may incorporate any revisions to the lotting pattern deemed necessary by the approved DSP.

Conformance with the 2010 Prince George's County Landscape Manual

Conformance with the landscaping requirements for the subject site will be evaluated further at the time of DSP review. The mixed-use development is within the West Hyattsville TDDP that is technically subject to the TDDP standards as contained under the Trees and Landscaping section of General Open Space and Streetscape Standards and Guidelines. However, for those landscaping requirements not covered by the TDDP standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations will govern.

Alternative Compliance application AC-17003 has been submitted to address Section 4.1 and 4.7 of the Landscape Manual where spatial constraints of the development do not allow for full compliance with the requirements of the Landscape Manual. The AC application is currently being processed with the DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that include more than 5,000 square feet or greater of gross floor area or disturbance and require a grading permit. The subject site is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

21. **Variance 27-548(h)**—Section 27-158(h) of the Zoning Ordinance includes the following lot requirements for townhouse development in the M-X-T Zone:
- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall**

be one thousand two hundred and fifty (1,250) square feet.

The lots included with this application will accommodate 16-foot-wide townhouse interior units and 20-foot-wide townhouse end units. The minimum lot size to accommodate these units is 816 square feet. Only 14 of the 183 townhouse lots in this application have lots sizes that meet or exceed the minimum lot-size requirement of 1,800 square feet. The lotting pattern approved with this PPS provides that 17 of the 28 building groups will contain more than 6 units. Therefore, a variance from the requirement of Section 27-158(h) is required for building width, lot size, and units in a row. These variances are analyzed together because of the interrelationship affecting the lotting pattern.

Section 27-230 of the Zoning Ordinance sets forth the required findings for approval of variance requests:

Section 27-230. Criteria for granting appeals involving variances.

- (a) **A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:**
- (1) **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

The physical conditions of the site are such that the site is triangular shaped having narrow frontage on Ager Road that fans out to the west along Northwest Branch Stream Valley Park. In addition, existing streets abutting the site are curvilinear, creating a modified grid pattern that provides for irregular blocks of development. This site is almost entirely within the floodplain and, in order to achieve the density and design envisioned by the General Plan and TDDP, must be graded and filled with soil to raise the property from the floodplain. The combination of these factors results in exceptional topographic conditions.

- (2) **The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and**

The site has been designed in accordance with the design criteria envisioned with the General Plan and TDDP for a dense urban environment. The TDDP includes building envelope standards which include build-to lines rather than setbacks and the use of alleys in lieu of streetscapes dominated by garages, but does not specifically modify the lot size requirements set forth in the Zoning Ordinance. The strict application of this Subtitle would result in far less density, thereby

resulting in an undue hardship to the owner by preventing the development of the property in accordance with the land use standards set forth by regulating plans.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The development is consistent with the goals and recommendations of the General Plan and West Hyattsville TDDP, as previously discussed, and therefore will not impair the intent, purpose, or integrity of the General Plan or sector plan.

The variances from Section 27-548(h) identified above are analyzed together because they are interrelated and, in this instance, should not be evaluated independently of one another. If any one of the variances had not been granted, it may have resulted in a need for additional or alternative variances due to the condensed nature of the subdivision layout being developed in conformance with the M-X T Zone.

Based on the preceding findings for each of the criteria, the Planning Board approves a variance from Section 27-158(h) for the lot square footages, the lot widths, and the number of building groups exceeding six units as follows:

DEVELOPMENT STANDARD	REQUIRED	PROVIDED	CODE SECTION
a. Minimum Bldg. Width - Interior Unit	20 ft.	16 ft.	Section 27-548(h)
- End Unit	24 ft.	20 ft.	
b. Maximum TH Units per Bldg. Group	6 du	8 du (7 groups)	Section 27-548(h)
		7 du (10 groups)	
c. Max. number of Bldg. Groups w>6 du	20%	61% (17 groups)	Section 27-548(h)
d. Minimum Lot Size	1,800 sq. ft.	816 sq. ft. min. (169 lots)	Section 27-548(h)

22. **City of Hyattsville**—The City of Hyattsville provided a memorandum dated February 13, 2017, which set forth the following findings:

- **The City of Hyattsville is supportive of the three variances requested by the applicant. We understand the necessity of the variances given the geography of the site and realize that the feasibility of the project could be jeopardized should the variances not be approved.**
- **It is the City’s preference that the applicant’s “option 3” proposed street section is approved for local public access roads. It is our understanding that the applicant has revised the plan to incorporate the “option 3” geometry, and the City asks that this remains consistent in the approved plan.**

- **The City has two additional conditions that we are hopeful that the Planning Board will incorporate as conditions of approval. (1) The first condition is that the applicant must conduct and provide to both the County and City a hard copy and digital GIS file of the land survey of the subject property and subdivisions. (2) The City request is for the connection of roadways within the development to the existing publicly dedicated sections of Nicholson Street and Kirkwood Place. It is the City’s understanding that both of those existing streets were previously dedicated to the County and that their right-of-way extends over Lancer Place. We believe a roadway and pedestrian connection between the Kirkwood Apartment complex and the subject development is both appropriate and necessary. The City currently owns the fence dividing these properties and is agreeable to its removal in order to facilitate a connection.**

The PPS submitted for approval provides the public street alignment for Nicholson Street and Kirkwood Place for the uninterrupted continuation of these rights-of-way, from the north, through the subject site as recommended. The dedication of these streets, as well as the other public streets within the subdivision, to public use will occur at the time of final plat approval. Although improvements within the rights-of-way are depicted on the PPS, they are for informational purposes and to exhibit conformance with the standards of the TDDP and DPW&T for public streets. The physical improvements within the public rights-of-way will be under the jurisdiction of the operating agency, therefore the requested information is enforceable by the City of Hyattsville and DPW&T at the time of permit approval. The applicant has provided street grade profile plans with this application to demonstrate that the connection of Nicholson Street and Kirkwood Place from the subject site to the north is feasible.

23. **Washington Metropolitan Area Transit Authority (WMATA)**—A referral was provided to WMATA on January 10, 2017. However, no referral response was received. Vehicular access to the subject site is across land owned by WMATA. Prior to approval of any final plat for land solely accessed through the WMATA property, approval for public right-of-way dedication across the WMATA property must be secured in accordance with Section 24-123(a)(2) of the Subdivision Regulations.

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.

* * * * *

PGCPB No. 17-42
File No. 4-15020
Page 47

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, March, 2, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of March 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SC:rpg

EXHIBIT'S LIST
7/19/18 PGCPB REGULAR MEETING
ITEM 10 DSP-17044 RIVERFRONT AT WEST HYATTSVILLE

Applicant's Exhibit No. 1:

Applicant's Proposed Revisions to Conditions (2 pages)

City of Hyattsville's Exhibit No. 1:

Letter dated 7/17/18 from Candace B. Hollingsworth, Mayor, City of Hyattsville, indicating proposed conditions (1 page)

ORIGINALS TO DRD

DATE: 7/19/18

REC'D BY PGCPB ON 7-19-18
ITEM # 10 CASE # DSP-17044
EXHIBIT # App Ex No. 1

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
RIVERFRONT AT WEST HYATTSVILLE
DETAILED SITE PLAN DSP-17044

A.E. # 1

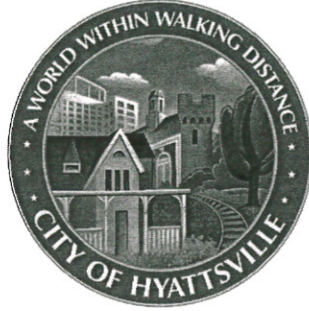
RECOMMENDATION

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 DSP-17044, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. Provide a temporary asphalt sidewalk connection from the end of Emerald Branch Drive to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station. **Construction of the temporary sidewalk shall be in accordance with Condition 3 of DSP-16029.**
 - b. A photometric plan shall be revised to address Condition 4 of Detailed Site Plan DSP-16029. The final design of said lighting and photometrics shall be approved by the Urban Design Section as designee of the Planning Board.
 - c. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, Preliminary Plan of Subdivision 4-15020, and Section 24-124.01 of the Subdivision Regulations, the site plan shall be revised to include:
 - (1) A street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place, with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.
 - (2) Frontage improvements along the subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - (3) Revise the plans to show a conceptual location for one Capital Bikeshare station on the promenade along River Terrace Road.
 - (4) A detail for the lighting proposed along the stream valley trail.
 - d. A note shall be added to the plans stating that, pursuant to Section 27-290.01 of the Prince George's County Zoning Ordinance, the following uses are prohibited on the subject property:
 - (A) Adult entertainment;

- (B) Check cashing business;
 - (C) Liquor store;
 - (D) Pawnshop or Pawn Dealer;
 - (E) Cemetery;
 - (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
 - (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
 - (H) Industrial;
 - (I) Amusement park;
 - (J) Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
 - (K) Sale, rental, or repair of industrial or heavy equipment;
 - (L) Any automobile drive-through or drive-up service;
 - (M) Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);
 - (N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;
 - (O) Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or
 - (P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.
- e. Add a note stating that the side elevations of townhouse units facing prominent locations and areas scheduled to be dedicated as public rights-of-way shall use building materials and textures consistent with the front facing exterior townhouse facades;
 - f. Revise the rear exterior façade elevations to provide a variety of materials textures or colors.

Candace B. Hollingsworth
Mayor



*Hyattsville
Exhibit
1*

Tracey E. Nicholson
City Administrator

July 17, 2018

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

REC'D BY PGCPB ON 7.19.18
ITEM # 10 CASE # DSP-17044
EXHIBIT # City of Hyattsville
Ex No. 1

RE: Riverfront at West Hyattsville Architecture Plan (DSP-17044)

Dear Chairman Hewlett:

On Monday, July 16, 2018 the Hyattsville City Council reviewed the Detailed Site Plan application for the architecture component of the Riverfront at West Hyattsville project (DSP-17044).

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 side elevations of townhouse units facing prominent locations and areas scheduled to be dedicated as public rights-of-way with building materials and textures consistent with the front facing exterior townhouse facades;
- The applicant shall consider revising the rear exterior façade elevations to provide a variety of materials, textures or colors.

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
Bobby Gilbane, Gilbane Development Company
Ruth Grover, Planner Coordinator, M-NCPPC