



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

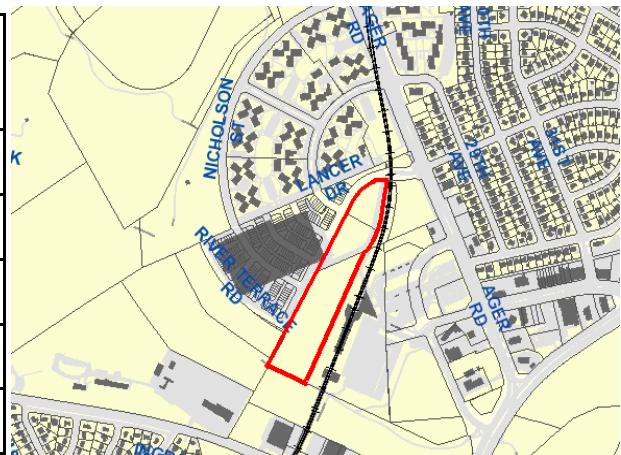
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Detailed Site Plan West Hyattsville - ETOD

DSP-20053

REQUEST	STAFF RECOMMENDATION
<p>A vertical mixed-use development consisting of 293 multifamily dwelling units and 3,213 square feet of commercial retail space.</p> <p>Alternative Compliance from the requirements of Section 4.7 along the eastern property line.</p>	<p>APPROVAL with conditions</p>

Location: On the east side of Little Branch Run, 250 feet west of its intersection with Ager Road.	
Gross Acreage:	8.09
Zone:	M-X-T/T-D-O
Dwelling Units:	293
Gross Floor Area:	3,213 sq. ft.
Planning Area:	68
Council District:	02
Election District:	17
Municipality:	Hyattsville
200-Scale Base Map:	207NE02
Applicant/Address: WHPC Block 3, LLC & WHPC Block 4, LLC 1100 North Glebe Road, Suite 1000 Arlington VA, 22201	
Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	12/16/2021
Planning Board Action Limit:	01/04/2022
Staff Report Date:	12/02/2021
Date Accepted:	10/21/2021
Informational Mailing:	03/09/2021
Acceptance Mailing:	10/13/2021
Sign Posting Deadline:	11/16/2021

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20053
Type 2 Tree Conservation Plan TCP2-001-2017-02
Alternative Compliance AC-21021
Expedited Transit-Oriented Development (ETOD) Project
West Hyattsville

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

EVALUATION

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

- a. The requirements of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T), Transit District Overlay (T-D-O) Zones, and Expedited Transit-Oriented Development (ETOD) Projects;
- c. The requirements of Preliminary Plan of Subdivision 4-20040;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referral comments

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) is for approval of a vertical mixed-use development consisting of 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 and infrastructure only on proposed Parcel 2.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Multifamily and commercial retail
Gross Acreage	8.09	8.09
Commercial Gross Floor Area	0	3,213
Total Multifamily Dwelling Units	0	293
Studio	0	6
1-Bedroom Unit	0	164*
2-Bedroom Unit	0	119**
3-Bedroom Unit	0	4

Notes: * 1-Bedroom units include junior 1-BR, 1-BR, and 1-BR plus den types.

** 2-Bedroom units include 2-BR and 2-BR plus den types.

Parking

With 0.25 mile of West Hyattsville Metro Station	MAX. PERMITTED*	PROPOSED
Commercial at 2.0 spaces per 1,000 sq. ft of gross leasable area	7	-
Residential at 1.5 spaces per dwelling unit	440	-
Total	447	298**
Of which Standard handicap-accessible spaces		7
Handicap-accessible van spaces		1

Notes: *There is no minimum number of off-street parking or loading spaces within the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, only a maximum number of surface parking spaces, as specified on page 118.

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

Loading

	REQUIRED	PROPOSED
Loading Spaces*	2	2

Note: *The Transit District Overlay Zone does not prescribe a minimum number of loading spaces. The requirement is in accordance with the Prince George’s County Zoning Ordinance.

Bicycle Parking Spaces

	REQUIRED BY TDOZ	PROVIDED
Residential (293 Units @ 1 space/20 Units)	15	34 (in garage)
Commercial/Retail (1 space/per 20 off-street parking spaces)	1	5 (outdoor)
Total	16	39

3. **Location:** The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and southwest of the intersection of Ager Road and Little Branch Run, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.
4. **Surrounding Uses:** The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP). The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Mixed Use-Transportation Oriented (M-X-T) Zone, to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the M-X-T Zone, which is under construction, and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone.
5. **Previous Approvals:** The West Hyattsville TDDP retained the subject property in the Transit District Overlay (T-D-O) and M-X-T Zones.

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

On March 7, 2017, the Planning Board approved PPS 4-15020 (PGCPB Resolution No. 17-42), which supersedes the previous approvals and provides an adequacy analysis based on the development proposed herein.

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

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

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

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

The site also has an approved Stormwater Management (SWM) Concept, 3816-2021-00, which was approved on October 13, 2021, and is valid through October 13, 2024.

6. **Design Features:** This DSP application proposes to develop a vertical mixed-use building consisting of 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 and general grading and a compensatory SWM facility on Parcel 2.

The proposed mixed-use building will occupy the entire Parcel 1, with a parking garage in the middle of the building. The main residential entrance to the building is located in the middle of the length fronting on Little Branch Run that also includes the access to the proposed parking garage and a drop-off area serving as the main entrance plaza. A public art theme used on the eastern elevation has also been featured in the main entrance area. An internal loading and trash area is located to the south of the main entrance plaza and is also accessed off of Little Branch Run. The commercial retail space is located on the first floor of the building at the southwestern corner, fronting Little Branch Run and a future central plaza and pedestrian walkway.

Architecture

The subject site is in close proximity to the West Hyattsville Metro Station, which offers an opportunity to create a sense of place and identity for this developing area of Hyattsville. The 293-unit, 5-story, flat-roof building complex is designed around a 4-level parking structure and constitutes Phase I of a two-phase project. The two phases, when complete, will form a plaza with public activities and retail around it that has direct connection to the West Hyattsville Metro Station to solidify the intent of the West Hyattsville TDDP to create a vibrant community center for this emerging area.

The architecture and massing of the building is calculated to enhance the feeling of interest activity and excitement. Bright, open, street-level visual interest, articulated roof line, lush landscaping, and colorful accents will make this an attractive place to live, adjacent to a Metro station, but also emphasizing the connection to the park and river (stream valley

park owned by M-NCPPC) to the south that will result in a dramatic combination of urban living and natural amenities.

Great attention has been paid to building a contemporary building of high-quality construction and materials along the entire frontage of Little Branch Run to create a coherent and harmonious architectural expression on both sides of this public street. The building articulation includes vertical divisions of the massing to match that of the 4-story townhouses to the west, the selection of a matching color scheme, and a combination of brick and cementitious panels that results in a uniform development of high quality.

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

Lighting

A photometric plan has been included in this application that shows the foot-candle readings of the entrance areas, as well as the immediate surrounding outdoor areas of the building with three types of light fixtures, including pole light, bollard, and wall mount. All of the proposed light fixtures are light-emitting diode (LED) and full cutoff optics. Sufficient lighting has been provided. Due to different ways of calculating foot-candle reading, on a point-by-point base, a limited number of locations on the site will not meet the very specifically prescribed foot-candle requirements of the West Hyattsville TDDP. The applicant requests an amendment to the standard, and staff has recommended approval, as discussed in Finding 7 below.

Signage

A uniform signage plan (shown on Sheets A060 and A061) has been submitted with this DSP that includes signs for residential and commercial retail uses and wayfinding signage for both vehicle and bicycle parking. The specific signs have been shown on each elevation of the building complex and specific sign face areas have also been provided. A summary sign face area calculation table has been provided that shows a total of 690 square feet of signage for the entire project.

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

Recreational Facilities and Amenities

This application for the development of Parcel 1 is not required to provide on-site private recreational facilities because Parcel 1's requirements for mandatory dedication of parkland have been met by previous land dedication pursuant to PPS 4-15020, as part of the townhouse development across the street of Little Branch Run to the west, known as the Riverfront at West Hyattsville development.

On-site private recreational facilities and amenities have been provided by the applicant in this DSP to serve future residents, including fitness spaces, an outdoor kitchen, and an

outdoor pool area with seating in two courtyards. The northern courtyard features landscaping and a walking path with seating and other outdoor amenities. The large, southern courtyard includes a swimming pool that will be accessible to residents and will be connected to the promenade as one of the important destinations on-site. The pedestrian promenade varies in width from 20 to 60 feet, creating an inviting pedestrian space that provides direct access from the townhouse and multifamily neighborhood to the pedestrian tunnel under the West Hyattsville Metro Station.

Staff has evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines* and finds that the applicant's proposal of on-site recreational facilities is acceptable. As part of the approved DSP, they will be required to be built as part of the development.

Green Building Techniques

The West Hyattsville project will employ a comprehensive and integrative approach to sustainability by incorporating at least the green building strategies of site design, resource efficiency, energy efficiency, water efficiency, indoor environmental quality and operation, maintenance, and building owner education, as follows:

a. Site Design

- Complete environmental remediation of infill brownfield site.
- Encourage multimodal transportation through Metro access, bicycle parking, rideshare, and electric vehicle charging stations.
- Install gravel wetlands system for SWM.
- Provide greenspace with native or regionally appropriate plantings to restore natural vegetation on-site.
- Provide fitness and recreation areas.

b. Resource Efficiency

- Incorporate building materials with recycled content.
- Recycle construction waste.
- Provide easily accessible space for occupants to store recyclables.
- Select durable and long-life building materials.

c. Energy Efficiency

- Install EnergyStar roofing system to reduce heat island effect and heat load.
- Durably seal building thermal envelope to limit air and moisture infiltration.
- Use high-efficacy lighting in dwelling units and common spaces.

- Build thermal envelope with improved insulation.
- Provide high Seasonal Energy Efficiency Ratio/Heating Seasonal Performance Factor Heating Ventilation and Air Conditioning (HVAC) systems.
- Provide high Uniform Energy Factor hot water heaters.
- Use EnergyStar lighting, appliances, and bath fans.
- Install automatic lighting controls in multifamily common areas and parking garage.
- Meter and monitor energy consumption.

d. Water Efficiency

- Use high-efficiency irrigation system to reduce potable water consumption.
- Install water conserving dishwashers.
- Install low-flow plumbing fixtures in dwelling units and common spaces.
- Meter and monitor water consumption.

e. Indoor Environmental Quality

- Include moisture control measures in design and construction.
- Select flooring with low emission levels.
- Specify low or no Volatile Organic Compound paints, sealants, and adhesives.
- Provide Minimum Efficiency Reporting Value 8 or better air filters.
- Protect HVAC systems and ductwork from moisture, dust, and other contaminants during construction.
- Locate all plumbing and ductwork within conditioned space to prevent condensation.

f. Operation, Maintenance, and Building Owner Education

- Implement an Integrated Pest Management plan.
- Monitor energy data with Environmental Protection Agency EnergyStar Portfolio Manager.

- Develop Building Operations and Maintenance Manuals and training building operations staff.

COMPLIANCE WITH EVALUATION CRITERIA

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

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the building envelope, streetscape, architecture, and parking. The subject DSP has been reviewed for conformance with the T-D-O Zone standards and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Zoning Ordinance.

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

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

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

BUILDING ENVELOPE AND BLOCK STANDARDS:

MODIFICATION 1: Ground Floor Retail (page 67)

6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., ... commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service

establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.

In accordance with the applicant's SOJ, a total of 3,213 square feet of commercial retail space is proposed and needed for this project. Retail is not proposed on all ground floor elevations, but only in the southernmost portion of the building, adjacent to the pedestrian promenade on the southeast side of the building. The retail space is focused on this area with the highest foot traffic and is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. More extensive retail space is not supportable, due to the lack of vehicular access. This small-scale retail presence in this project is consistent with the TDDP vision for this neighborhood. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 2: Shared Parking (page 68)

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

Off-street parking is provided in a parking garage accessed directly from Little Branch Run. The parking garage is exclusively used by the residential tenants and will not be shared with the public. The parking garage is intended to be a secure facility, which will only be accessible by the residents and staff of the residential building. A small amount of retail use is located along the southern façade of the building but is primarily intended to serve residents of the development and pedestrians and bicyclists utilizing the trail system being incorporated into the project. It is anticipated that a small number of vehicles will utilize the retail space. However, there are on-street parking spaces available on Little Branch Run that will be available to the general public. This amendment request to not share the parking garage with the general public will be beneficial to the future residents and therefore will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 3: Residential Street (page 75)

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

Proposed Parcel 1 has approximately 841.24 feet of frontage on Little Branch Run. The building is constructed at the build-to line for 538.24 feet

along this frontage, which occupies 64 percent of the frontage on this road. The street façade is in a single plane, but façade jogs of greater than 24 inches are included that makes this design difficult to follow the build-to line. The main entrance to the building is set back between 28 feet to 49.5 feet from the right-of-way, for 135 linear feet. The purpose of this arrangement is to accentuate the location of the entrance and provide a visual break in the building, which occupies a substantial length along the roadway. The final length, where the building does not occupy the build-to line, is at the southern end where existing easements prevent the building from being closer to the right-of-way. Given the smaller massing of the townhouses across the street, this design provides a transition space between the taller multifamily building and the existing shorter townhouses. The result is a smooth visual transition between the two developments while a human-scale complete street is achieved. This amendment will be beneficial to the future residents and therefore will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 4: Residential Street (page 75)

- 2. Maximum Block Length: Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).**

Proposed Parcel 1 will create a block length of 743 feet, greater than the 400 feet in length required by this standard. The shape of the property is unusual in that it curves along Little Branch Run for approximately one-third of its length. This curvature makes dividing the property into two separate and distinct blocks more complicated. In addition, the subject site is bounded to the east by WMATA train tracks that make any road connection to the eastern side of the train tracks impossible. Given the unique shape of the site, the amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 5: Residential Street (page 75)

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

The building backs up to the right-of-way of WMATA Metro train tracks, which curves along the rear property line to the east. In most locations, the building is set back between 13 to 28 feet from the right-of-way of the train tracks. In one location, however, where a corner of the garage is closest to the right-of-way, the setback is only 10.5 feet. The parking garage is a rectangular structure, and as noted above, the property line is not straight. At the southern end of the garage, it is 27.8 feet from the right-of-way, but the curvature of the right-of-way brings the garage closer at its northeast corner. In all other locations, the 12-foot setback is provided. Given the amendment is limited to a portion of the garage only, it will benefit the

proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

STREETSCAPE STANDARDS:

MODIFICATION 6: Landscaping of Building Fronts (page 82)

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

The applicant is not proposing planters and window boxes within 2 feet of the building. However, landscaping is provided along the building base area fronting the streetscape of the entire Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 7: Location of Mechanical Equipment (page 82)

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

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

MODIFICATION 8: Streetscape (page 83)

- 2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.**

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

substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 9: Public Street Lighting (page 89)

2. Lighting levels shall be:

a. Minimum public/private space light levels shall be:

- (1) 1.25 foot-candles for building façades.**
- (2) 5.0 foot-candles for building entries.**
- (3) 2.0 foot-candles for walkways.**
- (4) 0.5 foot-candles for trails.**
- (5) 1.25 foot-candles for all other outdoor areas.**

b. Maximum public/private space lighting levels shall not exceed:

- (1) 2.0 foot-candles for building façades.**
- (2) 5.0 foot-candles for building entries.**
- (3) 2.0 foot-candles for walkways.**
- (4) 1.25 foot-candles for trails.**
- (5) 1.5 foot-candles for all other outdoor areas.**

A photometric study has been provided with this DSP that shows sufficient lighting has been provided throughout the site. However, as the applicant stated in Exhibit A, even though most of the site exceeds the lighting requirements, some locations are not in strict conformance in a point-by-point calculation. Fixture locations are limited due to underground utilities. The proposed lighting will produce a wider range of light levels than the requirements that will serve the proposed development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 10: Public Street Lighting (page 90)

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

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

MODIFICATION 11: **Blocks and Alleys (page 91)**

3. **Block Size: Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.**

As discussed previously, due to the shape of the property and its location adjacent to the WMATA train tracks, it is impossible to create any vehicular connection to the properties east of the train tracks. The proposed Parcel 1 will create a block length of 743 feet, which is greater than 400 feet.

However, a pedestrian promenade between proposed Parcels 1 and 2 has been designed to provide a pedestrian connection to the West Hyattsville Metro Station. This pedestrian pathway will provide through access from the North Park neighborhood to the Metro station. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 12: **Blocks and Alleys (page 91)**

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

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

MODIFICATION 13: **Blocks and Alleys (page 91)**

5. **Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:**
 - a. **Sodding and providing routine landscape maintenance to the area.**
 - b. **Keeping the area clear of debris, litter, stored materials, and vehicles.**

As discussed above, no alley is proposed, nor alley right-of-way is dedicated to the rear of the proposed building, because the site is too narrow to

physically accommodate it. Limited landscaping is proposed between the building complex and the right-of-way of the WMATA train tracks. In the previously approved DSP-16029, the District Council approved an amendment to remove the requirement for an automatic irrigation system provided that native plant species be used. This DSP is proposing drought resistant native species that require less or no irrigation. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 14: Sod, Groundcover and Mulch (page 93)

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

For the same reason as discussed above, an irrigation system is not proposed for sod or groundcover areas. However, native species will be used throughout the development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

ARCHITECTURE STANDARDS:

MODIFICATION 15: Windows/Doors and Entrances (page 106)

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

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

MODIFICATION 16: Windows/Doors and Entrances (page 106)

- 2. Ground Floor Windows:**
 - Single panes of glass shall not be larger than six feet high by four feet wide.**

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

Residential window sizes are typically 6.125 feet wide by 6 feet high, and 8.125 feet wide by 6 feet high. Each window is divided in 2–3 panels; no panels are larger than 6 feet by 3 feet. Windows will have clear insulated low thermal emissivity glass for better thermal performance. While 60 percent of the surface view of the building allows for a depth of at least 20 feet in the lobby and retail areas, it does not allow for this depth in the residential units. This amendment to the above standard is limited to those ground floor areas occupied by residential uses only. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 17: **Windows/Doors and Entrances (page 106)**

3. Upper-Story Windows:

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

Single-hung windows have been proposed, in accordance with prevailing industrial standards, as shown in applicant's Exhibit C. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 18: **Windows/Doors and Entrances (page 106)**

4. Doors/Entrances:

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

Roll-down security gates, doors, or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on the garage and loading entrances for security and screening. Staff agrees that the garage doors selected in this DSP are attractive and opaque to block views into the garage and loading areas. The parking lot will be a secure facility and the garage doors will ensure that access is limited. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 19: **Signage (page 107)**

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

The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. The location of the retail uses along the southern façade of the building, accessible to pedestrians and bicyclists, requires adequate signage. The retail signs will be internally illuminated so that the space is easily identifiable. Visibility from the Metro is also desired for placemaking purposes, as the building is not readily accessible from Ager Road. As a result, some blade signs will also be internally illuminated. Some of the blade and retail signs have low level internally illuminated graphics. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

PARKING STANDARDS:

MODIFICATION 20: **Parking Standards (page 109)**

5. **Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:**
 - c. **Off-Street Parking Structures**
 - **Landscaping shall be provided along parking structure foundation facades that front the public realm.**
 - **Landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.**
 - **Planting beds shall be a minimum of 5 feet in width and a minimum of 5 feet in depth.**

The garage is fully screened from the view of Little River Run by liner residential units. The garage is visible from a pedestrian trail and the Metro train tracks to the east. Landscaping provided along the rear of the parking structure does not provide the density of plant units specified, due to the narrowness of this area. Instead, limited landscaping is provided, and alternative compliance is also requested. Part of the garage façade will be painted with artwork to provide visual interest. The landscaping treatment between the garage and the Metro train tracks is appropriate and functional. The amendment will benefit the proposed development and the transit

district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 21: OFF-STREET PARKING (page 112)

Materials:

The following is a list of permitted and prohibited material:

- 1. Permitted: Brick and tile masonry; Native Stone (or synthetic equivalent); Precast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (for trim elements only); Metal (for beams, lintels, trim elements and ornamental only); Wood lap siding (horizontal configuration), smooth or rough-sawn finish; Hardie-plank equivalent or better siding.**
- 2. Prohibited: Stucco/EIFS (cementitious finish); Split-faced block; Concrete (except for parking deck surface); Concrete Masonry Units; Faux wood grain.**
- 3. Façade Treatments for Parking Structures: Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural façades along both the front and side streets.**

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

MODIFICATION 22: OFF-STREET PARKING (page 113)

- 4. Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in**

accordance with the approved West Hyattsville TDDP conceptual site plan.

The parking garage is integral to the building and will be fully screened from the street, except for the entry doors and on the eastern elevation, which will be visible from the WMATA train tracks. The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. Given the elongated shape of the property, the DSP takes full use of the site's frontage along Little Branch Run to provide access to the building complex including the parking garage. The main entrance area is designed to allow vehicles to safely enter the garage and also provides a drop-off venue so that delivery vehicles and Uber/Lyft drivers do not block the traffic. The entrance to the garage will be a secure and decorative roll up door with material selection that resembles semitransparent windows. With the proposed design of the parking garage, which cannot meet the minimum openings of 75 percent transparency, an amendment to this rigid standard is necessary. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 23: OFF-STREET PARKING (page 114)

- 8. Parking Structure Entrances and Exits (Multifamily/Nonresidential): Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be prohibited.**

The garage door conforms with the 16-foot clear height and 24-foot clear width requirements and there are no other garage entrances. The subject property is not a corner lot, so the entrance is not within 100 feet of a block corner. The garage is set back 82 feet from the surrounding façade. A single point of access to the garage is provided, but from the street frontage. The layout of the entrance and exit of the proposed building complex and parking garage is functional and appropriate. Given the unique shape and location of the subject property, the vehicular access to the property can only be provided from Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 24: OFF-STREET PARKING (page 114)

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

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

The parking structure is part of the proposed building complex. Illumination of the stairwells will comply with standards. The design of the stairwells will be in conformance with the governing building and fire codes. However, the steps are precast and are not open risers. Given that additional building code review will be carried out prior to issuance of the building permit, staff defers this issue to the later review.

MODIFICATION 25: OFF-STREET PARKING (page 114)

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

Residential units and the private parking garage share a common elevator. The illumination level of the elevator will comply with this standard. However, the elevator will not be glass enclosed. As discussed above, the entire design of the building complex, including the parking structure and vertical transportation inside the building, will be in conformance with the governing building and fire codes. Given that additional building code review will be carried out prior to issuance of the building permit, staff defers this issue to the later review.

MODIFICATION 26: OFF-STREET PARKING (page 115)

- 11. Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:**
 - a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling**
 - b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling**
 - c. Perimeter or core uplight wall fixture**
 - d. 250W metal halide**
 - e. 10-foot 6-inch parking structure ceiling**
 - f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls**

The parking structure will provide adequate lighting to meet the above standards. The parking structure ceiling is designed to allow each level of

the parking garage to access a residential floor in the mixed-use building. The gross ceiling heights in the garage comply with the 10-foot 6-inch minimum requirement and are designed in accordance with the prevailing practices in the areas. However, after deducting the structural elements, the clear height in the garage for vehicles is 9 feet on the first floor and 8 feet on all other levels of the garage. In fact, the governing building code (Section 406.22, Clear Height, International Building Code) limits the clear height of each floor level in vehicle and pedestrian areas to no less than 7 feet. The proposed 8 and 9 feet are above the minimum clear height required by the building code. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

MODIFICATION 27: **Parking Space Size in Parking Garage**

Section 27-558(a) of the Zoning Ordinance governs the size of surface parking spaces and provides that nonparallel standard parking spaces shall measure 9.5 feet by 19 feet, but permits up to one-third of the required spaces to be compact measuring 8 feet by 16 feet. This DSP proposes the use of 8.5 feet by 18.5 feet parking spaces within the garage for all 298 spaces, excluding handicap-accessible parking spaces. No compact parking spaces are proposed.

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

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

The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.

The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff supports this amendment request.

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

- a. The proposed multifamily residential and commercial/retail uses are listed on the Table of Permitted Uses in the M-X-T Zone within the West Hyattsville TDDP, as amended by DSP-16029, and are consistent with the land use vision of the approved TDDP.
- b. In accordance with Section 27-107.01(a)(242.2)(A) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

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

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

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

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

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

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

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station

to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The subject application is located within 0.25 mile of the West Hyattsville Metro Station platform. This mixed-use building is considered high-density development.

(B) Reducing auto dependency and roadway congestion by:

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

The overall Riverfront at West Hyattsville development, which includes this proposed mixed-use building, provides a mixture of uses that that allow multiple trips to take place within the community. Landscaping, pedestrian pathways, and building architecture create a quality streetscape along Little Branch Run, and this DSP includes no new surface parking. The building is connected to the Metro station via a pedestrian promenade full of amenities and public art that encourages walking and bicycling.

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

The subject site is located at the easternmost of the North Park neighborhood right against the WMATA Metro train tracks that makes it not practical to create any vehicular connection to the east of proposed Parcel 1. However, this DSP creates a high-quality promenade leading to the existing tunnel to the entrance of the West Hyattsville Metro Station.

The design of the promenade focuses on human scale that makes it comfortable for pedestrians.

(E) Creating pedestrian-friendly public spaces; and

The public spaces in this DSP include two courtyards and a pedestrian promenade that connects the neighborhood to the West Hyattsville Metro Station. The promenade allows the general public to access the Metro station through the proposed project. The courtyards are limited to residents of the proposed building complex. All those spaces are pedestrian friendly and full of amenities.

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

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

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

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

The development proposed in this DSP contains two complementary uses. The DSP occupies the entire block of Parcel 1 and designs two attractive elevations with the main one fronting Little Branch Run. The building is sited closely to, and follows the curvature of, the street where possible. The building design takes into the consideration the massing and style of the existing townhouse community to the west and makes the shared street of Little Branch Run a complete street while proportionally arranging the vertical divisions of the multifamily family elevation. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape. The eastern elevation is conceived as a secondary elevation, but features artsy elaboration that strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety consideration by providing “eyes on the street” with windows and clear territorial demarcation. The pedestrian promenade is full of amenities and is designed to be inviting to encourage pedestrian traffic.

The storage of vehicles is concealed, so are other site-serving utilities. The parking garage is in the middle of the mixed-use building complex and is surrounded on three sides by the residential units. The screening of the mechanical equipment is also functional and is consistent with the applicable regulations.

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

The plans propose residential and retail uses that are envisioned for this area by the West Hyattsville TDDP.

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

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

- (N) **Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) **Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) **Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above uses are included on this DSP.

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

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

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

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

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

This DSP is generally compatible with the governing TDDP requirements, and where it deviates, the applicant has filed amendment requests, in

accordance with the requirements in the T-D-O Zone. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP, as discussed in Finding 7 above.

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

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

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

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

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

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

The site is within 0.25 mile of the West Hyattsville Metro Station. The property is in the West Hyattsville Metro local transit center, as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan*. Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses, to which this project conforms.

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

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

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

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

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

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

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

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

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

The proximity of the site to the West Hyattsville Metro Station, proposed medical office building, parkland, and the future anticipated additional multifamily residential and retail

development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

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

The proposed layout of the development occupies the entire Parcel 1 with a vertical mixed-use building. A promenade at the southern edge of the parcel will provide a spatial transition to the future phase that will blend harmoniously with the proposed development on the subject site.

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

This DSP shows a vertical mixed-use project with a distinctive visual character that will create a memorable place adjacent to the West Hyattsville Metro Station.

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

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

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

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

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

The applicant has requested a number of amendments to the West Hyattsville TDDP that staff supports to give the applicant freedom of architectural design.

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

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

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

The proposed development is the first phase of a two-phase development that is oriented mainly toward Little Branch Run, with the second phase also fronting on M-NCPPC parkland. A promenade is provided between the two phases that provides direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation, which will integrate and catalyze the development of the surrounding neighborhood. The appearance of the project from the Metro rail line is equally important, and a very lively appearance has been achieved through the application of artwork.

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

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

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

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

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

The DSP is itself the first phase of a two-phase development. The proposed development in this phase has 293 multifamily units of various sizes and small, ground-level retail space designed as a self-sufficient entity that will allow effective integration with the future phase.

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

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

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

The site will have a main pedestrian path, which will be well-landscaped and includes site amenities, such as benches and bike racks, and function as a promenade, leading to the West Hyattsville Metro Station. The pavement of the promenade and the surrounding buildings has been designed to pay adequate attention to human-scale and pedestrian friendly elements with sufficient visual interests and colorful artwork. The buildings will have a clear change in building materials to create a masonry water table and strong elevations.

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

This finding does not apply to the DSP.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be

adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

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

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

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

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

Section 27-544. Regulations.

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

Section 27-544 of the Zoning Ordinance is modified by the West Hyattsville TDDP and the provisions of an ETOD project, as stated specifically in Section 27-290.01(a)(1) and discussed above.

Section 27-547. - Uses permitted.

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

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**

(3) Dwellings, hotel, or motel.

Section 27-290.01(a)(1) and (2) states that the requirements above are overridden and allows an application to include a mix of uses on-site or in the adjacent areas. The subject site is surrounded by a mix of uses, existing or proposed, including residential uses across Little Branch Run and a medical office use to the east of the WMATA train tracks. Regardless, the subject DSP application includes both residential and commercial uses.

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

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

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

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

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

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

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

The subject DSP consists of a mix of multifamily residential and commercial retail uses and is consistent with the land use vision of the North Park neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the West Hyattsville Metro Station to provide significant residential opportunities and appropriate retail space. The DSP includes one, 5-story, multifamily building, with limited first floor retail space around the main entrance area plaza and the southwest end of Parcel 1 where the pedestrian promenade starts. The DSP conforms to most of the mandatory requirements of the TDDP, except for those standards to which the applicant has requested amendments, in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested modifications will benefit the proposed development and the transit district and will not substantially impair the implementation of the West Hyattsville TDDP.

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

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

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

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-X-T Zone and applicable T-D-O Zone standards, except for amendments that staff has recommended approval, as discussed above. Staff concludes that the subject DSP meets the requirements of both the T-D-O and M-X-T Zones.

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

The proposed mixed-use building is surrounded on two sides by Little Branch Run and WMATA Metro train tracks. The main entrance is oriented toward Little Branch Run, with various design focuses on this elevation. The eastern elevation, fronting the WMATA train tracks, will have an exposed elevation of the parking garage and the rest of the multifamily units. This elevation is decorated with artwork that creates a lively and energetic appearance, which can be seen from the passing Metro trains. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site. The two courtyards, where all outdoor amenities including a swimming pool are located, are surrounded by the residential units on all sides, except for the southern courtyard, which is open to the promenade on the south side. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

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

The subject DSP is for a vertical mixed-use building on the property that is part of a larger mixed-use development within walking distance of the West Hyattsville Metro Station in the North Park neighborhood of the West Hyattsville TDDP. This high-quality development will improve the appearance of the area significantly and reinforce a high-quality standard for all future adjacent developments.

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

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

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

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

In this case, the applicant has not filed a new CSP, due to the exemption above. In addition, pursuant to Section 27-548.08(c)(2), a DSP in a transit district does not have to conform to a previously approved CSP.

9. **Preliminary Plan of Subdivision 4-20040:** The property is the subject of PPS 4-20040, which was approved by the Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122), including two parcels of 8.1 acres for the development of 750 multifamily dwelling units and 15,000 square feet of commercial space, subject to 23 conditions. This subject DSP proposes 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 only. The conditions that are relevant to the review of this DSP warrant the following discussion:

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

The development shown with the DSP is within the development limits of the approved PPS. The table below summarizes trip generation in weekday peak hours for the site:

Weekday Trip Generation Summary: DSP-20053: West Hyattsville								
Land Use	Use Quantity	Metric	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments (garden and mid-rise)	293	Unit	23	99	122	92	49	141
Note: residential trips are 20% TOD credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	3,213	1,000 sq. ft. GFA	1	1	2	3	3	6
Note: pass-by trips per M-NCPPC guidelines (50% AM/50% PM)								
Total Trip			24	100	124	95	52	147
Trip Cap – 4-20040 PPS			66	252	318	247	141	388

As evidenced above, the uses proposed on this site plan are within the PPS trip cap.

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

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

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

The applicant has submitted an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicycle facilities approved with PPS 4-20040.

6. **Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:**
 - a. **The extension of 5-foot-wide sidewalk along the subject property’s frontage of Little Branch Run until the point of vehicle entry for Parcel2 and to the Northwest Branch Trail.**
 - b. **Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.**
 - c. **Bicycle fix-it station at each garage bicycle parking area.**

- d. **Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.**
- e. **A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.**

The 5-foot-wide sidewalk shown on the DSP extends to the vehicle entry point on Parcel 2, but does not extend to the Northwest Branch Trail. This will need to be shown with the DSP for full development of Parcel 2. Bicycle parking in the parking garage is shown and labeled. However, bicycle fix-it stations are not labeled on the DSP. Crosswalks crossing the drive aisle at points of vehicle entry are provided. Pedestrian and bicycle access near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station have been provided. Appropriate conditions regarding these items have been included herein.

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

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

The DSP is in general conformance with Type 1 Tree Conservation Plan TCP1-012-2016-01. In accordance with the review by the Environmental Planning Section (Juba to Zhang), the submitted TCP2-001-2017-02 is consistent with the previously approved TCP1.

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

The DSP is in general conformance with SWM Concept Plan 3816-2021-00.

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

The applicant has provided a Phase II noise report that demonstrates that the interior of all buildings can be mitigated to 45 dBA Ldn or less through installation of certain Sound Transmission class rated soundproof windows, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. Building permits will have to demonstrate conformance to these noise requirements, as conditioned by the PPS.

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

The proposed development is located on Parcel 1 and no improvements other than general grading and a SWM facility have been shown on the Parcel 2. Additional on-site recreational and amenities (see above Finding 6) have been proposed on Parcel 1 within the courtyards of the building complex that are acceptable.

- 10. 2010 Prince George’s County Landscape Manual:** The proposed mixed-use development is within the West Hyattsville TDDP that is subject to the standards as contained under the Landscape Section of the TDDP. However, for those landscaping requirements not covered by the standards, the applicable 2010 *Prince George’s County Landscape Manual* (Landscape Manual) regulations govern. The DSP demonstrates conformance to the applicable requirements, except for Section 4.7, Buffering Incompatible Uses, for which Alternative Compliance AC-21021 has been submitted and reviewed, as follows:

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the Metrorail lines along the eastern boundary area. Alternative compliance is being requested because the building setback and the width of the landscape yard do not meet the minimum requirements. The applicant is seeking approval to reduce both the minimum building setback and the width of the landscape yard to a range between 10.5 and 37.2 feet.

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1, adjacent to the WMATA rail lines

Length of Bufferyard	498 feet
Minimum building setback	50 feet
Minimum landscape yard	40 feet
Plant units (160 per 100 linear feet)	796

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1 adjacent to the WMATA rail lines

Length of bufferyard	498 feet*
Building setback	10.5–37.2 feet*
Landscape yard	10.5–37.2 feet*
Fence or wall	No
Plant units	210*

Note: *The linear feet of buffer strip, building setback, landscape yard widths, and number of provided plant units are not correct on the landscape plan and need to be corrected to match the plan and be inclusive of the proposed shrubs.

Justification

The applicant is requesting alternative compliance from Section 4.7, Buffering Incompatible Uses, of the Landscape Manual, along the eastern side of the property adjacent to the WMATA rail lines. A Type D bufferyard, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet, is required along this property line. The site is unusually shaped and is also an urban infill site built in the floodplain, which limits the amount of grading that can occur. The Metrorail lines are located underground at the Little Branch Run right-of-way and are below grade at the northeast end of the building and are not at grade until the southern end. The proposed parking garage is located along a portion of the eastern property line (approximately 200 feet), providing a structural buffer from residential units. There is a pedestrian trail that runs on WMATA's property abutting the site, and safety concerns limit the possibility of dense landscaping or walls along this edge.

The applicant is proposing a minimum building setback and landscape yard of 10.5 to 37.2 feet and approximately 210 plant units, including a mix of shade and ornamental trees. However, the building setback and landscape yard widths are not listed correctly in the schedule and the 210 plant units do not include the proposed shrubs. These corrections need to be made to the landscape plan, but there are still opportunities for even more plantings along this edge that will enhance the buffer. In addition, the landscape and site plan seem to show a proposed fence line along most of the eastern property line, however this is not labeled, and no detail is provided. A fence, even if it is not sight-tight, will provide some enhanced buffering between these uses, so a condition has been included herein to label this on the plan and provide a detail. A noise and vibration study was submitted to address the impacts of the rail lines on the residential units and states that the building materials will reduce the interior noise levels below 45 dBA. The report stated that the vibration levels conform to the Federal Transportation Administration standards.

The Alternative Compliance Committee finds that given the specific site conditions, parking garage and adjacent pedestrian trail locations, the reduced building setback and landscape yard, planting units, and building materials will sufficiently meet the objectives of a Section 4.7 bufferyard. The Committee finds the proposed alternative design equally effective as normal compliance with Section 4.7(c)(3)(4), for the eastern property line, if revised as conditioned herein.

The Planning Director recommends APPROVAL of Alternative Compliance AC-21021 from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the eastern property line of proposed Parcel 1, adjacent to the Washington Metropolitan Area Transit Authority rail lines, subject to four conditions that have been included in the Recommendation section of this report.

11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual, because the property has previously approved tree conservation plans. TCP1-012-2016-01 was approved with PPS 4-20040 and TCP2-001-2017-02 was submitted with the subject application.

- a. The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. The NRI covers both Parcel 1 and Parcel 2. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. Although a good portion of the area covered by this NRI is associated with an area of previously developed 100-year floodplain within Parcel 2, no existing floodplain or associated primary management area (PMA) exists on-site within the scope of this DSP application on Parcel 1. The DSP is consistent with the NRI.
- b. The initial PPS was not phased, but this DSP is creating a phased development broken down into three separate phases. Phase 1 is the previously developed area located to the west of the site associated with DSP-16029 and TCP2-001-2017, Phase 2 is the proposed development associated with this DSP application on Parcel 1, and Phase 3 is for rough grading required to support the development of Phase 2 SWM on Parcel 2. The area within this application was previously approved for rough grading under DSP-20004 and TCP2-001-2017-01.

The site has an overall woodland conservation threshold of 15 percent or 0.54 acre. According to the TCP2 worksheet, no existing woodlands are present on Phase 2. No net tract woodland is associated with any of the phases. A total of 0.42 acre of woodlands was present in the floodplain for all phases, all of which was previously cleared under grading permits for Phase 1. The cumulative woodland conservation requirement for Phase 2 is 0.96 acre for all phases of development. The TCP2 proposes to meet the requirement of Phase 2 through a combination of 0.88 acre of previously recorded off-site preservation recorded under Phase 1 with DSP-16029 and TCP2-001-2017; 0.03 acre of existing street tree credit approved with DSP-20004 and TCP2-001-2017-01 (four willow oaks at the intersection of Ager Road and Little Branch Run); and 0.05 acre of fee-in-lieu with this DSP application.

Since the street trees credited towards meeting woodland preservation under DSP-20004 and TCP2-001-2017-01 were not placed into a woodland preservation easement as required prior to permit, the landscape credit must be removed from the plan and shown as additional fee-in-lieu.

There are several additional minor revisions that need to be addressed on the TCP2. These revisions are specified in the recommended conditions herein.

12. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This DSP covers a total of 8.09 acres of land; however, the proposed development is only on the proposed 3.05-acre Parcel 1. The applicant has applied this calculation only to Parcel 1 (3.05 acres), as it is shown for full development, and the remaining acreage is shown only for grading impacts. The subject application provides a schedule showing that the TCC requirement has been met through the proposed on-site tree planting.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
- a. **Community Planning**—In a memorandum dated November 17, 2021 (Benton to Zhang), incorporated herein by reference, the Community Planning Division stated that pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that benefit the proposed development and the transit district and does not substantially impair the TDDP.
 - b. **Historic Preservation**—In a memorandum dated November 12, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.
 - c. **Transportation Planning**—In a memorandum dated November 18, 2021 (Yang to Zhang), incorporated herein by reference, the Transportation Planning Section provided the following discussion:

Access is proposed via Little Branch Run. The driveway to the garage has a minor offset from existing Kirkwood Place. While the offset should be corrected, if at all possible, given that Kirkwood Place is not a through street and serves a limited number of residences, the offset is not deemed to be an issue for this case, and is determined to be acceptable.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.
 - d. **Subdivision Review**—In a memorandum dated November 15, 2021 (Heath to Zhang), incorporated herein by reference, Subdivision staff provided a review of this DSP's conformance with the applicable conditions attached to the approval of PPS 4-20040, and concluded that the proposed DSP is within the development limits of the approved 4-20040. The Subdivision Section recommends no conditions.
 - e. **Bicycle and Pedestrian**—In a memorandum dated November 12, 2021 (Ryan to Zhang), incorporated herein by reference, the Transportation Planner analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan for the*

West Hyattsville Transit District Overlay Zone to provide the appropriate pedestrian and bicycle transportation recommendations. The proposed development is in conformance with the pedestrian and bicycle transportation recommendations of the West Hyattsville TDDP.

The planner also discussed the DSP's conformance with the requirements of the Zoning Ordinance and the applicable conditions attached to PPS 4-20040, which is the governing PPS, and concluded that the proposed DSP meets the applicable requirements and conditions.

The bicycle and pedestrian transportation planner concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation, and the conditions of approval for the subject PPS, and concludes that the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation.

- f. **Environmental Planning**—In a memorandum dated November 16, 2021 (Juba to Zhang), incorporated herein by reference, the Environmental Planning Section stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Preservation of Regulated Environmental Features

At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire PMA on-site, which covers 4.73 acres to raise the proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Since no further impacts to on-site regulated environmental features are proposed, staff finds that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement of Subtitle 24-130(b)(5).

Stormwater Management

The site has an approved SWM Concept Plan 3816-2021-00, which is valid until October 13, 2024. According to the Final Plan Best Management Practices Summary Table on the approved Concept Plan, one submerged gravel wetland structure is proposed on the southernmost section of the property. According to the approval letter, the concept for Buildings A and B have been combined into this approval (see Concept 11905-2016-01 for previous approvals on Building A). A floodplain waiver from DPIE, dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan.

The Environmental Planning Section recommends approval of DSP-20053 and TCP2-001-2017-02, subject to two conditions that have been included in the Recommendation section of this report.

- g. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the fire department did not offer comments on the subject application.
- h. **Prince George's County Department of Parks and Recreation**—In a memorandum dated November 15, 2021 (Yu to Zhang), incorporated herein by reference, the Prince George's County Department of Parks and Recreation (DPR) provided comments on the possible impact of the proposed compensatory facility on Parcel 2 on the adjacent stream valley park to the south and west of the subject property, summarized as follows:

The subject property's compensatory storage on Parcel 2 abuts M-NCPPC's property to the west. The proposed grading of the compensatory storage will disturb the embankment in M-NCPPC's property; therefore, right of entry will be required during the construction phase.

The DSP did not address how the outfall from the compensatory storage facility will impact the existing embankment on M-NCPPC land. A further study is needed to investigate the impact of joining three outfalls into one confluence and rip-rap outfall.

Due to high visibility of the outfall improvements at the subject property, an aesthetic treatment of the headwall and weir wall should be considered.

The subject DSP proposes development only on Parcel 1. Parcel 2 is included in this DSP as the site for future development and rough grading. A compensatory facility, which was approved by DPIE for flood control, is located in the southernmost part of the site on Parcel 2 abutting the M-NCPPC property. Given no additional improvements are proposed on Parcel 2 in this DSP, DPR's concerns raised in this memorandum will be addressed at time of a full DSP for Parcel 2.

- i. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the police department did not offer comments on the subject application.
- j. **Prince George's County Health Department**—In a memorandum dated November 2, 2021 (Adepoju to Zhang), incorporated herein by reference, the health department provided five comments on the subject application that have been transmitted to the applicant. Two comments on limiting construction noise and particle pollution during the construction phases of this project have been included in the Recommendation section of this report.
- k. **Prince George's County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.

- l. **City of Hyattsville**—In a letter dated November 16, 2021 (Mayor Ward to Chair Hewlett), the Mayor of the City of Hyattsville stated that the Hyattsville City Council reviewed this DSP on November 15, 2021, and voted in support of DSP-20053, affirming the applicant’s request for certain modifications to the development standards of the West Hyattsville TDDP, given that technology and design standards have evolved substantially since adoption of the West Hyattsville TDDP in 2006. Specifically, the City supports the applicant’s request for modifications to the Ground Floor Retail standard, maximum block length, block size, and rear yard line standards, requirement for an automatic irrigation system, off-street parking standards, location of mechanical equipment, universal parking space sizes of 8.5 feet by 18.5 feet in the parking structure, use of LED lighting, and signage standards for internally illuminated signs and graphic heavy wayfinding signage in both English and Spanish.

The City also stated requests for three conditions, as follows:

1. **The City recommends that off-street parking be provided in the proposed parking garage for employees of the retail space to reduce pressure on on-street parking. The City requests the Planning Board require that property owners and developers unbundle, or separate, the cost of off-street parking from the costs of housing or commercial space.**

The proposed off-street parking in the parking garage includes parking spaces for the retail space. However, those spaces are not clearly demarcated on the site plan. A condition has been included in the Recommendation section requiring the applicant to clearly mark those parking spaces for retail use, prior to certification of this DSP. The issue of unbundling the cost of off-street parking spaces is operational in nature and outside the purview of the Planning Board.

2. **The City supports the applicant’s request for incorporating EV charging stations within structured parking garage with capacity for conversion of additional charging stations should demand increase. The City requests that the locations of EV charging stations shall be detailed in the applicant’s exhibit(s).**

Staff supports this request, and the applicant also agrees to provision of the electric vehicle charging stations in the parking garage. A condition has been included in the Recommendation section requiring the applicant to clearly show electric vehicle charging stations on the floor plan, prior to certification of this DSP.

3. **The City requests the applicant significantly increase bike storage proposed by the applicant, given the property’s proximity to Metro and the Anacostia Tributary Trail System. The requests the applicant achieve a minimum of a 5 (RDU) – 1 (dedicated bicycle parking space) ratio, which may include a combination of vertical bike storage included in an indoor bike room and secured outdoor bicycle storage.**

Staff recommends the applicant consider additional covered bike storage outside building with private fob entry, integration of double-deck bike racks to increase capacity, and basic bike repair stand like the College Park Metro Bike Facility. In addition, the City recommends wayfinding and an assistive door device at the street-level pedestrian entrance to the garage to ensure safety and ease of access for cyclists utilizing bike parking within the structure parking garage.

The West Hyattsville TDDP standards require 1 bicycle parking space for every 20 vehicular parking spaces. This DSP is required to provide 16 bicycle parking spaces based on this ratio. Currently, the proposed plans show 34 bicycle spaces and a bicycle fix-it station in the parking garage which exceed the requirements.

In addition, 4 racks (8 bicycle parking spaces) will be provided in the plaza area of the pedestrian promenade. After receiving the comments from the City, the applicant proffered to increase the total bicycle parking in the parking garage from 34 spaces to 60 spaces. Staff welcomes this increase in bicycle parking capacity of the project and included a condition in the Recommendation section to require the applicant to update the bicycle parking information, prior to certification of this DSP.

Finally, the City Council also stated two considerations, as follows:

4. **The City requests that the Planning Board to refer to back to Prince George’s County DPW&T a request for an evaluation of pedestrian and cyclist safety adequacy at crossings of Ager Road at both Lancer Drive and Nicholson Street, along with all other intersections evaluated in the applicant’s Traffic Impact Study.**

This request from the City to evaluate the pedestrian and cyclist safety within the adjacent public rights-of way that are beyond the boundary of this DSP is outside the purview of the Planning Board. At the time of PPS 4-20040 approval, an adequate public facility test, including the test for adequate transportation, bicycle and pedestrian facilities to serve the proposed development, was performed and found to be sufficient for this project.

5. **The City of Hyattsville encourages the applicant to pursue opportunities to pursue financing through programs, such as Amazon’s Housing Equity Fund, to support the City’s Affordable Housing Strategy.**

This consideration has been transmitted to the applicant who will pursue the opportunities as appropriate.

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

RECOMMENDATION

Based upon the foregoing evaluation, analysis, and findings, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Alternative Transit District Overlay Zone Standards, as follows:

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground floor retail only in the southernmost portion of the building, adjacent to the pedestrian trail, on the southeast side of the building.
2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.
3. **Residential Street - Build-to line (page 75):** To allow various building plane setbacks from the curb line of Little Branch Run and a frontage occupancy of less than 75 percent, as shown on the detailed site plan.
4. **Residential Street - Maximum Block Length (page 75):** To allow a block length longer than 400 feet, as shown on the detailed site plan.
5. **Residential Street - Rear Yard Line (page 75):** To allow a corner of the proposed parking garage to be set back only 10.5 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

6. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.
7. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards to be less than 25 feet from the build-to line, as shown on the detailed site plan.
8. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete with a brick appearance.
9. **Public Street Lighting (page 89):** To allow the proposed lighting level to be in accordance with the submitted photometric study for the proposed development.
10. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.
11. **Blocks and Alleys (page 91):** To allow the block length to be greater than 400 feet, as shown on the detailed site plan.

12. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.
13. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided, and no automatic irrigation system to be installed, provided that native planting species be used in the areas between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro rail tracks.
14. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

15. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.
16. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground floor residential windows to have less than 60 percent surface view for a depth of 20 feet, and use smaller single panels as shown on the submitted architectural elevations.
17. **Windows/Doors and Entrances (page 106):** To allow single-hung windows to be used on the residential units, as shown on the submitted architectural elevations.
18. **Windows/Doors and Entrances (page 106):** To allow the proposed garage doors, as shown on the submitted architectural elevations.
19. **Signage (page 107):** To allow some blade signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

20. **PARKING STANDARDS (page 109):** To allow the landscaping treatment between the rear of the parking garage and the Washington Metropolitan Area Transit Authority train tracks, as shown on the landscape plan.
21. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.
22. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.
23. **OFF-STREET PARKING - Entrance and Exit (page 114):** To allow the entrance and exit to the parking garage to be located 82 feet from the surrounding façade and to be accessed directly from Little Branch Run, as shown on the detailed site plan.

24. **OFF-STREET PARKING - Stairwells (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.
 25. **OFF-STREET PARKING - Elevators (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.
 26. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure with varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.
 27. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet 6 inches by 18 feet 6 inches in the proposed parking garage, as part of the mixed-use building complex.
- B. APPROVE Detailed Site Plan DSP-20053, for West Hyattsville, including Type 2 Tree Conservation Plan, TCP2-001-2017-02, and Alternative Compliance AC-21021, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:
 - a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.
 - b. Provide the following site plan notes:

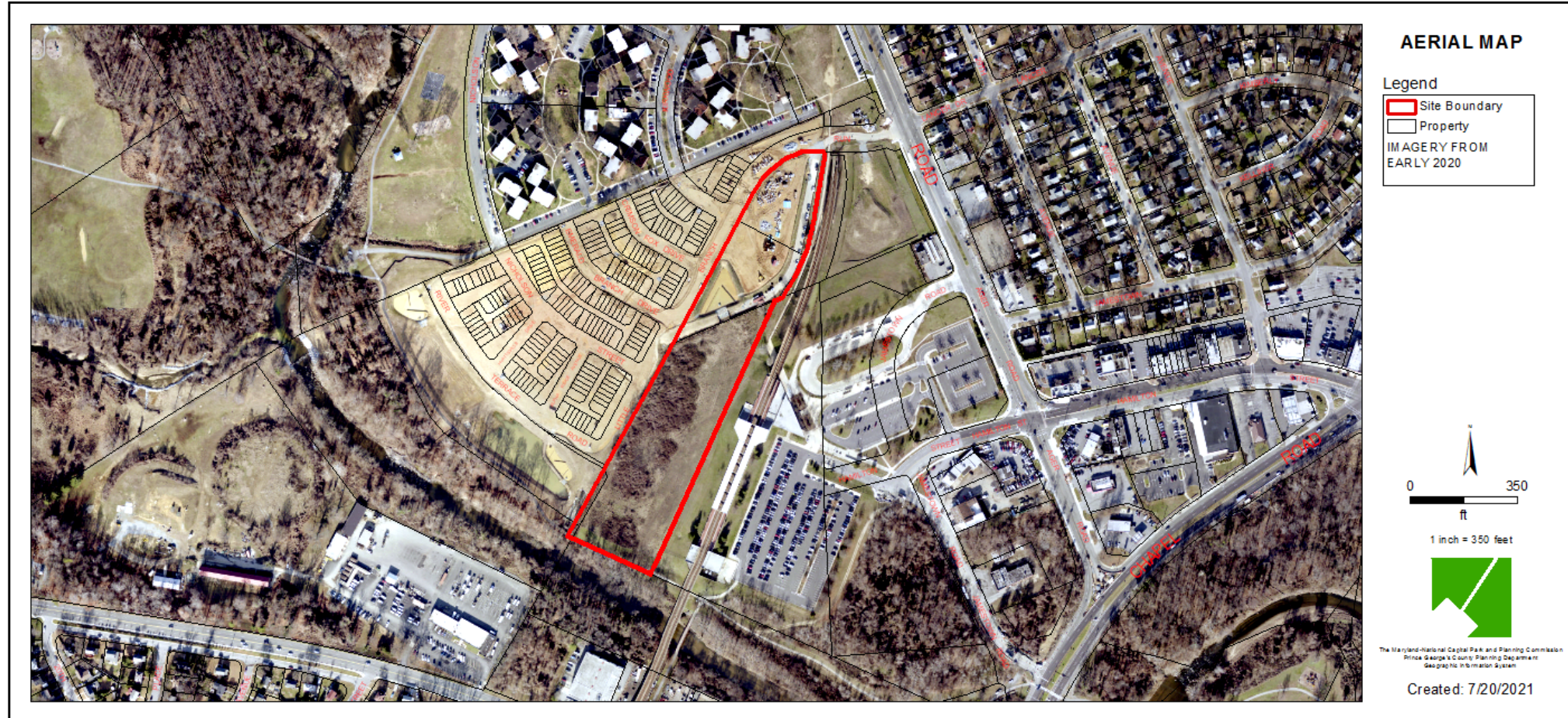
“The applicant shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.”

“The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”
 - c. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.
 - (2) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2.
 - d. Clearly mark those parking spaces for retail use on the parking garage floor plan.
 - e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan.
 - f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

- g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.
- h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of each space on the floor plan of the parking garage.
- i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.
- j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.
- k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.
- l. Provide screening on the eastern elevation of the parking garage, such as perforated metal screens or vertical landscaping.

WEST HYATTSVILLE PROPERTY

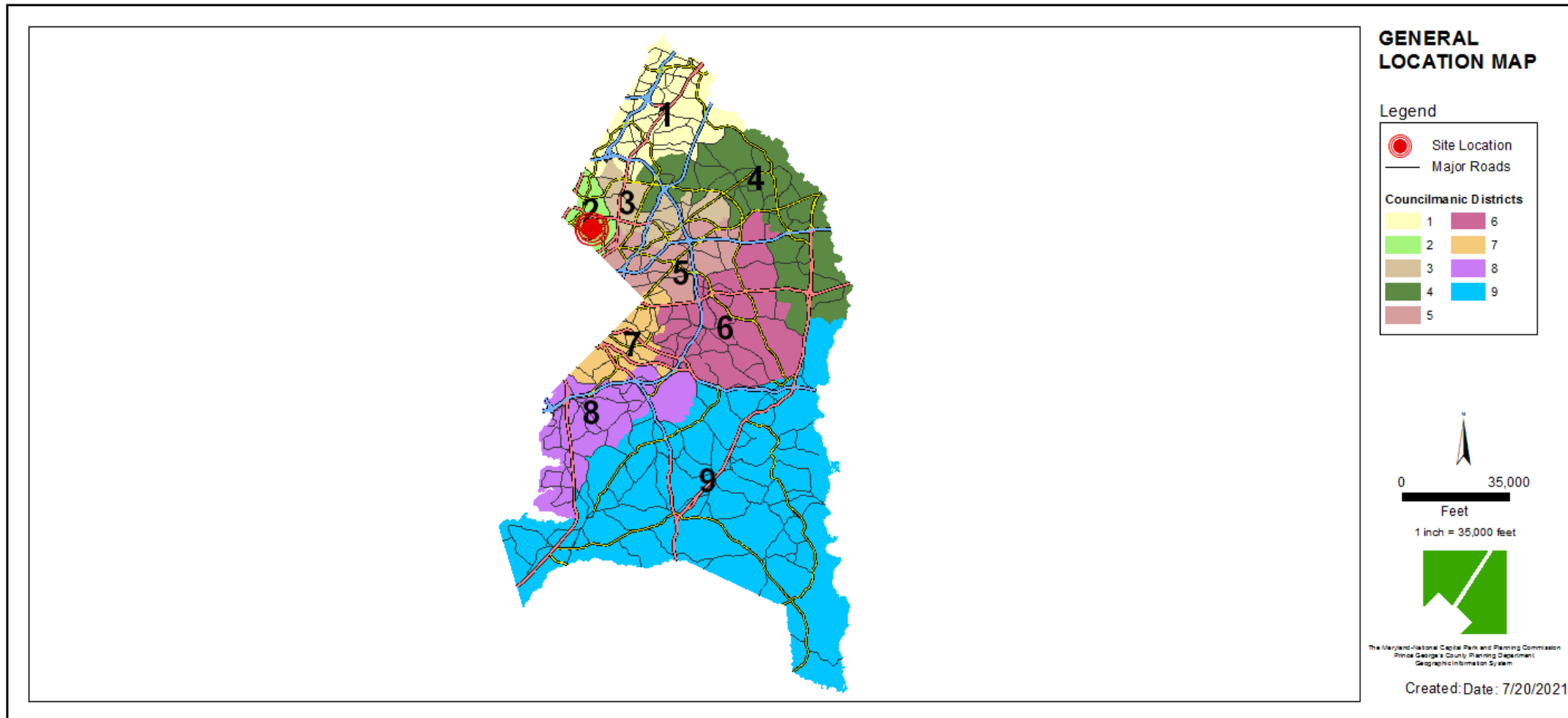
Detailed Site Plan and Alternative Compliance
Staff Recommendation: APPROVAL with conditions



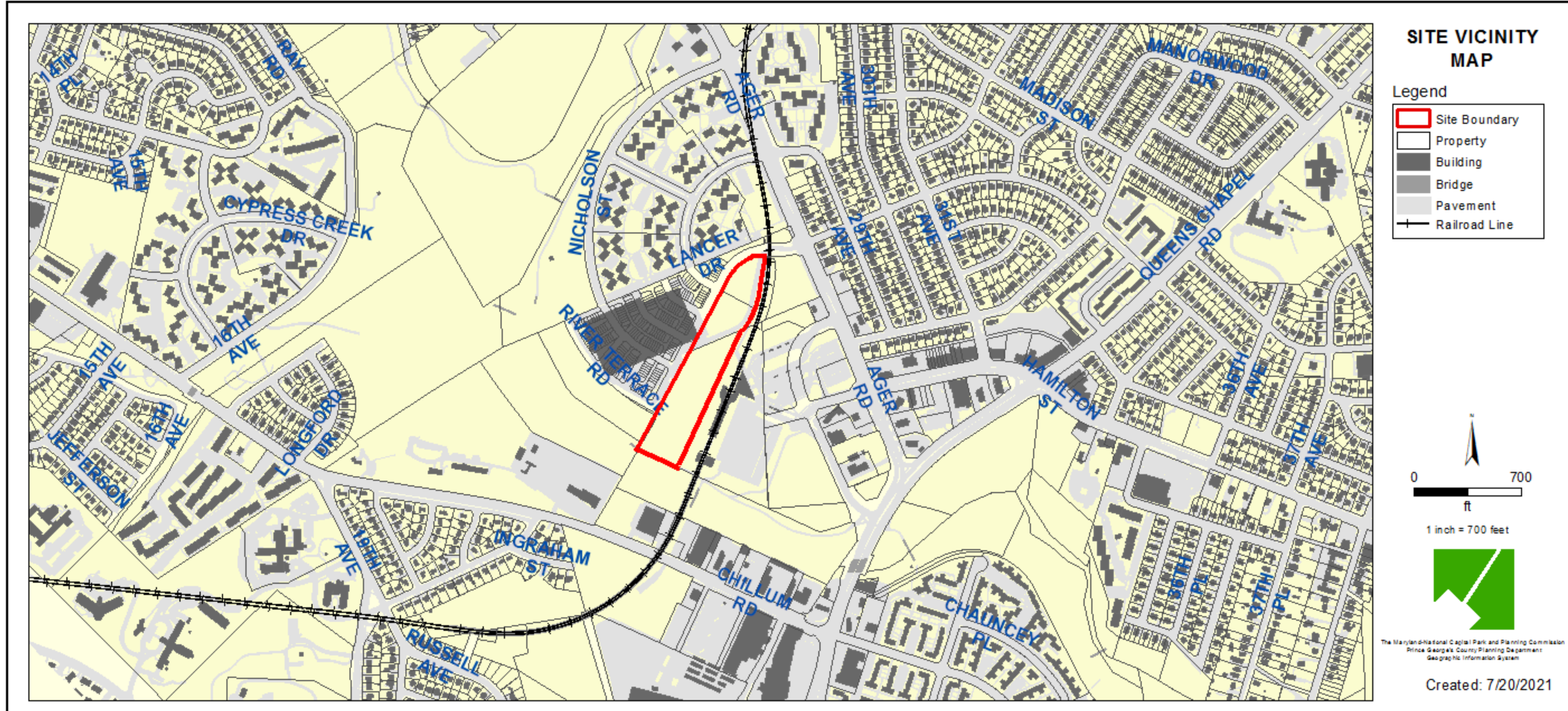
GENERAL LOCATION MAP

Council District: 02

Planning Area: 68

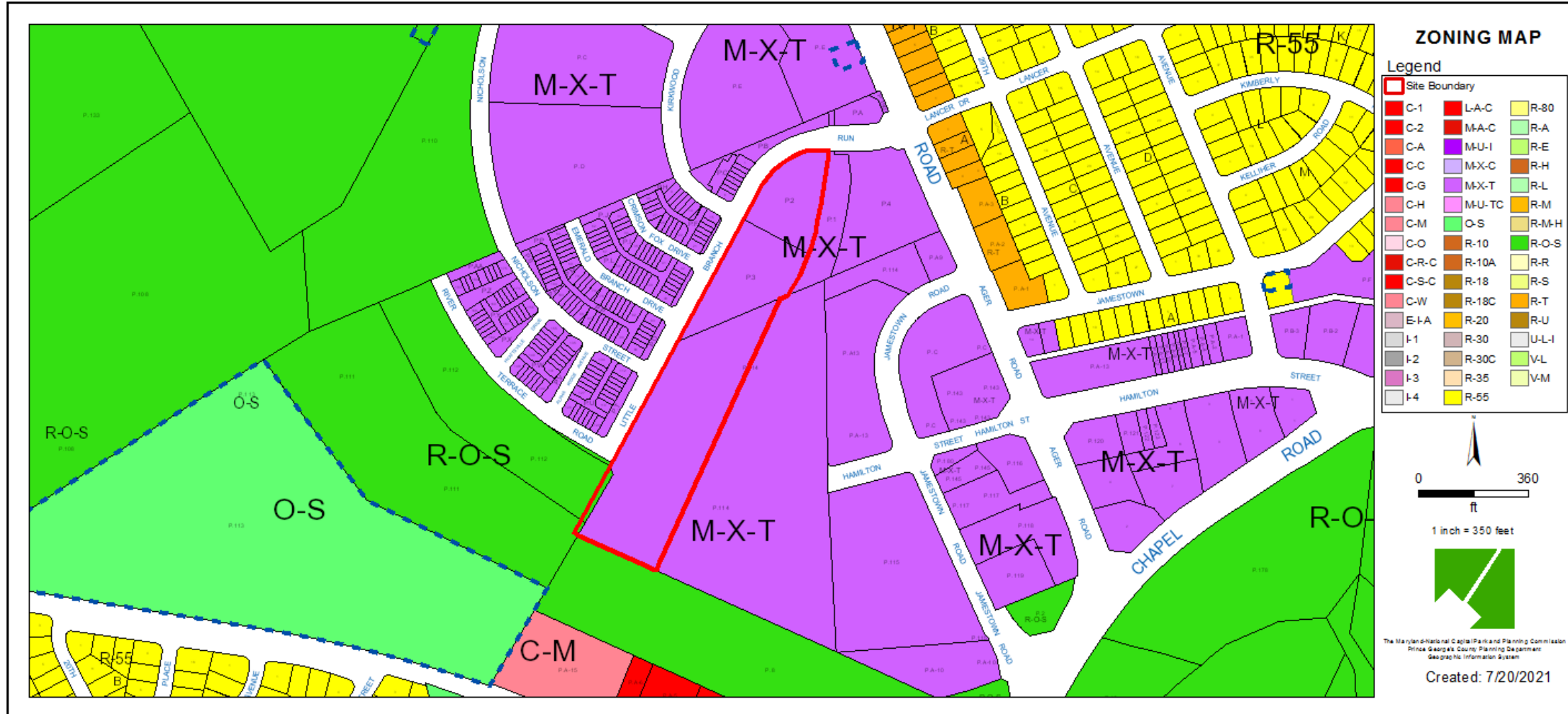


SITE VICINITY MAP

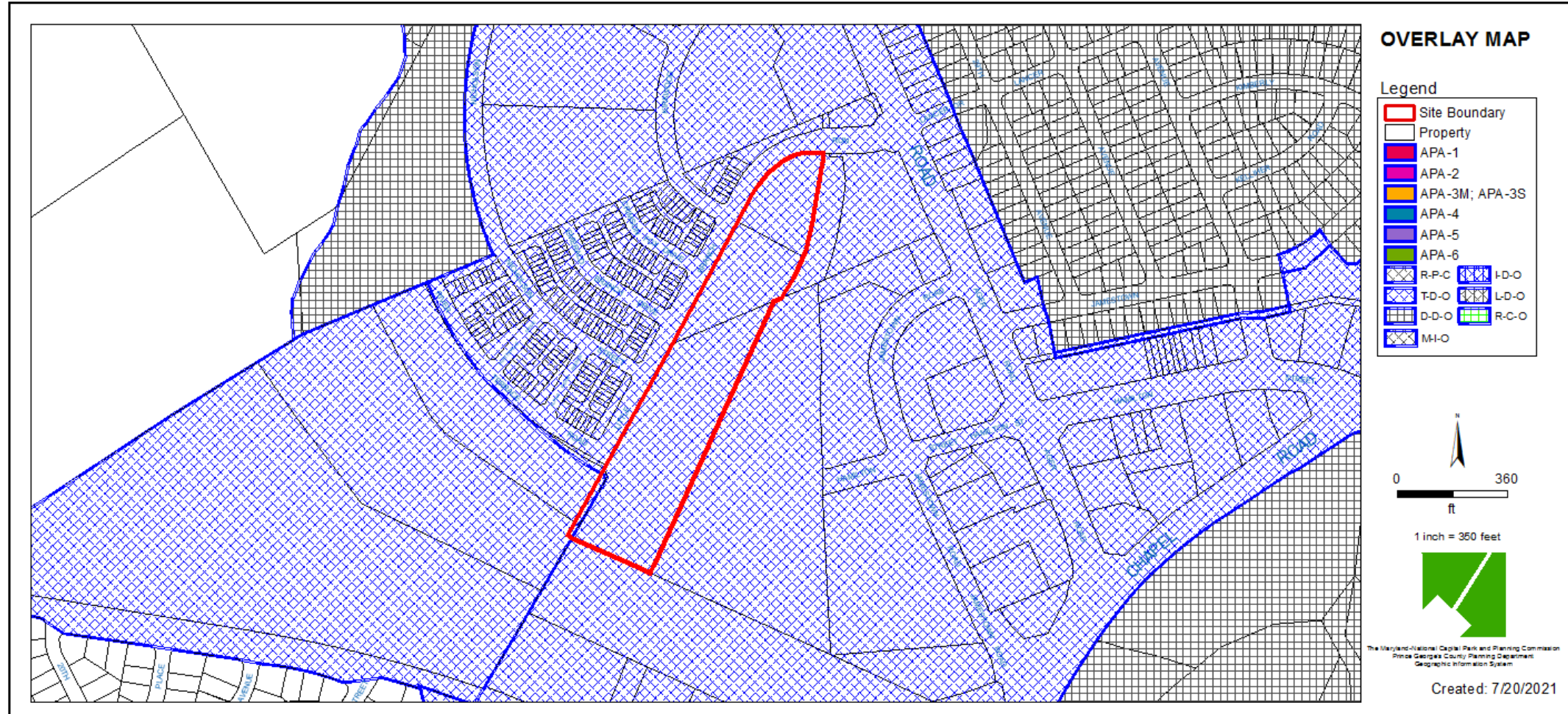


ZONING MAP

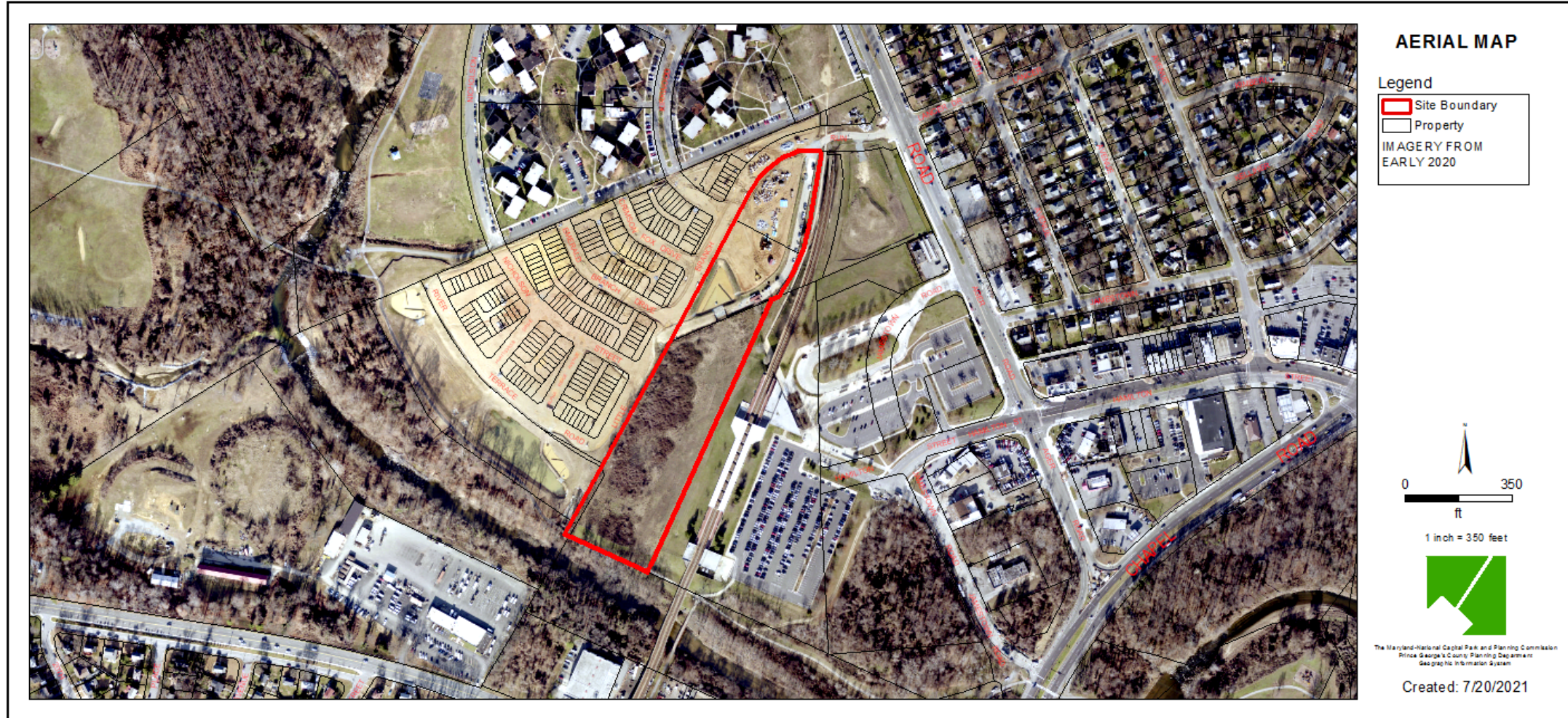
Property Zone: M-X-T



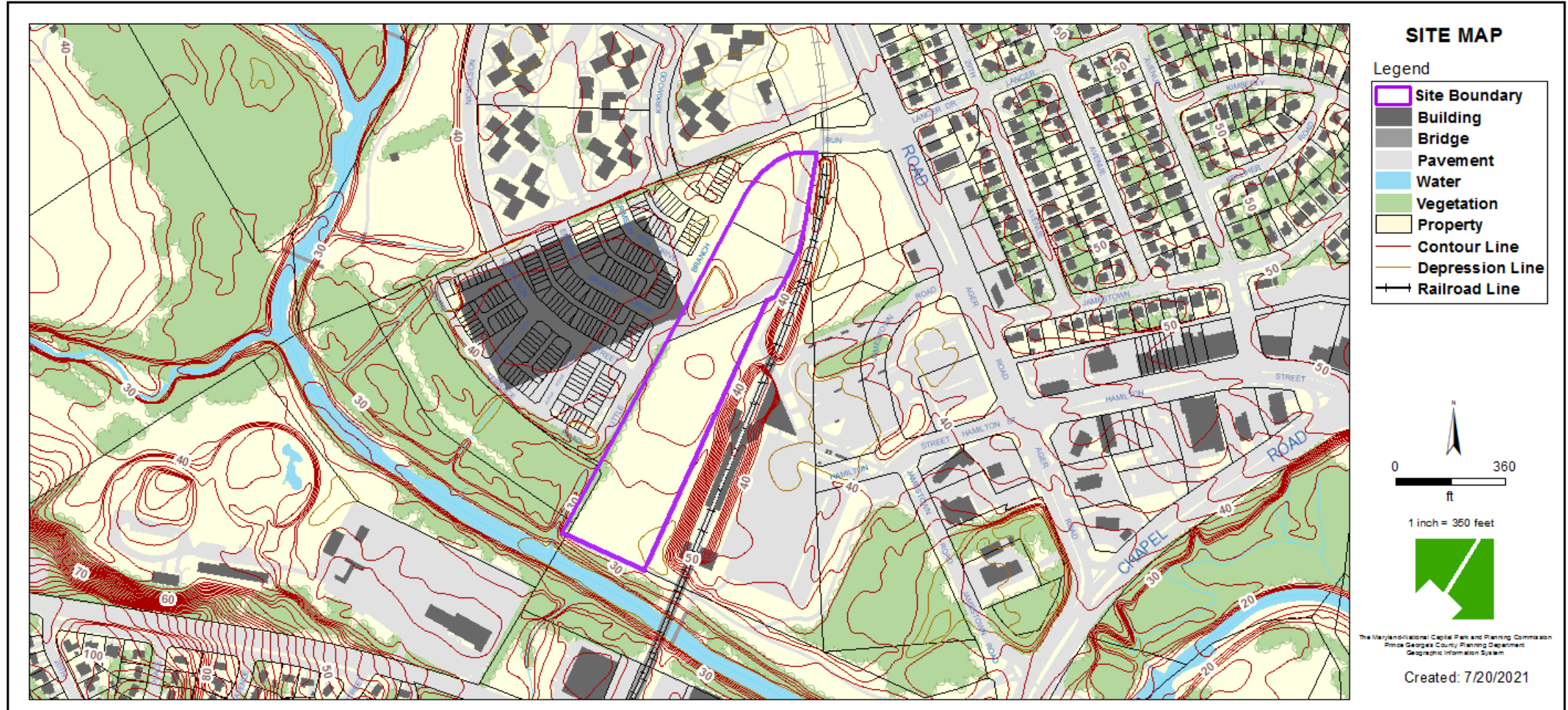
OVERLAY MAP



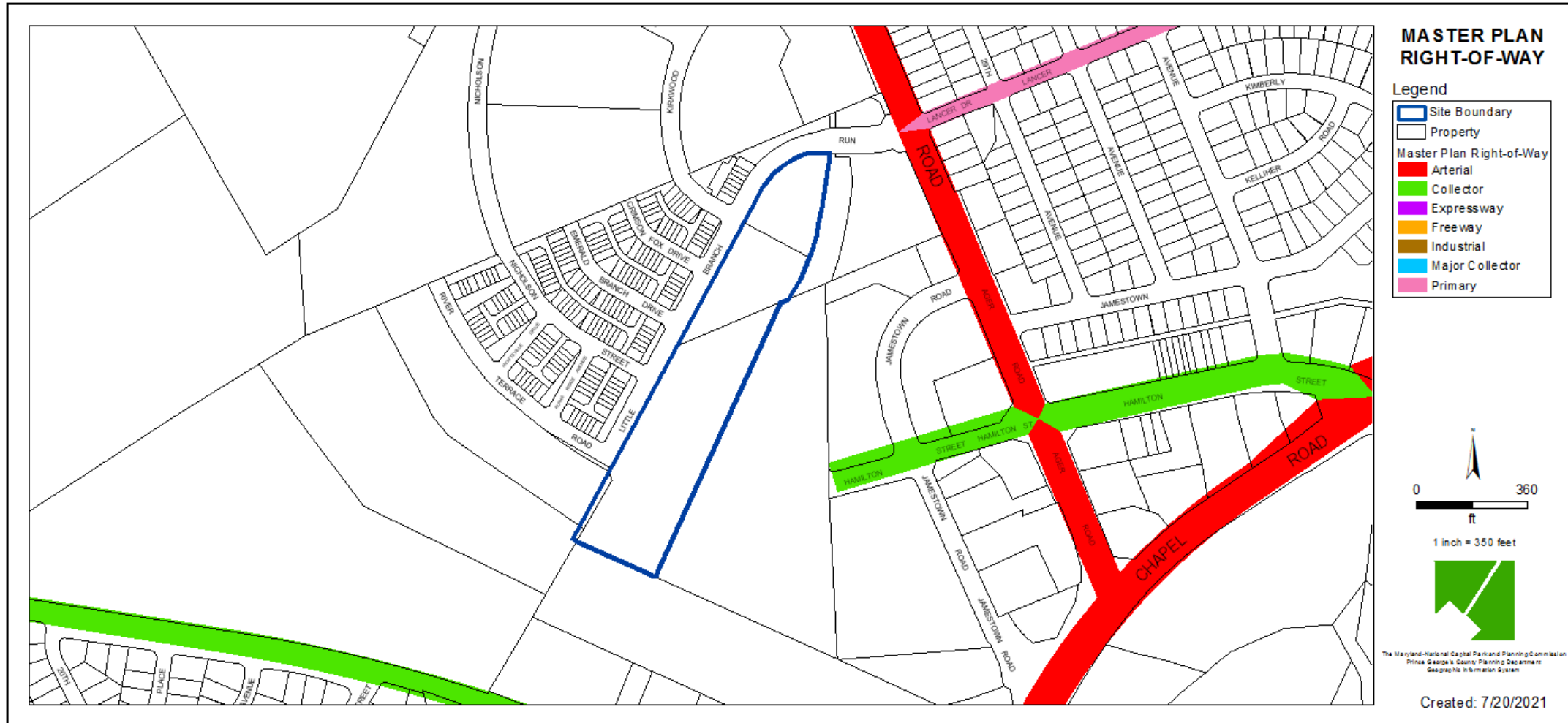
AERIAL MAP



SITE MAP



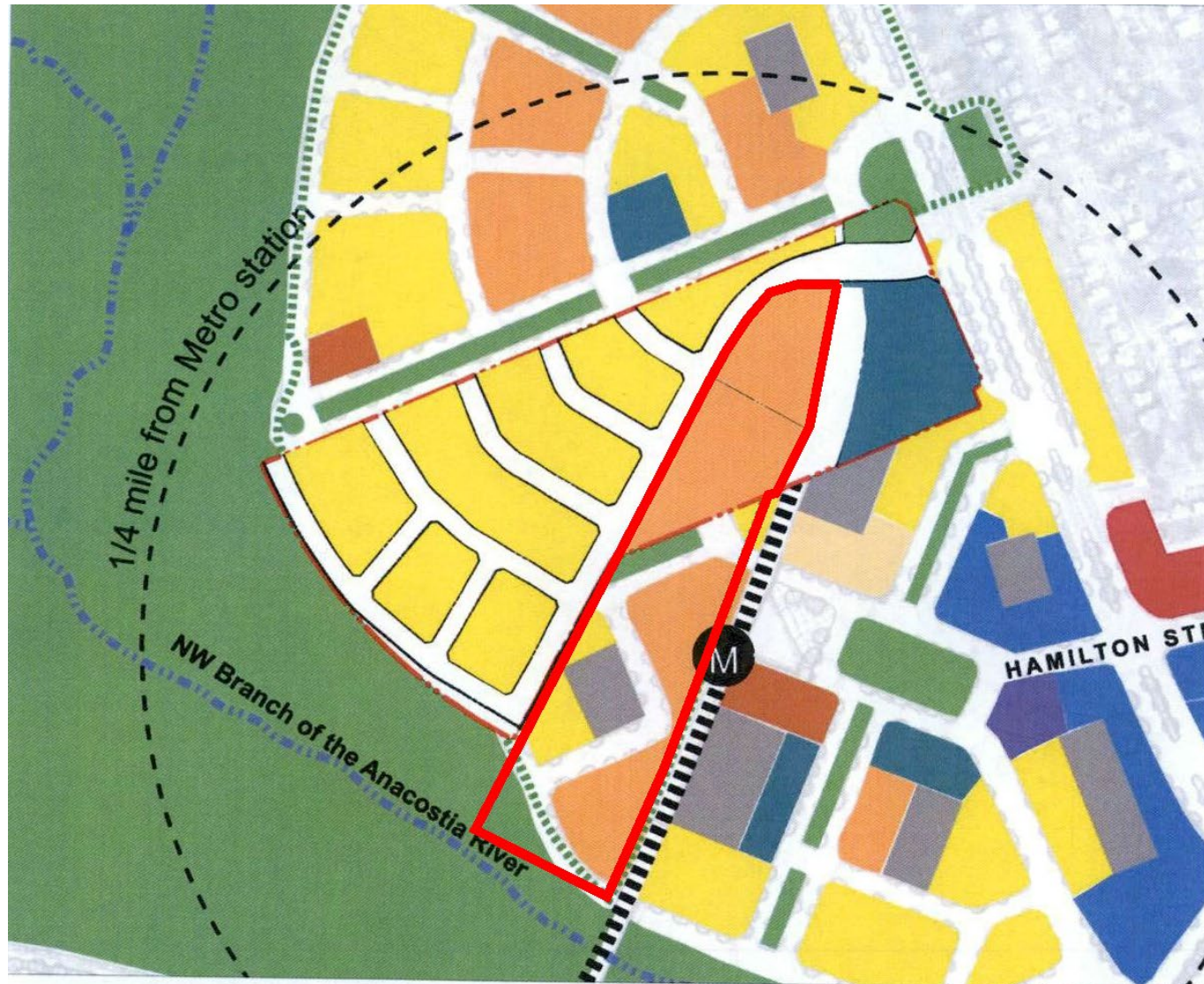
MASTER PLAN RIGHT-OF-WAY MAP



BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



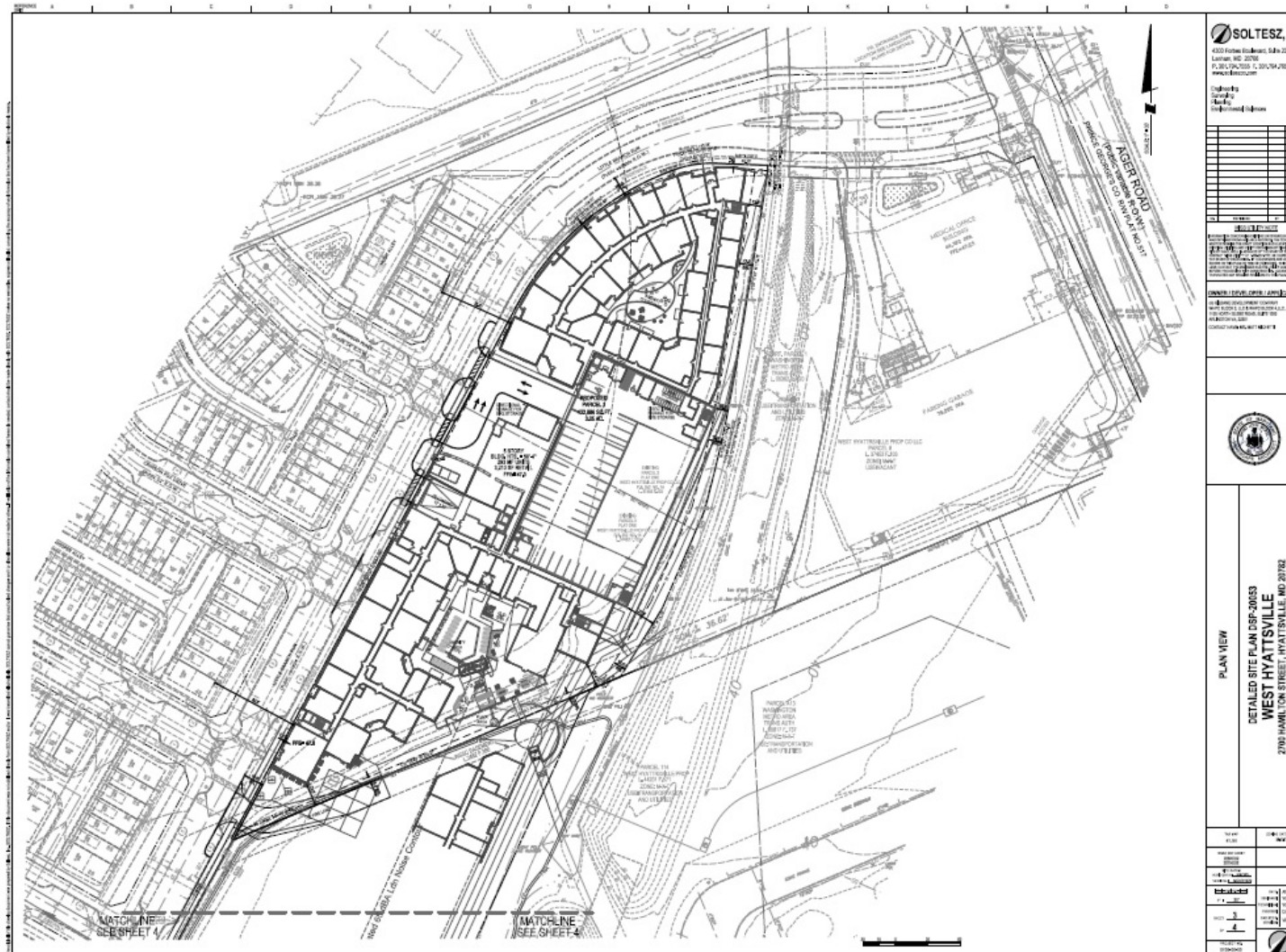
PREFERRED LAND USE PLAN - TDDP



- Community Center
- Retail / Commercial
- Mixed Use Office
- Mixed Use Residential
- Mixed Use Office / Residential
- Structured Parking
- Tower Residential: 10-12 stories
- Condominiums: 4-6 Stories
- Townhouses: 2-4 Stories
- Live / Work: 4-6 Stories
- Greenway: Parks & Open Space
- Neighborhood Boundaries



SITE PLAN NORTH



SOLTESZ, LLC
4330 Potomac Boulevard, Suite 200
Lanham, MD 20786
P.O. BOX 20355, C. DUTRA, P.E.
www.soltesz.com

Project: Prince George's County
Case: DSP-20053
Date: 12/16/2021

Scale: 1" = 20'-0"

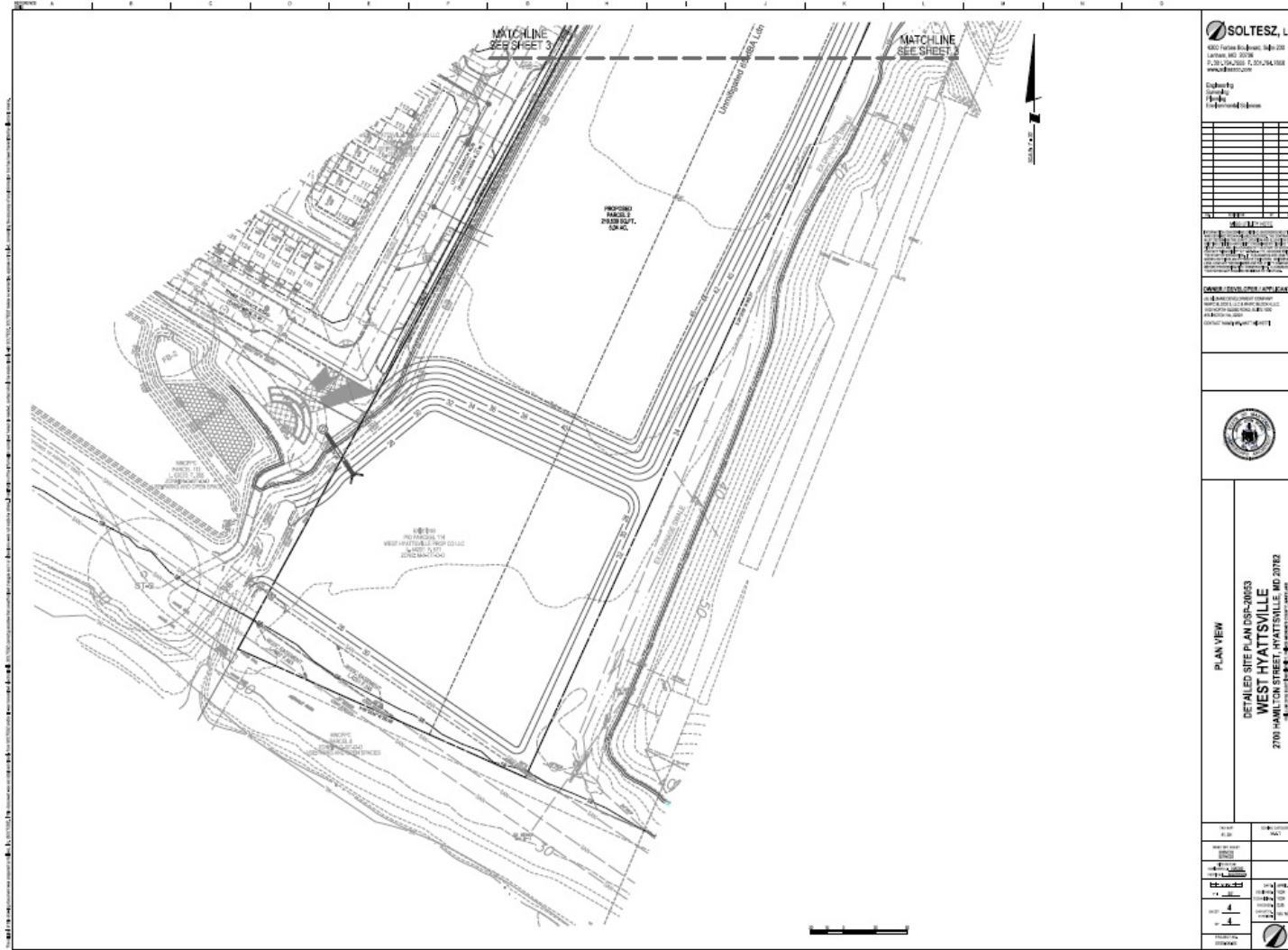
PROJECT: WEST HYATTSVILLE PREP COLLEGE
2100 HAMILTON STREET, HYATTSVILLE, MD 20782

PLAN VIEW

DETAILED SITE PLAN DSP-20053
WEST HYATTSVILLE
2100 HAMILTON STREET, HYATTSVILLE, MD 20782

DATE	12/16/2021
BY	[Signature]
CHECKED	[Signature]
SCALE	1" = 20'-0"
TITLE	DETAILED SITE PLAN
PROJECT	WEST HYATTSVILLE PREP COLLEGE
LOCATION	2100 HAMILTON STREET, HYATTSVILLE, MD 20782
OWNER	PRINCE GEORGE'S COUNTY
DESIGNER	SOLTESZ, LLC
DATE	12/16/2021

SITE PLAN SOUTH



LANDSCAPE PLAN



ELEVATIONS



ELEVATION 1 SCALE: 1/16" = 1'-0"



ELEVATION 2 SCALE: 1/16" = 1'-0"

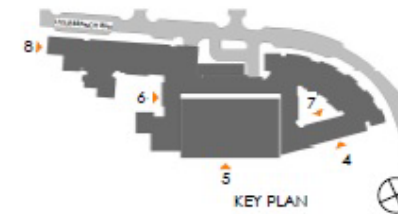
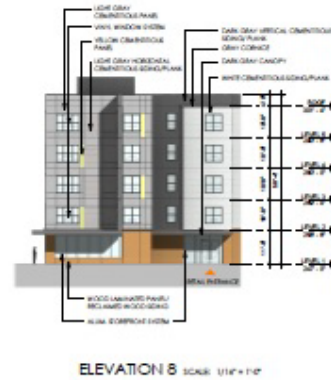
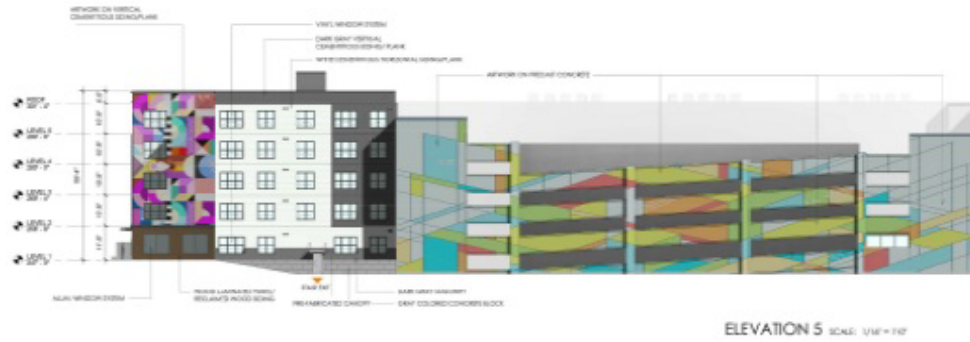


ELEVATION 3 SCALE: 1/16" = 1'-0"



KEY PLAN

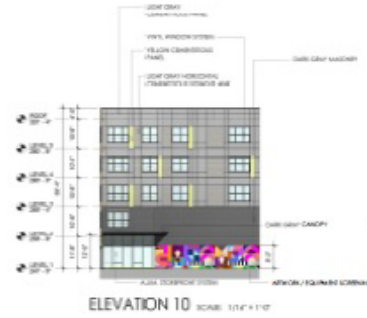
ELEVATIONS



ELEVATIONS



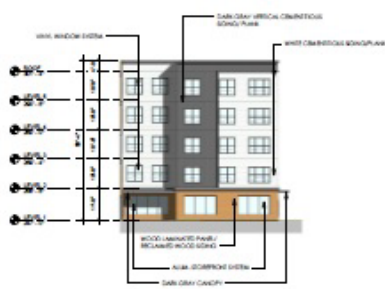
ELEVATION 9 SCALE: 1/16" = 1'-0"



ELEVATION 10 SCALE: 1/16" = 1'-0"



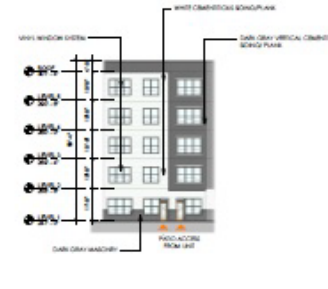
ELEVATION 11 SCALE: 1/16" = 1'-0"



ELEVATION 12 SCALE: 1/16" = 1'-0"



ELEVATION 13 SCALE: 1/16" = 1'-0"



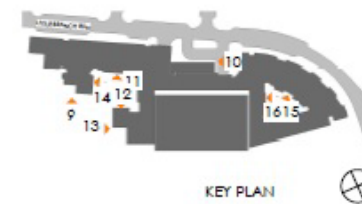
ELEVATION 14 SCALE: 1/16" = 1'-0"



ELEVATION 15 SCALE: 1/16" = 1'-0"

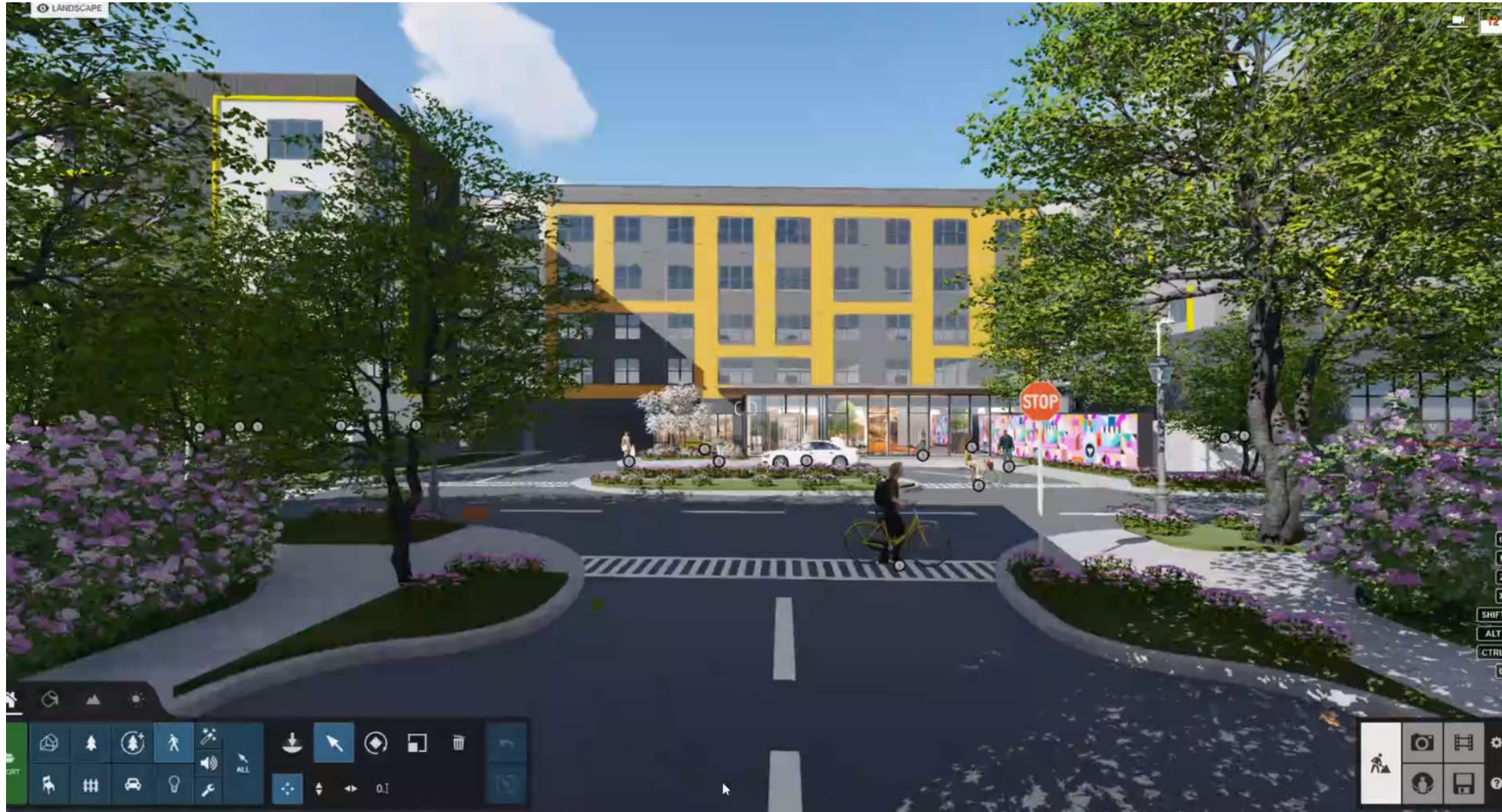


ELEVATION 16 SCALE: 1/16" = 1'-0"



KEY PLAN

ENTRANCE TO BUILDING RENDERING



PEDESTRIAN PROMENADE RENDERING



PROMENADE RENDERING



PROMENADE RENDERING



PROMENADE RENDERING



SITE AMENITIES

1 BIKE RACK
LSD / SECTION 12" x 1"

2 SHADE STRUCTURE - TYPE 1 & OUTDOOR KITCHEN
LSD / PICTORIAL NTR

3 SHADE STRUCTURE - TYPE 2
LSD / PICTORIAL NTR

4 BENCH - TYPE 1
LSD / PICTORIAL NTR

5 BENCH - TYPE 2
LSD / PICTORIAL NTR

6 FIRE TABLE
LSD / PICTORIAL NTR

7 TREE GRATE
LSD / PICTORIAL NTR

8 POOL AND AMENITY FENCE
LSD / PICTORIAL NTR

9 DOG PARK FENCE
LSD / PICTORIAL NTR

10 MOVEABLE FURNITURE
LSD / PICTORIAL NTR

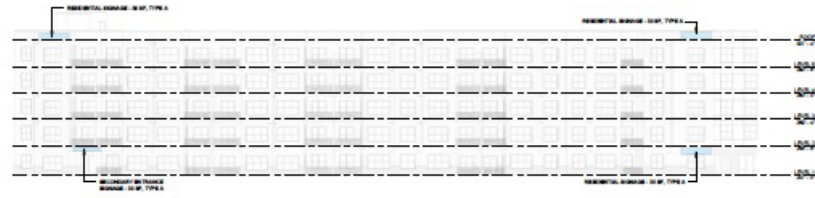
SIGN LOCATIONS AND KEY



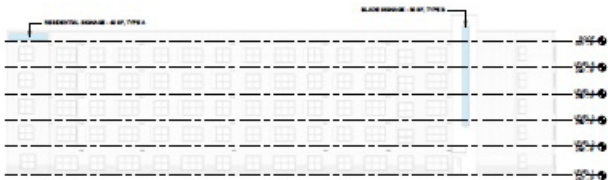
ELEVATION 1 SIGNAGE SCALE: 1/16" = 1'-0"



ELEVATION 2 SIGNAGE SCALE: 1/16" = 1'-0"



ELEVATION 3 SIGNAGE SCALE: 1/16" = 1'-0"



ELEVATION 4 SIGNAGE SCALE: 1/16" = 1'-0"

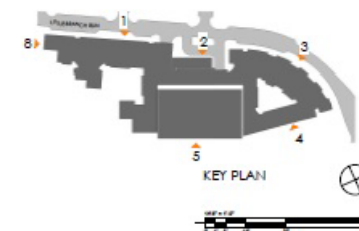


ELEVATION 5 SIGNAGE SCALE: 1/16" = 1'-0"



ELEVATION 8 SIGNAGE SCALE: 1/16" = 1'-0"

SIGNAGE SCHEDULE		
NUMBER	TYPE	DESCRIPTION
1	1	LIGHTED THIN-FACE SIGN WITH CHANNEL LETTERS
2	2	SQUARE SIGNAGE WITH CHANNEL LETTERS AND WITH CHANNEL LETTERS
3	3	INTERNAL ILLUMINATED SIGN WITH CHANNEL LETTERS AND OPTICAL LENS
4	4	INTERNAL ILLUMINATED SIGN WITH CHANNEL LETTERS AND OPTICAL LENS



STAFF RECOMMENDATION

APPROVAL of 27 Alternative Transit District Standards

APPROVAL of DSP with 12 Conditions

Issues:

- None

Applicant Community Engagement:

- On November 16, 2021, City of Hyattsville Council reviewed and approved this DSP



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

DATE: November 29, 2021
TO: Andree Green Checkley, Esq. Planning Director
VIA: Jill Kosack, Co-Chair, Alternative Compliance Committee
Henry Zhang, Co-Chair, Alternative Compliance Committee
FROM: Tierre Butler, Alternative Compliance Committee Member
PROJECT NAME: West Hyattsville
PROJECT NUMBER: Alternative Compliance AC-21021
COMPANION CASE: Detailed Site Plan DSP-20053

ALTERNATIVE COMPLIANCE

Recommendation: **Approval** **Denial**

Justification: SEE ATTACHED

Tierre Butler

Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

Final Decision **Approval** **Denial**

Recommendation **Approval** **Denial**

To Planning Board

To Zoning Hearing Examiner

Planning Director's Signature

Andree Green
Checkley

Digitally signed by Andree Green Checkley
Date: 2021.11.29
10:36:21 -05'00'

Date

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: **Approval** **Denial**

Resolution Number:

Alternative Compliance: AC-21021
Name of Project: West Hyattsville
Companion Case: DSP-20035
Date: November 18, 2021

Alternative compliance is requested from the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) for Section 4.7, Buffering Incompatible Uses, for the eastern side of proposed Parcel 1 abutting the Washington Metropolitan Area Transit Authority (WMATA) rail lines. This alternative compliance request is companion to Detailed Site Plan DSP- 20053, West Hyattsville, which is proposing a mixed-use building with 293 multifamily units and 3,213 square feet of commercial retail space.

Location

The subject property is located west of the intersection of Ager Road and Little Branch Run. The site is northwest of the West Hyattsville Metro Station and immediately adjacent to the rail lines. The site is also within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR-26-2014, Revision No. 31).

Background

The West Hyattsville project consists of approximately 8.09 acres of land in the Mixed Use-Transportation Oriented and Transit District Overlay Zones. The proposed building is located immediately adjacent to the WMATA rail lines. Adjacent to the property, a pedestrian trail is located on the west side of the Metrorail lines, which connects pedestrians and bicyclists to a tunnel leading directly to the Metro station. There is Maryland-National Capital Park and Planning property to the south that includes the Northwest Branch of the Anacostia River, and townhomes are under development to the west of the site beyond Little Branch Run.

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the Metrorail lines along the eastern boundary area. Alternative compliance is being requested because the building setback and the width of the landscape yard do not meet the minimum requirements. The applicant is seeking approval to reduce the minimum building setback to a range between 0 and 19 feet and the landscape yard to a range between 0 and 12 feet.

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1, adjacent to the WMATA rail lines

Length of Bufferyard	498 feet
Minimum building setback	50 feet
Minimum landscape yard	40 feet
Plant units (160 per 100 linear feet)	796

PROVIDED: Section 4.7. Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1 adjacent to the WMATA rail lines

Length of bufferyard	498 feet*
Building setback	10.5-37.2 feet*
Landscape yard	10.5-37.2 feet*
Fence or wall	No
Plant units	210*

Note: *The linear feet of buffer strip, building setback, landscape yard widths, and number of provided plant units are not correct on the landscape plan and need to be corrected to match the plan and be inclusive of the proposed shrubs.

Justification of Recommendation

The applicant is requesting alternative compliance from Section 4.7, Buffering Incompatible Uses, of the Landscape Manual, along the eastern side of the property adjacent to the WMATA rail lines. A Type D bufferyard, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet, is required along this property line. The site is unusually shaped and is also an urban infill site built in the floodplain, which limits the amount of grading that can occur. The Metrorail lines are located underground at the Little Branch Run right-of-way and are below grade at the northeast end of the building and are not at grade until the southern end. The proposed parking garage is located along a portion of the eastern property line (approximately 200 feet), providing a structural buffer from residential units. There is a pedestrian trail that runs on WMATA's property abutting the site, and safety concerns limit the possibility of dense landscaping or walls along this edge.

The applicant is proposing a minimum building setback and landscape yard of 10.5 to 37.2 feet and approximately 210 plant units, including a mix of shade and ornamental trees. However, the building setback and landscape yard widths are not listed correctly in the schedule and the 210 plant units do not include the proposed shrubs. These corrections need to be made to the landscape plan, but there are still opportunities for even more plantings along this edge that will enhance the buffer. In addition, the landscape and site plan seem to show a proposed fence line along most of the eastern property line, however this is not labeled, and no detail is provided. A fence, even if it is not sight-tight, will provide some enhanced buffering between these uses, so a condition has been included herein to label this on the plan and provide a detail. A noise and vibration study was submitted to address the impacts of the rail lines on the residential units and states that the building materials will reduce the interior noise levels below 45 dBA. The report stated that the vibration levels conform to the Federal Transportation Administration standards.

The Alternative Compliance Committee finds that given the specific site conditions, parking garage and adjacent pedestrian trail locations, the reduced building setback and landscape yard, planting units, and building materials will sufficiently meet the objectives of a Section 4.7 bufferyard. The Committee finds the proposed alternative design equally effective as normal compliance with Section 4.7(c)(3)(4), for the eastern property line, if revised as conditioned herein.

Recommendation

The Alternative Compliance Committee recommends APPROVAL of Alternative Compliance AC-21021 from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the eastern property line of proposed Parcel 1, adjacent to

the Washington Metropolitan Area Transit Authority rail lines, subject to the following condition:

1. Prior to certification of this detailed site plan, the following revisions shall be made, or information provided:
 - a. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.
 - b. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.
 - c. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.
 - d. Provide screening on the eastern elevation of the parking garage, such as perforated metal screens or vertical landscaping.

November 17, 2021

MEMORANDUM

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

VIA: David A. Green, MBA, Master Planner, Community Planning Division *DAG*

FROM: Sarah Benton, AICP, Planner Coordinator, Long-Range Planning Section, Community Planning Division *SKB*

SUBJECT: **ETOD DSP-20053** (Riverfront at West Hyattsville Metro)

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(3) of the Zoning Ordinance this Detailed Site Plan application for architecture on proposed Parcel 1 (Parcels 2 and 3) and infrastructure for proposed Parcels 1 and 2 (Parcels 2 and 3, and 114, respectively) includes requests that differ from the mandatory requirements in the *2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*. The proposed application will benefit the proposed development and the Transit District and will not substantially impair implementation of the *2006 Approved Transit District Development Plan and Transit District*.

BACKGROUND

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

Location: East side of Little Branch Run 250 feet west from its intersection with Ager Road, and north of the West Hyattsville Metro Station

Size: Approximately 8.09 acres

Existing Uses: undeveloped/vacant

Proposal: 293 multifamily dwelling units and 3,213 square feet of retail on proposed Parcel 1 (Parcels 2 and 3); Infrastructure only on proposed Parcel 2 (Parcel 114)

GENERAL PLAN, TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: Plan 2035 designates the subject site in the West Hyattsville Local Transit Center. Local Transit Centers are focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium-to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available. The proposed multifamily with limited ground floor retail and integrated parking on proposed Parcel 1 (Parcels 2 and 3) aligns with the General Plan's vision for development in a Local Transit Center.

Transit District Development Plan: The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone Preferred Land Use Plan* (Map 14, p. 36) as amended by PGCPB 17-43 and approved by the District Council on May 4, 2017, recommends "Condominium 4-6 stories" on proposed Parcel 1 (Parcels 2 and 3) of the subject property. "The TDDP controls the use and development of all land and structures within the TDOZ" (p.1). The uses permitted are determined by Table 2, Detailed Use Table (pp.42-47); multifamily land uses are permitted within the "Condominium 4-6 stories" zone.

The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone Preferred Land Use Plan* (Map 14, p. 36) recommends "Greenway: Parks & Open Space", "Structured Parking", "Townhouses: 2-4 Stories", and "Condominiums: 4-6 Stories" on proposed Parcel 2 (Parcel 114) of the subject property. The uses permitted within these zones are determined by Table 2, Detailed Use Table (pp.42-47). A use on proposed Parcel 2 is not proposed as part of this application.

In addition, the Transit District Development Plan recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile" (p.9).

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

Community: Hyattsville / North Park neighborhood

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

SMA/TDOZMA/Zoning: The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property as the Transit District Overlay M-X-T zone and superimposed a Transit District Overlay Zone (TDOZ). "The West Hyattsville TDOZ defines the area within which TOD is mandated" and is intended to "help create attractive, transit-oriented, and pedestrian-friendly neighborhoods in the area surrounding the West Hyattsville Metro Station" (TDDP, p. 2). The Mixed-Use Transportation Oriented (M-X-T) Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential, and commercial development around transit stations or stops (TDDP, p. 50).

The proposed multifamily with limited ground floor retail and integrated parking uses on proposed Parcel 1 (Parcels 2 and 3) are in conformance with the TDDP and its Preferred Land Use Plan and meets the vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will “promote transit ridership” and produce neighborhoods that are “compact, mixed-use, and pedestrian-friendly” (p. 9). No use is proposed on Parcel 2 (Parcel 114) proposed as part of this application.

TRANSIT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(3) this application is not in strict conformance with the mandatory requirements of the Transit District Development Plan. This application includes requests for several amendments that do not conform to Transit District Standards, however, after receipt of additional information on November 10th and November 17th, 2021, staff find that the requested amendments will not substantially impair implementation of the TDDP.

ADDITIONAL INFORMATION

Proposed Parcel 2 (Parcel 114) is included with this DSP application only for the purposes of infrastructure and grading. Conformance of any proposed uses on proposed Parcel 2 (Parcel 114) will be determined at a later DSP for architecture.

cc: Long-range Agenda Notebook
Scott Rowe, Planning Supervisor, Long-Range Planning Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
Historic Preservation Section

301-952-3680

November 12, 2021

MEMORANDUM

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

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

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-20053 West Hyattsville Property

The subject property comprises 8.06-acres and is located on the east side of Little Branch Run 250 feet west of its intersection with Ager Road. The subject application proposes a vertical mixed-use project consisting of 293 multifamily units and approximately 3,123 square-feet of commercial/retail space. The subject property is Zoned M-X-T.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources. Historic Preservation Section staff recommend approval of DSP-20053 West Hyattsville Property without conditions.

November 15, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section
VIA: Mridula Gupta, Planner Coordinator, Subdivision Section *MG*
FROM: Antoine Heath, Senior Planner, Subdivision Section *AH*
SUBJECT: DSP-20053, West Hyattsville Property

The property subject to this detailed site plan (DSP-20053) is known as Parcels 2 and 3, shown on a plat for Riverfront at West Hyattsville Metro Station, recorded in Prince George's County Land Records in Plat Book ME 252 page 14 on June 19, 2019, and part of Parcel 114, recorded in the Prince George's County Land Records in Liber 44201 at folio 571. The property is 8.09 acres and is in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) zones, and is subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP). DSP-20053 proposes two parcels for 293 multifamily dwelling units and 3,213 square feet of retail. Infrastructure improvements are proposed on both parcels, while architecture is only proposed on Parcel 1 under this DSP.

Preliminary Plan of Subdivision (PPS) 4-20040 was recently approved by the Prince George's County Planning Board on October 7, 2021 for the subject property. This PPS approved 2 parcels for the development of 750 multifamily dwelling units and 15,000 square feet of commercial space.

PPS 4-20040 (PGCPB Resolution No. 2021-122) was approved subject to 23 conditions. The conditions relevant to this DSP review are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

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

The development shown with the DSP is consistent with the approved PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to Condition 2.

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

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

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

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

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- c. **Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.**
- d. **Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.**

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

The applicant's Bicycle and Pedestrian Impact Statement (BPIS) details the 650 linear-foot portion of the West Hyattsville Metro Connector Trail between Ager Road and West Hyattsville Metro Station, and improvement of the lighting along that portion of the trail. Conformance to this condition will be reviewed prior to approval of the first building permit.

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

The applicant has submitted an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicycle facilities approved with PPS 4-20040. Conformance to this condition should be further reviewed by the Transportation Planning Section.

6. **Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:**
 - a. **The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.**
 - b. **Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.**
 - c. **Bicycle fix-it station at each garage bicycle parking area.**
 - d. **Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.**
 - e. **A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.**

The 5-foot-wide sidewalk shown on the DSP extends to the vehicle entry point on Parcel 2 but does not extend to the Northwest Branch Trail. Bicycle parking in parking garage is shown and labeled. However, bicycle fix-it stations are not labeled on the DSP. Crosswalks

crossing the drive aisle at points of vehicle entry are provided. Pedestrian and bicycle access near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station has been provided. Conformance to these conditions should be further reviewed by the Transportation Planning Section.

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

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

The DSP is in general conformance with TCP1-012-2016-01. Conformance with this condition should be further reviewed by the Environmental Planning Section.

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

The DSP is in general conformance with SWM Concept Plan 3816-2021-00. Conformance with this condition should be further reviewed by the Environmental Planning Section.

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

Conformance with this condition will be further evaluated at the time of building permit.

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

The applicant has provided a Phase II noise report that demonstrates that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

17. **Prior to approval of building permits for Parcels 1 and 2, the applicant, and the**

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

Conformance to this condition will be reviewed prior to approval of building permits.

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

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

- 19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.**

Conformance to Conditions 18 and 19 will be reviewed prior to approval of final plat.

- 21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.**
- 22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.**
- 23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.**

The applicant has provided private on-site recreational facilities in accordance with PPS 4-20040. As required by Condition 21, triggers for construction of the private on-site recreational facilities need to be established with the DSP. The Urban Design Section should

review the proposed private on-site recreational facilities for adequacy and proper siting in accordance with the Park and Recreation Facilities Guidelines; and ensure that triggers for their construction are established in conformance with Condition 21. An RFA and bonding of the recreational facilities will be required in accordance with Conditions 22 and 23 above.

Additional Comments:

None.

Recommended Conditions:

None.

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



Countywide Planning Division
Transportation Planning Section

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301-952-3680

November 18, 2021

MEMORANDUM

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

FROM: Jim Yang, Transportation Planning Section, Countywide Planning Division

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

SUBJECT: DSP-20053: West Hyattsville

Proposal

The applicant is proposing subdivision of 293 multifamily dwellings and 3,213 square feet of retail.

Background

This detailed site plan (DSP) is for the proposed Parcel 1 in 4-20040 West Hyattsville Preliminary Plan of Subdivision (PPS), which totally contains 750 multifamily dwellings and 15,000 square feet of retail. The transportation-related findings related to adequacy of transportation facilities was included in PPS 4-20040 referral.

Review Comments

The table below summarizes trip generation in weekday peak hours for the site:

Weekday Trip Generation Summary: DSP-20053: West Hyattsville								
Land Use	Use Quantity	Metric	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments (garden and mid-rise)	293	Unit	23	99	122	92	49	141
Note: residential trips are 20% TOD credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	3,213	1,000 square feet GFA	1	1	2	3	3	6
Note: pass-by trips per M-NCPPC guidelines (50% AM/50% PM)								
Total Trip			24	100	124	95	52	147
Trip Cap - 4-20040 PPS			66	252	318	247	141	388

As evidenced above, the uses proposed on this site plan are within the PPS trip cap.

The site is not within or adjacent to any roadway facilities identified in the master plan. The site is adjacent to WMATA Metro Green/Yellow Line.

The access is proposed from Little Branch Run. The driveway to the garage has a minor offset from existing Kirkwood Place. While the offset should be corrected if at all possible, given that Kirkwood Place is not a through street and serves a limited number of residences, the offset is not deemed to be an issue for this case, and is determined to be acceptable.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan.




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


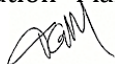
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 www.pgplanning.org

November 12, 2021

MEMORANDUM

TO: Henry Zhang, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division 

VIA: Michael Jackson, Transportation Planning Section, Countywide Planning Division
 

SUBJECT: Detailed Site Plan Review for Pedestrian and Bicycle Transportation Master Plan Compliance

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2006 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-20053

Development Case Name: West Hyattsville

Type of Master Plan Bikeway or Trail

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

Detailed Site Plan Background	
Building Square Footage (non-residential)	3,213 Square-Feet
Number of Units (residential)	293 Multi-Family Units
Abutting Roadways	Ager Road, Little Branch Run
Abutting or Nearby Master Plan Roadways	Ager Road (A-42)
Abutting or Nearby Master Plan Trails	Existing: West Hyattsville Hard Surface Trail Existing: Northwest Branch Trail Planned: Ager Road Bicycle Lane
Proposed Use(s)	Mixed-Use
Zoning	M-X-T
Centers and/or Corridors	West Hyattsville Metro Community Center West Hyattsville Metro Local Transit Center

Unrestricted

Prior Approvals on Subject Site	CSP-05006, 4-05145, 4-15020, DSP-16029, 4-20040
Subject to 24-124.01	Yes

Existing Conditions, Sidewalks and Bike Infrastructure

The subject application seeks to develop an 8.09-acre parcel of land for the construction of 293 multi-family units and 3,213 square-feet of commercial use. The subject property fronts along the east side of Little Branch Run, which will be the sole point of vehicular access for the development.

The applicant’s submission includes a five-foot-wide sidewalk along the subject property’s frontage of Little Branch Run. A crosswalk crossing the drive aisle where vehicles enter the garage has been provided. Bicycle parking for 34 bicycles as well as a bicycle fix-it station are located in the parking garage. Additionally, the applicant’s submission contains a pedestrian promenade, which provides a bicycle and pedestrian connection between the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

Previous Conditions of Approval

Preliminary Plan of Subdivision 4-15020 was approved for the Riverfront at West Hyattsville, which includes a portion of the subject property. Conditions 5 and 24 discuss off-site bicycle and pedestrian improvements required by 24-104.01 and are copied below:

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

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

Comment: The subject property falls within the 2035 General Plan West Hyattsville Metro Local Transit Center and the 2002 General Plan West Hyattsville Community Center and is subject to a finding of pedestrian and bikeway adequacy pursuant to Section 24-124.01.

A portion of the subject property was already evaluated for pedestrian and bikeway adequacy under 4-15020. The improvements associated with conditions 5 and 24 of 4-15020 have been completed. While a portion of the subject property falls within the bounds of 4-15020 and off-site bicycle and pedestrian improvements have been made in accordance with the prior conditions of approval of 4-15020, the subject application requires a new finding of bicycle and pedestrian adequacy, and in

turn a new Bicycle and Pedestrian Impact Statement (BPIS).

The applicant's BPIS submitted with 4-20040 contains an exhibit displaying proposed off-site improvements as well as a table displaying the costs of the proposed off-site improvements. The applicant proposes to widen a 650 linear-foot portion of the West Hyattsville Metro Connector, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide and provide improved trail lighting along this stretch.

Approved Preliminary Plan of Subdivision (PPS) 4-20040 includes the following condition of approval related to off-site bicycle and pedestrian improvements required by 24-104.01, specific to the subject property. Conditions 4 and 5 from 4-20040 are copied below:

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.
 - b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.
- d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.
- e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the

North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

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

Comment: The applicant's BPIS submission is reflective of conditions 4 and 5 of 4-20040. Staff supports the applicant's proffer to fulfill the requirements of section 24-124.01.

Approved Preliminary Plan of Subdivision (PPS) 4-20040 includes the following condition of approval related to on-site bicycle and pedestrian improvements, specific to the subject property. Condition 6 from 4-20040 is copied below:

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:
 - a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.
 - b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.
 - c. Bicycle fix-it station at each garage bicycle parking area.
 - d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.
 - e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

Comment: Staff finds the applicant's submission displays the required on-site bicycle and pedestrian facilities, per condition 6 of 4-20040.

Review of Master Plan Compliance

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommends the following facilities:

Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail

Comment: As previously discussed, the applicants BPIS proposal includes upgrading a 650 linear-foot portion of the West Hyattsville Metro Connector to 8-foot-wide with improved lighting on this stretch. Staff supports this proffer to fulfill off-site requirements for the subject property.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The MPOT also includes a goal and a series of policies for achieving a continuous network of pedestrian and bicycle facilities (p. 7).

Goal: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

Policy 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

Comment: The vehicular entrance to the subject property is located approximately 250 feet southwest of Ager Road. Access within the subject property will be provided along Little Branch Run, which is located in between the subject property and the townhouse development to the west, which was approved under DSP-17044. Little Branch Run displays an eight-foot-wide sidewalk along its western frontage and a five-foot-wide sidewalk along a portion of its eastern frontage, which borders the subject property.

This development is subject to *2006 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*. Bicycle and Bicycle Parking recommendations are displayed on pages 116-118. Per Section 4 – Bicycle Parking Locations:

Parking Structures: Required bicycle parking within a structure shall be located in or near man entrances or elevators to provide for pedestrian safety, visibility, and security of property.

On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50 feet of main building entrance. Bicycle parking shall not obstruct walkways.

Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.

The *2006 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay*

Zone also provides a minimum parking ratio for bicycles on page 116. One bicycle parking space is required for every 20 motor vehicle spaces.

Comment: The applicant's submission displays a 460-square-foot area within the parking garage which provides parking for 34 bicycles, as well as a bicycle fix-it station. Per TDDP standards, the applicant is only required to provide 16 spaces. Staff finds the extra bicycle parking to be reflective of TDDP plans and goals to provide a continues bicycle and pedestrian network within the immediate vicinity of a metro station. Additionally, the applicant has provided on-site directional signage indicating the location of the bicycle parking area.

Compliance with the Zoning Ordinance

Section 27-274(a) provides the following guidelines for detailed site plans:

(2) Parking, loading, and circulation

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(ix) Pedestrian and vehicular routes should generally be separate and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques

(xi) Barrier-free pathways to accommodate the handicapped should be provided

(6) Site and streetscape amenities

(A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:

(i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated in order to enhance the visual unity of site.

Comment: The applicant's submission features a pedestrian promenade originating on the western side of the subject site near Emerald Branch Drive, culminating at the pedestrian tunnel for the West Hyattsville Metro Station. The pedestrian promenade varies in width from 20 to 60-feet-wide, creating an inviting pedestrian space. Additionally, it helps create an additional pedestrian connection to the neighboring West Hyattsville Metro Station from the west side of the subject property. The applicant has included bicycle parking at this location, per staff recommendations.

Conclusion

Based on the findings presented above, staff conclude that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation, the conditions of approval for the subject property subdivision, and conclude that the submitted detailed site plan is deemed acceptable from the standpoint of bicycle and pedestrian transportation.

Countywide Planning Division
Environmental Planning Section

301-952-3650

November 16, 2021

MEMORANDUM

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

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MR*

FROM: Marc Juba, Planner Coordinator, Environmental Planning Section, CWPD *MJ*

SUBJECT: **West Hyattsville Property, DSP-20053 and TCP2-001-2017-02**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan (TCP2) submitted for the West Hyattsville Property accepted for review on October 21, 2021. Comments were provided to the applicant at the Subdivision Review Committee (SDRC) meeting on October 29, 2021, and revised plans were submitted by the applicant on November 10, 2021. The Environmental Planning Section recommends approval of Detailed Site Plan (DSP) DSP-20053 and Type 2 Tree Conservation Plan (TCP2-001-2017-02) with the following finding and conditions located at the end of this memorandum.

Background

The following applications and associated plans were previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-002-2016	Staff	Approved	3/31/2016	NA
NA	NRI-002-2016-01	Staff	Approved	6/19/2017	NA
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
MR-1700F	NA	Planning Board	Transmitted	3/27/2017	NA
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	No. 17-43

DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122
DSP-20053	TCP2-001-2017-02	Planning Board	Pending	Pending	Pending

Proposed Activity

The current detailed site plan application is for a vertical mixed-use project consisting of 293 multifamily units and approximately 3,213 square feet of commercial/retail space, which totals 3.05 acres of an overall 23.64-acre site located within the M-X-T zone. The proposed development will occur on Parcel 1.

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 this site is associated with a previously approved Preliminary Plan of Subdivision 4-20040 approved after September 1, 2010.

Conditions of Previous Approval

There are no relevant environmental conditions of approval associated with the previously approved CSP-05006 or Preliminary Plan of Subdivision 4-20040.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

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

Woodland Conservation

This site is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. A Type 1 Tree Conservation Plan (TCP1), TCP1-012-2016-01, was approved with Preliminary Plan of Subdivision (PPS) application 4-20040.

The initial PPS was not phased, but this DSP is creating a phased development broken down into three separate phases. Phase 1 is the previously developed area located to the west of the site associated with DSP-16049 and TCP2-001-2017; Phase 2 is the proposed development associated with this DSP application on Parcel 1, and Phase 3 is for rough grading required to support the development of Phase 2 stormwater management on Parcel 2. The area within this application was previously approved for rough grading under DSP-20004 and TCP2-001-2017-01.

The site has an overall woodland conservation threshold of 15 percent or 0.54 acres. According to the TCP2 worksheet, no existing woodlands are present on Phase 2. No net tract woodland is associated with any of the phases. A total of 0.42 acres of woodlands were present in the floodplain for all phases, all of which was previously cleared under grading permits for Phase 1. The cumulative woodland conservation requirement for Phase 2 is 0.96 acres and is 0.96 acres for all phases of development. The TCP2 proposes to meet the requirement of Phase 2 through a combination of 0.88 acres of previously recorded off-site preservation recorded under Phase 1 with DSP-16049 and TCP2-001-2017; 0.03 acres of existing street tree credit approved with DSP-20004 and TCP2-001-2017-01 (four willow oaks at the intersection of Acer Road and Little Branch Run); and 0.05 acres of fee-in-lieu with this DSP application.

Since the street trees credited towards meeting woodland preservation under DSP-20004 and TCP2-001-2017-01 were not placed into a woodland preservation easement as required prior to permit, the landscape credit must be removed from the plan and shown as additional fee-in-lieu.

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

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Preservation of Regulated Environmental Features

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the Regulated Environmental Features (REF) 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)."

At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board previously reviewed and approved impacts to the entire Primary Management Area (PMA) on-site, which covers 4.73 acres to raise the proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

DPIE has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020 for construction of the proposed mixed-use development and parking.

Since no further impacts to on-site Regulated Environmental Features (REF) are proposed, staff finds that the REF have been preserved and/or fully restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).

Specimen, Champion, or Historic Trees

Per approved NRI-090-2020-01; no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

Stormwater Management

The site has an approved Stormwater Management Concept Plan #3816-2021-0, which is valid until October 13, 2024.

According to the Final Plan Best Management Practices (BMP) Summary Table on the approved Concept plan (SWM) one submerged gravel wetland structure is proposed on the southernmost section of the property. According to the approval letter, the concept for buildings A and B have been combined into this approval (see concept 11905-2016-01 for previous approvals on Building A). A floodplain waiver from DPIE dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain subject to nine conditions. Conformance with the provisions of the County Code and state regulations with regards to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

The project will be subject to further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

No further information is required at this time regarding stormwater management with this DSP application.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-20053 and Type 2 Tree Conservation Plan TCP2-001-2017-02 subject to the following finding and conditions:

Recommended Findings

1. The Regulated Environmental Features (REFs) on the subject property have been preserved to the fullest extent possible based on the limits of disturbance shown on the DSP and TCP2, in conjunction with the previously approved impacts referenced in PPS 4-20040 and TCP1-012-2016-01.
2. The property does not contain any specimen, champion, or historic trees.

Recommended Conditions

1. Prior to signature approval of the DSP the TCP2 shall be revised to meet all the requirements of Subtitle 25. Required changes include but are not limited to:
 - a) Remove all references to street tree credit on the plan and TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit as necessary.

- b) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2 plan.


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



Division of Environmental Health/Disease Control

Date: November 2, 2021

To: Henry Zhang, Urban Design, M-NCPPC

From:  Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-20053 WEST HYATTSVILLE PROPERTY {AC COMPANION CASE}

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the Warehouse located at West Hyattsville Property located on Ager road and has the following comments / recommendations:

1. Health Department permit records indicate there are approx. 5 existing carry-out/convenience store and two grocery food facilities within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. ***The applicant of the project should designate space within the retail area for a food facility offering healthy food options.***
2. Research shows that access to public transportation can have major health benefits. It can be good for connectedness and walkability. ***The property is proposed to be near mass transit (the Hyattsville Metro Station).***
3. ***The project proposes to connect nearby residents to the proposed retail space by installing the proposed pedestrian promenade.***
4. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code. 4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
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Division of Environmental Health/Disease Control

construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



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November 16, 2021

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

RE: West Hyattsville Property – Detailed Site Plan (DSP-20053)

Dear Chairman Hewlett,

On Monday, November 15, 2021, the Hyattsville City Council reviewed the Detailed Site Plan (DSP-20053) application for a proposed multifamily building at the West Hyattsville Property.

The applicant requested several modifications to the design standards outlined in the West Hyattsville Transit Development District Plan (TDDP). City Staff and Council were amendable to the modifications given that technology and design standards have evolved substantially since adoption of the West Hyattsville TDDP in 2006. The Hyattsville City Council voted in support of DSP-20053, affirming the applicant's request for certain modifications to the development standards and with a request for the following conditions:

Applicant's Request for Modifications to TDDP Standards

1. The City supports the applicant's request for modification to Ground Floor Retail standard to the proposed square footage of retail in the southernmost portion of the building and along the pedestrian trail on the southeast side of the building.
2. The curvature of the site near Little Branch Run presents unique challenges to meeting Maximum Block Length, Block Size, and Rear Yard Line standards. The City supports the applicant's request for modifications on these requirements to the degree outlined in applicants SOJ given site constraints.
3. The City supports the applicant's request for modification of 'Irrigation' standard given the District Council approved an amendment to remove the requirement for an automatic irrigation system provided that native and drought tolerant plant species be used.

4. The City supports the applicant's request for modifications to off street parking standards. Staff supports modification to parking space size be 8.5' x 18.5' for reasons outlined in Exhibit D in the applicant's Statement of Justification.
5. The City supports the applicant's request for modification of Location of Mechanical Equipment standard to adhere to PEPCO standards. Staff supports efforts to improve aesthetics and screen transformers to ensure that they are not prominently visible from the streetscape.
6. The City supports the applicant's request for implementation of LED lighting in both the parking structure and public streetlights. Staff agrees that lighting technology has changed significantly since adoption of the TDDP in 2006 and supports implementation of energy efficient lighting. Staff supports modification of Specific Minimum and Maximum Foot Candle levels for certain locations so long as the overall lighting pattern throughout the length of the promenade ensures the safety of pedestrians and cyclists.
7. The City supports the applicant's request for modification to Signage standards to allow internally illuminated signage for some blade and retails signs to improve visibility and wayfinding from the Metro. The City concurs with the applicant's request for implementing graphic heavy wayfinding signage in both English and Spanish.

Request for Conditions

1. The City recommends that off-street parking be provided in the proposed parking garage for employees of the retail space to reduce pressure on on-street parking. The City request the Planning Board require that property owners and developers unbundle, or separate, the cost of off-street parking from the costs of housing or commercial space.
2. The City supports the applicant's request for incorporating EV charging stations within structured parking garage with capacity for conversion of additional charging stations should demand increase. The City requests that the locations of EV charging stations shall be detailed in the applicant's exhibit(s).
3. The City requests the applicant significantly increase in bike storage proposed by the applicant, given the property's proximity to Metro and the Anacostia Tributary Trail System. The requests the applicant achieve a minimum of a 5 (RDU) – 1 (dedicated bicycle parking space) ratio, which may include a combination of vertical bike storage included in an indoor bike room and secured outdoor bicycle storage. Staff recommends the applicant consider additional covered bike storage outside building with private fob entry, integration of double-deck bike racks to increase capacity, and basic bike repair stand like the College Park Metro Bike Facility. In addition, the City recommends wayfinding and an assistive door device at the street-level pedestrian entrance to the garage to ensure safety and ease of access for cyclists utilizing bike parking within the structure parking garage.

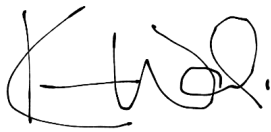
Other Considerations

1. The City requests that the Planning Board to refer to back to Prince George's County DPW&T a request for an evaluation of pedestrian and cyclist safety adequacy at crossings of Ager Road at both Lancer Drive and Nicholson Street, along with all other intersections evaluated in the applicant's Traffic Impact Study.

2. The City of Hyattsville encourages the applicant to pursue opportunities to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.

We thank the Planning Board in advance for consideration of these comments and look forward to your decision.

Sincerely,

A handwritten signature in black ink, appearing to read 'KW', with a stylized flourish at the end.

Kevin Ward
Mayor

cc: City Council
Robert Gilbane Jr., Gilbane Construction, Applicant
Henry Zhang, Planner Coordinator
Tom Haller, Esq., Gibbs and Haller, Attorney for Applicant



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: November 15, 2021

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

VIA: Sonja Ewing, Assistant Division Chief *SME*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Qiaojue Yu, Landscape Architect *QY*
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: DSP-20053, **West Hyattsville**

The Department of Parks and Recreation (DPR) staff has reviewed and evaluated the above referenced Detailed Site Plan of West Hyattsville for conformance with the requirements and recommendations of the West Hyattsville TDDP and T-D-O zone.

BACKGROUND

The subject property is located at 2700 Hamilton St., Hyattsville, MD 20782, adjacent to the West Hyattsville Metro Station. It is zoned M-X-T and is approximately 8.1 acres. The site was part of WMATA owned land as part of the West Hyattsville Metro Station but was sold for mixed-use development, consistent with the 2006 Approved *Transit District Development Plan* for the West Hyattsville *Transit District Overlay Zone*.

A new Preliminary Plan of Subdivision is being filed with the Detailed Site Plan (DSP) and is referenced as application 4-20040. It proposes to subdivide the Property into two parcels. Proposed Parcel 1 will consist of existing Parcel 2 and Parcel 3 and contain 3.05 acres of land. Proposed Parcel 2 will consist of the land acquired from WMATA and contain 5.04 acres of land.

FINDINGS

A few key findings from the review of the DSP include the following:

1. The subject property's compensatory storage in Parcel 2 abuts M-NCPPC's property to the west. The proposed grading of the compensatory storage will disturb the embankment in M-NCPPC's property; therefore, Right of Entry will be required during the construction phase.
2. The DSP did not address how the outfall from the compensatory will impact the existing embankment on M-NCPPC land. A further study is needed to investigate the impact of joining three outfalls into one confluence and rip-rap outfall.
3. Due to high visibility of the outfall improvements at the subject property, an aesthetic treatment of the headwall and weir wall should be considered.

DISCUSSIONS

The applicant had a meeting with the Planning Department, DPIE, and DPR on November 2, 2021. The discussion summary pertaining to the compensatory storage is as follows.

1. Applicant stated this was a DSP application, and a detailed design of the outfall was not part of the submission. A more in-depth design of the weir walls at the compensatory storage outfall in Parcel 2 will be provided in future regulatory submissions.
2. Applicant concurred that ROE with DPR will be needed prior to the final plat of the property.
3. Applicant concurred to restudy how the grading could be modified to minimize the disturbance at the outfall in M-NCPPC land.

RECOMMENDATIONS

The Park Planning and Development Division of the DPR recommends to the Planning Board approval of the above-referenced Detailed Site Plan of Subdivision DSP-20053, subject to the following conditions:

1. Applicant shall provide a detailed design of the weir wall at the compensatory storage outfall at the technical review stage. The design should address the impact of joining three outfalls into one confluence on M-NCPPC land. Provide justifications or mitigation measures if impact is significant.
2. Applicant shall revisit the compensatory storage grading design to minimize the disturbance on M-NCPPC land. The outfall design shall consider stone facing on the headwalls and weir walls to compliment similar structures in M-NCPPC parks.

DSP-20053
West Hyattsville

3. The applicant shall demonstrate that access for maintenance of the outfall will not impact the trail connection that lies on the M-NCPPC property. If the trail connection is the access to the outfall, the access shall be maintained to allow for access without potential closure and repair of this area.
4. Given the subject property's significant location abutting North Branch Anacostia River and Anacostia Tributary Trail, the applicant shall provide a design narrative that promotes the vision of TDDP with a safe, environmentally sensitive, and appealing riverfront experience to the West Hyattsville community.
5. Future extended detention structures shall require additional EPS, Planning and DPR reviews.

cc: Bridget Stesney
Alvin McNeal

R E S O L U T I O N

WHEREAS, WHPC Block 3, LLC & WHPC Block 4, LLC is the owner of an 8.1-acre parcel of land known as of Parcels 2 and 3, and part of Parcel 114, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on July 8, 2021, WHPC Block 3, LLC & WHPC Block 4, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20040 for West Hyattsville was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 7, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on October 7, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016-01, and further APPROVED Preliminary Plan of Subdivision 4-20040, including a Variation from Sections 24-121(a)(4) and 24-122(a), for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:
 - a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.
 - b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.
 - c. Show location of proposed access to Parcel 1.
2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.
4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.
 - b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

- c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.
- d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.
- e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.
6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:
 - a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.
 - b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.
 - c. Bicycle fix-it station at each garage bicycle parking area.
 - d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.
 - e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.
7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

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

Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.
10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:
 - a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.
 - b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.
 - c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.
 - d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.
11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

“This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved.”
12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.
13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.
14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.
15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.
17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.
18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

“This property is located within close proximity to a Metro line and may be subject to ‘feelable vibration’ and noise impacts.”
19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.
20. Prior to approval of a final plat:
 - a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.
 - b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.
21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.
23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject site consists of Parcels 2 and 3, shown on a plat for Riverfront at West Hyattsville Metro Station, recorded in Plat Book ME 252 page 14 on June 19, 2019, and part of Parcel 114, recorded in the Prince George's County Land Records in Liber 44201 at folio 571. The subject property is 8.1 acres in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones and is subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

This preliminary plan of subdivision (PPS) includes two parcels for mixed-use development consisting of 750 multifamily dwelling units and 15,000 square feet of commercial gross floor area. The approved development conforms to the purpose and intent of the TDDP.

PPS 4-15020 was approved by the Prince George's County Planning Board on March 2, 2017, for 183 lots and 32 parcels, which includes the area of Parcels 2 and 3 of the Riverfront at West Hyattsville Metro Station, for mixed-use development on an overall 18.45-acre property. Parcels 2 and 3 were subsequently platted in accordance with 4-15020. The proposal to change the lot configuration and quantities of land use requires the approval of a new PPS and determination of adequacy. This PPS supersedes 4-15020 for Parcels 2 and 3 and combines them into one parcel. Approximately 5.01 acres of Parcel 114 are also included in the PPS. Parcel 114 is subject to PPS 4-05145, which was approved by the Planning Board on December 21, 2006, for mixed-use development on a gross tract area of 44.56 acres. PPS 4-05145 depicts residential use for the portion of Parcel 114 now included in this PPS. Development, as approved under 4-05145, never came to fruition. This PPS supersedes 4-05145 for a 5.01-acre portion of Parcel 114 and creates one parcel. In total, two parcels (Parcel 1 and Parcel 2) are included in this PPS approval for mixed-use development.

Two variations from the Prince George's County Subdivision Regulations are approved with this PPS. The site abuts the West Hyattsville Metro Station and its train tracks along the southeastern property boundary. Section 24-121(a)(4) of the Subdivision Regulations requires that residential lots adjacent to existing or planned transit right-of-way shall be platted with a minimum depth of 300 feet. The applicant requested approval of a variation to allow the two parcels adjacent to the Metro station to deviate from this requirement, which is discussed further in this report.

The site abuts Little Branch Run to the north and west, an existing variable width public right-of-way. In accordance with Section 24-122(a) of the Subdivision Regulations, the public utility companies require 10-foot-wide public utility easements (PUEs) to be provided along all public rights-of-way. The applicant requested approval of a variation to not provide a 10-foot-wide PUE along the property's frontage with Little Branch Run, which is discussed further in this report.

3. **Setting**—The subject site is located on Tax Map 41 in Grid E4 and is within Planning Area 68. The site is located west of the intersection of Ager Road and Lancer Drive, in the City of Hyattsville. The following development abuts the subject site and is also located within the T-D-O Zone: West Hyattsville Metro Station in the M-X-T Zone is located to the east, the right-of-way of Little Branch Run to the north and west with townhouse development in the M-X-T Zone located beyond, and parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone to the south and southwest. The properties located beyond M-NCPPC-owned parkland are also within the T-D-O Zone and are developed with commercial uses in the Commercial Miscellaneous and Commercial Shopping Center Zones.

The entire site has been previously graded, with the northern portion currently being actively used as staging area for construction of townhomes adjoining Little Branch Run.

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

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Mixed Use
Acreage	8.1	8.1
Dwelling Units	0	750 Multifamily
Gross Floor Area	0	15,000 sq. ft. Commercial
Parcels	3	2
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	Yes Section 24-121(a)(4) Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on July 23, 2021. The requested variation from Section 24-122(a) was accepted on July 8, 2021, and heard at the SDRC meeting on July 23, 2021, as required by Section 24-113(b) of the Subdivision Regulations. The requested variation from Section 24-121(a)(4) was accepted on July 28, 2021, and heard at the SDRC meeting on August 6, 2021, as required by Section 24 -113(b).

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George’s County District Council on August 8, 2008, and PPS 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The development approved under these plans was never constructed and, therefore, the conditions of these previous approvals do not apply.

On March 7, 2017, the Planning Board approved PPS 4-15020 for mixed-use development, which superseded CSP-05006 and PPS 4-05145 for a portion of the 44.57 acres. PPS 4-15020 for the Riverfront at West Hyattsville Metro Station included the area of Parcels 2 and 3 of the subject property, and approved mixed-use development for this area. Parcels 2 and 3 were subsequently platted, in accordance with 4-15020. This PPS supersedes 4-15020 for Parcels 2 and 3 and 4-05145 for Parcel 114. Approval of this PPS supersedes the previous approvals and provides an adequacy analysis based on the development evaluated herein. A new CSP approval is not required, due to the submittal requirements set forth in Section 27-290.01 of the Prince George’s County Zoning Ordinance, which provides that the elements normally required with a CSP approval shall be incorporated into the detailed site plan (DSP) review.

6. **Community Planning**—The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and conformance with the Master Plan are evaluated as follows:

Plan 2035

Plan 2035 designates the subject site in the West Hyattsville local transit center. Local transit centers are focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

Master Plan

The TDDP recommends Greenway: Parks & Open Space, Structured Parking, Townhouses: 2-4 Stories, and Condominiums: 4–6 Stories on Parcel 114 (proposed Parcel 2).

The TDDP, as amended through the approved DSP-16029 by the District Council on April 25, 2017, approved the placement of Parcels 2 and 3 (proposed Parcel 1) in the Multifamily Preferred Land Use category.

In addition, the TDDP recommends “moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile,” (page 9).

The multifamily with limited ground floor retail and integrated parking uses meets this plan’s vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will “promote transit ridership” and produce neighborhoods that are “compact, mixed-use, and pedestrian-friendly,” (page 9).

SMA/Zoning

The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T Zone and superimposed the T-D-O Zone. The M-X-T Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential, and commercial development around transit stations or stops (page 50).

Overlay Zone Conformance

The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to “Condominiums: 4-6 Stories” (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as “Condominiums: 4-6 Stories”, while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of “structured parking” and “Townhouses: 2-4 stories”. The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP.

Pursuant to Section 24-121(a)(5), this PPS conforms to the purpose and intent of the TDDP because the multifamily with limited ground floor retail and integrated parking uses meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly" (page 9).

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (3816-2021-00) for the proposed development on the site is currently being reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). An unapproved copy of the SWM concept plan was submitted by the applicant. However, the grades, limit of disturbance, and impervious areas as shown on the SWM concept plan do not match the Type 1 tree conservation plan (TCP1).

The SWM concept plan shows the use of one large, submerged gravel wetland structure proposed on the southernmost section of the property. A floodplain waiver from DPIE dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain, subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan. The applicant must submit an approved SWM concept plan prior to signature approval of the PPS, and the limits of disturbance on the SWM concept plan and TCP1 must match.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. **Parks and Recreation**—Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, residential development is subject to the mandatory dedication of parkland.

Parcel 1 of this PPS was included in PPS 4-15020. Section 24-134(a)(3)(D) states that any resubdivision of property on which land was previously dedicated, or fee-in-lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision.

The applicant previously donated 4.29 acres of land south of Riverfront West Hyattsville to M-NCPPC in 1957 (this deed of conveyance is recorded in the County Land Records in Liber 2073 at folio 262). As conditioned by approval of PPS 4-15020, an additional 12,263 square feet or 0.28-acre of land adjacent to M-NCPPC parkland was dedicated, to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland.

Given the prior 4.29-acre land dedication, the mandatory dedication of parkland requirement for Parcel 1 has been met. However, Section 24-134(a) requirements are not met for Parcel 2. Based on the density of the project, land dedication of 0.89 acre would be required.

The applicant proposed private on-site recreational facilities to address the mandatory dedication of parkland requirement for Parcel 2. The adequacy of the existing and proffered recreational facilities was evaluated in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and it was found that the applicant's proposal of private on-site recreational facilities does not meet the requirements of Section 24-134(b). Based on the density of 375 multifamily dwelling units for Parcel 2, this PPS is subject to the requirement of on-site recreational facilities of a minimum value of \$346,369. The applicant is proposing on-site recreational facilities of a \$266,011 value, which does not meet the required dollar amount. On-site recreational facilities are appropriate for the site, however, additional on-site recreational facilities shall be required to meet the minimum value requirement.

Other Considerations

The applicant is proposing to transform a total of 2.55 acres of 100-year floodplain located on the property into a permanent developable area. The remaining 2.18 acres of the 100-year floodplain will serve as a SWM facility and provide compensatory storage. Public recreational facilities and two SWM facilities are under construction in Riverfront West Hyattsville (DSP-17044-01) in the M-NCPPC property located adjacent to the proposed SWM facility on the subject site. As the same owner for these two properties, the applicant has a maintenance agreement with M-NCPPC to provide ongoing maintenance for the two SWM facilities. Given the proximity of the proposed SWM facility in this PPS to the public recreational facilities to the north, the applicant must consider the impact of the overall design, future construction, and maintenance of these facilities to achieve a safe, accessible, and appealing riverfront park.

In the TDDP, one of the most notable natural features of the area is the existing floodplain and stream corridor of the northwest branch of the Anacostia River and two of its tributaries: Sligo Creek and Northwest Tributary 2. These streams are contained within a central public park/open space network that includes several sport and recreational features. The opportunities suggested include, but are not limited to integrated bike and pedestrian facilities, a foot/bike bridge crossing the stream channel and linking the Queenstown neighborhood with the Metro station and surrounding development; ball fields; playgrounds; preserved, created, and/or enhanced wildlife habitat; and seating, picnic, and game areas. Considering the site's southern boundary line abuts the northwest branch of the Anacostia River and Anacostia Tributary Trail, the subject property has an instrumental role in realizing the vision of the TDDP.

Given the subject property's proximate location to the public recreational facilities on the adjoining M-NCPPC parkland, the applicant should collaborate with M-NCPPC closely to ensure that the proposed SWM facility provides a holistic solution for storing floodwater and serves as a safe and well-maintained storage facility.

Given the subject property's significant location abutting North Branch Anacostia River and Anacostia Tributary Trail, the applicant should design and implement a strategy to promote the vision of the TDDP with a safe, environmentally sensitive, and appealing riverfront experience for the West Hyattsville community. These elements will be further evaluated with review of the DSP.

9. **Pedestrian and Bicycle Transportation**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the TDDP, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

Previous Conditions of Approval

PPS 4-15020 was approved for the Riverfront at West Hyattsville, which includes a portion of the subject property. Conditions 5 and 24 discuss off-site bicycle and pedestrian improvements required by Section 24-104.01 and are copied below:

5. **Prior to approval of any building permits for the subject property, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency’s access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
- a. **Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.**
24. **Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

The subject property falls within the Plan 2035 West Hyattsville Metro Local Transit Center and the 2002 General Plan West Hyattsville Community Center and is subject to a finding of pedestrian and bikeway adequacy, pursuant to Section 24-124.01.

A portion of the subject property was already evaluated for pedestrian and bikeway adequacy under PPS 4-15020. The improvements associated with Conditions 5 and 24 of 4-15020 have been completed. While a portion of the subject property falls within the bounds of 4-15020 and off-site bicycle and pedestrian improvements have been made, in accordance with the prior conditions of approval of 4-15020, this PPS requires a new finding of bicycle and pedestrian adequacy, and in turn a new Bicycle and Pedestrian Impact Statement (BPIS). A BPIS was

provided and is incorporated by reference herein. The BPIS contains an exhibit displaying proposed off-site improvements (Appendix A14 and A15), as well as a table displaying the costs of the off-site improvements (Appendix B). The applicant proposed to widen a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide, and provide improved trail lighting along this stretch.

This PPS includes 750 dwelling units and 15,000 square feet of commercial use, which results in a cost cap of \$230,250, which was determined by multiplying the number of dwelling units (750) by \$300 per dwelling, and multiplying the square-footage of commercial development (15,000 square feet) by \$0.35, as required by Section 24-104.01. The total cost of the removal and widening of the sidewalk portion (650 linear feet or 5,200 square feet) is estimated to cost \$93,600. The total cost of improved lighting on this stretch is estimated to cost \$76,050. The applicant has included a contingency cost of \$60,600 because these improvements must be coordinated with and approved by the Washington Metropolitan Area Transit Authority (WMATA).

The underlying subdivision, 4-15020, was approved for 10,000 square feet of nonresidential uses and 483 dwelling units and had a BPIS cost cap of \$148,400. Since its approval, DSP-16029 was approved for 183 dwelling units and DSP-20004 was approved for 44,362 square feet of nonresidential development. This represents approximately \$70,426.70 of the previously approved cost cap. The remaining section represents 300 dwelling units minus the 34,362 square feet of nonresidential use that exceeds the originally approved 10,000 square feet. In terms of the cost cap, this is a difference of \$77,973.26, which should be applied to the current application.

The base cost cap for the subject site with the credit included is \$152,276.70. Once this amount is indexed for inflation using the Bureau of Labor Statistics Consumer Price Index inflation calculator to account for inflation between June 2013 (the effective date of the legislation) and today, the cost cap is \$177,183.13.

As stated above, the improvements associated with the applicant's BPIS submission will require coordination and approval with WMATA. In the event that the applicant and WMATA cannot come to an agreement on the design and construction of the sidewalk facilities and improved lighting, the applicant proposed an alternate for BPIS improvements. The alternative proposal, which was provided and incorporated by reference herein, proposes to provide invasive species control along the existing Northwest Branch Trail and pedestrian improvements at nearby intersections. Specifically, the applicant proposes to remove 6-acres worth of the invasive vine commonly known as Chocolate Vine, and the invasive perennial commonly known as Japanese Knotweed. Removal of these species would improve environmental features in the immediate vicinity of the subject property while improving sight lines for pedestrians using the trail. The scope of work and right of access within M-NCPPC-owned property will be subject to approval of the Prince George's County Department of Parks and Recreation. The alternative improvements also include upgrading seven intersections with continental style crosswalks. These locations include the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue,

the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue. Lastly, the applicant proposed to upgrade ramps to Americans with Disabilities Act-compliance at four intersections. These locations include the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue. This proposal for alternative improvements is approved, in order to fulfill the requirements of Section 24-124.01.

Demonstrated Nexus Finding

The applicant has proffered to widen a 650-linear-foot portion of the West Hyattsville Metro Connector, between Ager Road and the West Hyattsville Metro Station, from 5-feet-wide to 8-feet-wide and provide improved trail lighting along this stretch. The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 mile of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant and those required herein will improve pedestrian and bicycle movement in the immediate vicinity of the subject property, while also complementing nearby development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the approved development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings, pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

The applicant proposed invasive species control over a 6-acre area and pedestrian improvements at several intersections within the immediate vicinity of the subject property as alternative improvements designed to fulfill the requirements of Section 24-124.01. The removal of invasive species would be located along the existing Northwest Branch Trail, directly south of the subject property. Intersection improvements are located to the north and southwest of the subject property. The location of the alternative improvements meets the requirements as a demonstrated nexus to provide off-site bicycle and pedestrian improvements, in relation to the subject site.

A memorandum dated September 2, 2021, received from the Prince George's County Department of Public Works and Transportation, states the following: "To improve safety and connectivity in the vicinity of the West Hyattsville Metro Station, the developer should extend the existing sidewalk along Jamestown Road to MD 500 (Queens Chapel Road). This recommendation is consistent with the Prince George's County Vision Zero efforts."

The input of outside agencies is appreciated regarding alternative off-site improvements designed to fulfill the applicant's BPIS requirements. In this case, the applicant shall provide the original proffer of widening the West Hyattsville Metro Connector from 5 to 8 feet wide and improving sight lighting along this stretch.

Master Plan of Transportation Compliance

This development case is subject to the MPOT, which recommends the following facilities:

Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail

As previously discussed, the applicant's BPIS proposal includes upgrading a 650-linear-foot portion of the West Hyattsville Metro Connector trail to 8 feet wide, with improved lighting on this stretch.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The MPOT also includes a goal and a series of policies for achieving a continuous network of pedestrian and bicycle facilities (page 7).

Goal: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.

Policy 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.

The vehicular entrance to the subject property is located approximately 250 feet southwest of Ager Road. Access within the subject property will be provided along Little Branch Run, which is located in between the subject property and the townhouse development to the west, which was approved under DSP-17044. Little Branch Run displays an 8-foot-wide sidewalk along its western frontage and a 5-foot-wide sidewalk along a portion of its eastern frontage, which borders the subject property. The sidewalk that fronts the subject property appears to terminate just north of the existing Washington

Suburban Sanitary Commission easement and the existing stormdrain easement. The applicant shall provide a continuous 5-foot-wide sidewalk along the subject property's frontage of Little Branch Way until it reaches the point where vehicles enter the drive aisle to access the parking garage of Parcel 2 and to the Northwest Branch Trail. The applicant shall also provide a pedestrian and bicycle pathway from the west side of the property near Emerald Branch Drive to the tunnel entrance for the Metrorail station. In addition, crosswalks crossing the drive aisle at points of vehicle entry at the proposed garages are required. These facilities will contribute to meeting pedestrian and bikeway adequacy within the subdivision. These facilities shall be shown on a DSP, prior to its approval.

Bicycle and bicycle parking recommendations are displayed on pages 116–118 of the TDDP. Per Section 4–Bicycle Parking Locations:

Parking Structures: Required bicycle parking within a structure shall be located in or near main entrances or elevators to provide for pedestrian safety, visibility, and security of property.

On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50-feet of main building entrance. Bicycle parking shall not obstruct walkways.

Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.

The TDDP also provides a minimum parking ratio for bicycles on page 116. One bicycle parking space is required for every 20 motor vehicle spaces.

The applicant shall provide bicycle parking on-site or in the right-of-way for any nonresidential uses and within parking garages for residential uses. The applicant shall also provide bicycle parking consistent with the TDDP standards and should fewer motor vehicle parking spaces be provided than one space per residential unit, additional bicycle parking shall be provided in the parking garages. Moreover, outdoor bicycle parking shall be provided at a location convenient to the entrances of the nonresidential uses. Lastly, the applicant shall provide bicycle fix-it stations within both garages. At the time of DSP, the amount and location of bicycle parking shall be further evaluated.

An exhibit shall be provided illustrating the pedestrian and bicycle circulation and adequacy throughout the subdivision (on-site facilities). This exhibit shall show all proposed sidewalks, crosswalks, and bicycle parking, consistent with Section 24-124.01.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

- 10. Transportation**—The subject property is located within Transportation Service Area 1, as defined in Plan 2035. The applicant proposes 750 multifamily dwelling units and 15,000 square feet of retail use. Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. To evaluate the impact of the proposed development, the applicant provided a traffic impact study (TIS), dated February 23, 2021. The findings and recommendations outlined below are based upon a review of this study and analyses conducted consistent with the “The Transportation Review Guidelines, Part 1” (Guidelines).

Analysis of Traffic Impacts

The table below summarizes trip generation in weekday peak hours that was used in reviewing traffic and developing a trip cap for the site:

Weekday Trip Generation Summary								
Land Use	Use Quantity	Metric	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments (garden and mid-rise)	750	Unit	62	250	312	234	126	360
Note: residential trips are 20% transit-oriented development credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	15,000	1,000 sq. ft. GFA	4	2	6	13	15	28
Note: pass-by trips per M-NCPPC guidelines (50 percent AM/50 percent PM)								
Recommended Weekday Trip Cap			66	252	318	247	141	388

The traffic study intersections include:

- MD 500 at MD 501 (signalized)
- MD 500 at Ager Road (signalized)
- MD 500 at Hamilton Street (signalized)
- Ager Road at Hamilton Street (signalized)
- Ager Road at Jamestown Road (Jamestown Road is stop-controlled)
- Ager Road at WMATA Bus Loop (WMATA Bus Loop is stop-controlled)
- Ager Road at the proposed medical office building access (the access is stop-controlled)
- Ager Road at Site Access/Lancer Drive (Site Access/Lancer Drive is stop-controlled)
- Ager Road at Nicholson Street (Nicholson Street is stop-controlled)

The subject property is located within the Developed Tier, as defined in Plan 2035. As such, the subject property was evaluated according to the following standard:

Signalized intersections: The critical lane volume (CLV) method should be used to measure the level-of-service (LOS). LOS E, with signalized intersections operating at a CLV of 1,600 or better will be acceptable.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

For two-way stop-controlled intersections a three-part process is employed:

(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed, (d) a CLV no more than 1,150 will be acceptable.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed, (c) a CLV no more than 1,150 will be acceptable.

Existing Traffic

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
	Ager Road at Hamilton Street (signalized)	421	799	A
MD 500 at Ager Road (signalized)	677	855	A	A
MD 500 at Hamilton Street (signalized)	605	1194	A	C
MD 500 at MD 501 (signalized)	651	1232	A	C
Ager Road at Nicholson Street (unsignalized)	18.7*	669	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	16.6*	20.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	N/A	N/A	N/A	N/A
Ager Road at Jamestown Road (unsignalized)	10.5*	11.3*	-	-
Ager Road at Hamilton Street (signalized)	9.3*	11.0*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

The study intersections along MD 500 are programmed for landscaped medians with sidewalk and crosswalk improvements within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program. Ager Road is included in the Prince George's County Capital Improvement Program utilizing the complete street concept. Approved but unbuilt developments were identified within the study area, and background traffic was developed. A 0.5 percent annual growth rate for a period of 6 years was assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
	Ager Road at Hamilton Street (signalized)	514	925	A
MD 500 at Ager Road (signalized)	738	935	A	A
MD 500 at Hamilton Street (signalized)	641	1302	A	D
MD 500 at MD 501 (signalized)	695	1301	A	D
Ager Road at Nicholson Street (unsignalized)	21.7*	723	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	18.1*	620	-	A
Ager Road at the proposed medical office (unsignalized)	10.2*	11.3*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	11.3*	12.6*	-	-
Ager Road at Jamestown Road (unsignalized)	12.1*	11.7*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges and links identified above, when analyzed with total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
	Ager Road at Hamilton Street (signalized)	638	1028	A
MD 500 at Ager Road (signalized)	814	1010	A	B
MD 500 at Hamilton Street (signalized)	676	1364	A	D
MD 500 at MD 501 (signalized)	737	1342	A	D
Ager Road at Nicholson Street (unsignalized)	24.0*	742	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	813	1007	A	B
Ager Road at the proposed medical office (unsignalized)	11.1*	11.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	12.8*	13.9*	-	-
Ager Road at Jamestown Road (unsignalized)	9.9*	12.9*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on the analysis results, all the signalized study intersections will operate at LOS D or better during the weekday peak hours. At the unsignalized intersections, the maximum movement delay will be less than 50.0 seconds or the maximum CLV will be no more than 1,150. Because the analysis results are fewer, in accordance with the Guidelines, the Planning Board deems the site’s impact at this location to be acceptable. A trip cap consistent with the trip generation is assumed for the site.

Plan Comments

The site is not within or adjacent to any master plan facilities identified in the MPOT. The site is adjacent to WMATA Green/Yellow Line. The access is proposed from Little Branch Run. The TIS was referred out to County and State agencies for review and comment. A memo dated September 2, 2021 (Giles to Gupta), provided DPIE’s review of the TIS submitted by the applicant. The memo summarizes the additional analyses, which DPIE will require at the permitting stage of the project. Two letters dated August 11, 2021 and September 16, 2021 from the Maryland State Highway Administration (SHA) to Mike Lenhart, the applicant’s traffic consultant, were also received. In these letters, some of the reviewers within SHA offered no comments, while others stated that the traffic counts used for the analyses needed to be revised. In response, it was determined that the traffic counts were taken and used in accordance with the Guidelines and departmental policy regarding traffic counts affected by the COVID-19 Pandemic.

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

11. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.
12. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George’s County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	750 DU	750 DU	750 DU
Pupil Yield Factor (PYF) – Multifamily	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	122	67	76
Adjusted Student Enrollment 9/30/2019	22,492	9,262	9,372
Total Future Student Enrollment	22,614	9,329	9,448
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116 percent	131 percent	111 percent

Section 10-192.01 of the Prince George’s County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is \$10,180 per dwelling if a building is located between I-95/I-495 (Capital Beltway) and the District of Columbia; \$10,180 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by WMATA; or \$17,451 per dwelling for all other buildings. This project is between I-95/I-495 and the District of Columbia; thus, the surcharge fee is \$10,180. Per Section 10-192.01(c)(1)(A), this project proposes multifamily units within the approved West Hyattsville T-D-O Zone, therefore the school facilities surcharge fee may be reduced by 50 percent to \$5,090. This fee is to be paid to DPIE, at time of issuance of each building permit.

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.
14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

request from Section 24-122(a) for provision of PUE along Little Branch Run and is further discussed below.

Variation from Section 24-122(a)

The PPS does not provide a PUE contiguous to Little Branch Run. Section 24-122(a) states the following:

- (a) When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

The standard requirement of the public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

- (a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
 - (1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**

The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

developments. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The subject property is adjacent to the West Hyattsville Metro Station to the east. Little Branch Run delineates the western boundary of the property, and the southern boundary is defined by M-NCPPC property which includes the northwest branch of the Anacostia River. The right-of-way for Little Branch Run Road is recorded with a 10-foot-wide PUE along the west side, and existing utilities are available to serve the townhouse community to the west. In addition, the development of this site is guided by Plan 2035 and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium- to high-density residential development, which orients buildings along street frontages. The site will be designed in accordance with these design criteria with building fronts oriented toward the public streets. However, the location of buildings, streetscape requirements, and sidewalks along street frontages limits the available area for PUEs. Therefore, the utilities required to serve the proposed development will be extended from their location within the PUE along the west side of the road. Given the site design criteria generated by Plan 2035 and TDDP, the conditions on which the variation is based are unique to this property.

A Dry Utilities Plan submitted as an exhibit, incorporated by reference herein, shows the location of existing PUEs and dry utilities for the proposed development. In the exhibit, the existing utilities running within the variable-width PUE along the west side of Little Branch Run will be extended to serve the subject site.

The subject property fronts on a public right-of-way for which utilities have already been established, and will not serve any additional properties in future; these factors are unique to the subject property and not generally applicable to other properties.

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

No other known law, ordinance, or regulation is violated if this variation is approved. The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board.

Further, this request was referred to the affected utility companies and none have opposed the variation.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

The physical conditions of the site are such that the site is oblong, bounded by the West Hyattsville Metro Station to its east, Little Branch Run to its west, and the Northwest Branch Stream Valley Park to its south side. The property's frontage along Little Branch Run is approximately 1,500 linear feet, which contains all required utilities within a PUE along its west side. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the east side of the public street on which the parcels front, which would require modifying the street standards of the TDDP, and consequently providing a layout that is at odds with the TDDP.

The existing subdivision approvals, which have formed the development pattern in the neighborhood, and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide an additional 10-foot-wide PUE along Little Branch Run would impede on the ability to provide the streetscape along Little Branch Run as envisioned by the TDDP while serving no additional purpose since utilities have already been established, which would be a particular hardship to the owner.

- (5) **In the R-30, R-30C, R-18, R-18c, R-10, R-10, and R-H Zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the variation from Section 24-122(a).

15. **Historic**—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites

within the subject property is low. The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

16. **Environmental**—This PPS application (4-20040) and TCP1-012-2016-01 were accepted on July 8, 2021, with additional information submitted by the applicant on July 28, 2021 and July 30, 2021. Comments were provided to the applicant at the SDRC meeting on August 6, 2021, and revised plans received on August 24, 2021. The following applications have been previously reviewed for the subject site:

For area included in Parcel 1:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-002-2016	Staff	Approved	3/31/2016	NA
NA	NRI-002-2016-01	Staff	Approved	6/19/2017	NA
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
MR-1700F	NA	Planning Board	Transmitted	3/27/2017	NA
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	No. 17-43
DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

For area included in Parcel 2:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-090-2020	Staff	Approved	9/8/2020	NA
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

Proposed Activity

The current application is a PPS and revised TCP1 for the subdivision of an 8.1-acre site to two parcels for development of 750 multifamily dwellings and 15,000 square feet of commercial gross floor area.

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS.

Previously Approved Conditions

There are no relevant environmental conditions of approval associated with the previously approved CSP-05006.

MASTER PLAN CONFORMANCE

Plan 2035

The site is located within the West Hyattsville Metro Local Transit Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy (2035).

TDDP

While the TDDP for this area does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the Metro station. Current environmental regulations incorporate the TDDP concepts into the regulatory framework.

It should be noted that roughly 58 percent of the site is within the 100-year floodplain. This application proposes to fill the floodplain while providing compensatory floodplain storage on the southernmost portion of Parcel 2. Principles of low impact development or environmental site design are incorporated into the stormwater design.

Countywide Green Infrastructure Plan

The site contains regulated areas within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The mapped regulated areas are located along the southern portion of the property, which according to the approved NRI, contain previously impacted floodplain associated with the northwest branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density, in accordance with Plan 2035. The floodplain is proposed to be filled to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the site. No woodlands exist on-site. While the green infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be met on-site.

Based on the proposed layout, the PPS demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with an area of previously developed 100-year floodplain along the southern portion of the site. According to aerial imagery provided by PGAtlas, the site was fully developed in the 1960s as a drive-in movie theatre, then redeveloped in the late 1980s for the installation of the West Hyattsville Metro Station located directly east of the site. The primary management area (PMA) located and delineated on-site is entirely within the previously developed 100-year floodplain.

It was noted that there is an acreage inconsistency between the NRI Statistics Table and the General Notes of the PPS. Specifically, the gross tract area on the NRI is listed as being 8.01 acres while it is 8.10 acres on the PPS. The NRI must be revised to be consistent with the PPS. There are no other issues regarding the NRI.

Woodland Conservation

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM) because the application is for a new PPS. TCP1-012-2016-01 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

The previously approved TCP1-012-2016 only included the area associated with Parcel 1 of this PPS application, as well as additional property located to the west of the site. A revised TCP1 was submitted to include the additional area associated with Parcel 2 to include the total land area associated with this PPS. The woodland conservation threshold for this 23.84-acre area is 15 percent of the net tract area or 0.49 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.91 acre. This requirement is proposed to be satisfied with 0.03 acre of street tree credit (existing or 10-year canopy coverage), as permitted as an option under Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements. The remainder of the requirement (0.88 acre) is proposed to be met with off-site woodland conservation credits (previously recorded with Type 2 Tree Conservation Plan TCP2-001-2017-01 under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11, for Tower Preserve Woodland Conservation Bank). Although off-site mitigation is considered a priority over the use of street tree credit; given the small amount of additional preservation required (0.03 acre), it is reasonable for the applicant to meet the remaining woodland preservation requirement by receiving credit for street trees located on or adjacent to the site. However, the locations of the street tree credit area must be identified at time of DSP review on the TCP2. If credit is taken for street trees located outside of rights-of-way for public or private streets, the applicant shall be required to place the area of tree canopy cover under a woodland conservation easement to guarantee that the trees are protected and are replaced if they die or are removed.

There is an inconsistency between the net tract area of the TCP1 with what is shown on the PPS and NRI. The net tract area is listed as being 3.28 acres on both the NRI and the PPS; however, it is only 3.26 acres on the TCP1 worksheet, despite the TCP1 covering a greater area than the PPS or NRI. The net tract area on the TCP1 should be equal to or greater than what is shown on the NRI and PPS, not less. This discrepancy must be accounted for and resolved, prior to signature approval of the TCP1 and PPS.

It appears that not all the proposed development, as reflected in the exhibits associated with the statement of justification (SOJ) for Parcel 2 are reflected on the TCP1. The proposed site improvements of the SOJ exhibits must match that of the TCP1.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils

The predominant soils found to occur on the property, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Preservation of Regulated Environmental Features

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include 100-year floodplain associated with PMA located adjacent to the northwest branch of the Anacostia.

Section 24-130(b)(5) states: “Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.”

Impacts to regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code.

An SOJ and impact exhibit for the proposed impact were received on July 1, 2021. The applicant proposes to impact the entire PMA on-site, which covers 4.73 acres.

Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with Plan 2035. The previously impacted floodplain is proposed to be filled, in order to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the property. No woodlands exist on-site, and the PMA has been previously developed twice, first for the construction of a drive-in movie theatre, and later for the construction of the West Hyattsville Metro Station. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be on-site, and DPIE has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Based on the level of design information available at the present time, the limits of disturbance shown on the impact exhibit, and after evaluating the applicant's SOJ for impacts to regulated environmental features, the PMA impacts are approved.

Specimen, Champion, or Historic Trees

In accordance with approved NRI-090-2020-01, no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

17. **Urban Design**—Conformance with the Zoning Ordinance is evaluated, as follows:

Conformance with Zoning Ordinance and the West Hyattsville Transit District Overlay Zone Standards

In accordance with the TDDP, new development in the West Hyattsville T-D-O Zone is subject to DSP review. New development must show compliance with the West Hyattsville T-D-O Zone standards in the site plan review process. For development standards not covered by the TDDP, the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirements, as stated in Section 27-548.04. The site's conformance with the applicable T-D-O Zone standards will be evaluated at time of DSP approval.

Conformance with Prior Approvals

The site has a previously approved CSP-05006, which was approved by the Planning Board on February 28, 2008. The District Council affirmed the Planning Board approval by issuing Zoning Ordinance No. 15-2008 on May 19, 2008, that approved the project with 34 conditions. The development approved under this CSP never proceeded to fruition, therefore the conditions of this previous approval do not apply. A new CSP approval is not required for the current proposed development, due to the submittal requirements set forth in Section 27-290.01, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review.

Conformance with the 2010 Prince George's County Landscape Manual

The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

- 18. Noise**—The subject site is located on the northwestern side of the West Hyattsville Metro Station and the Green Line Metro tracks, which is a transit facility and a transportation-related noise generator. A study titled “Metrorail Noise and Vibration Analysis,” dated May 4, 2021, was received for review. The study addresses outdoor noise from railway noise sources and considers mitigation in the form of shielding from the proposed buildings based on a preliminary site design.

No outdoor recreation areas are permitted within the area of 65+ dBA day-night average sound level (Ldn), as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. Per the noise study, the location of the unmitigated 65 dBA Ldn contour is 195 feet from the centerline of the Metrorail tracks. The study predicts that with the shielding provided by the proposed buildings, the Ldn will not exceed 65 dBA for any proposed outdoor activity, such as the pool or courtyard, and therefore no engineered noise barriers are required. To mitigate interior noise levels for the proposed buildings, ungraded windows, balcony doors, and exterior walls will be required. A Phase 2 noise report must be provided at time of DSP for the multifamily development (Parcels 1 and 2) to determine what specific mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less, and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. The building materials for the multifamily buildings on Parcels 1 and 2 must be certified, at time of permit, by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceeded the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel 1 closest to the Metrorail tracks. It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/or compact surfaces subsequent to development. No recommendations were provided by the study. It is noted that the only mitigation that could be done would be to increase the setback of the buildings, which would result in the loss of buildable area. The FTA criteria for feelable vibration is 72 vibration decibels for residences and buildings where people normally sleep for frequent events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the County Code have established regulations for development as it pertains to vibration impacts. A note shall be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

- 19. Variation from Section 24-121(a)(4)**—Section 24-121(a)(4) sets forth lot depth requirements for lots adjacent to noise generating transit, as follows:

- (4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided**

by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.

The applicant filed a variation request from Section 24-121(a)(4), for lot depth. The PPS provides a minimum lot depth of less than 300 feet for Parcels 1 and 2, which are adjacent to the West Hyattsville Metro Station. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

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

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.

Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.

Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

- (2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

This property is directly abutting the Metrorail tracks and is a long, narrow parcel. The property is located on the southeast side of Little Branch Run, approximately 250 feet west of Ager Road. The lower half of the property is located within the 100-year floodplain, with the southern property line bound by the Northwest Branch stream valley. A portion of the property will be removed from the 100-year floodplain and the remainder, abutting the stream valley, will be utilized for compensatory storage. The only access to the property is from Little Branch Run, constructed by the applicant as part of the larger Riverfront at West Hyattsville development. The property, at its widest point, is approximately 293 feet, and therefore no area of the property meets the 300-foot lot depth requirement as it currently exists. Consistent with the recommendations of the West Hyattsville TDDP, the property is to be constructed with medium- to high-density multifamily residential development with ground floor retail. These conditions, including the unusual shape of the property, are unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, in order to develop the property.

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

The only regulation applicable to the variation being discussed is Section 24-121(a)(4). The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. Certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to issuance of building permits, and notes shall be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation.

- (4) **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;**

The property has unique existing physical surroundings, when compared to abutting properties and located within an area with an established framework of development and roadways. These unique physical surroundings include the abutting Metrorail line, location of 100-year floodplain on the property, and prior approval of public right-of-way of Little Branch Run along the western property line, which resulted in the site's existing narrow width. The location of the rail line in the eastern part of the site and location of Little Branch Run creates an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of 750 multifamily dwelling units and 15,000 gross floor area of commercial use, which is the entire development included in this PPS. This would result in a particular hardship to the applicant, as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

- (5) **In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the requested variation from Section 24-121(a)(4) for Parcel 1 and Parcel 2.

20. **City of Hyattsville**—The subject property is located within geographical boundary of the City of Hyattsville. The PPS application was referred to the City for review and comments on July 8, 2021. The City notified staff (via an email from Powers to Gupta) that the applicant would be presenting this application to the City Council at their August 2, 2021 meeting. The case came back to City Council for discussion and action at their September 20, 2021 meeting, after which City Council comments were provided. In a memorandum dated September 22, 2021 (Ward to

Hewlett), incorporated by reference herein, the City Council expressed support for the PPS and the applicant's variation request so long as conditions that address the impact of noise and vibration on the dwellings are included. The findings and conditions included in this resolution address both noise and vibration.

- 21. **Washington Metropolitan Area Transit Authority**—The subject property is located adjacent to the West Hyattsville Metro Station, which is owned and operated by WMATA. This PPS application was referred to WMATA for review and comments on July 19, 2021. No referral or correspondence was received from WMATA.


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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 7, 2021, in Upper Marlboro, Maryland.

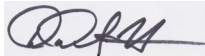
Adopted by the Prince George's County Planning Board this 28th day of October 2021.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: October 21, 2021

RIVERFRONT AT WEST HYATTSVILLE

DETAILED SITE PLAN DSP-20053

ARCHITECTURE FOR MULTIFAMILY/RETAIL DEVELOPMENT

EXPEDITED TRANSIT-ORIENTED DEVELOPMENT
AT WEST HYATTSVILLE METRO STATION

STATEMENT OF JUSTIFICATION

NOVEMBER 10, 2021

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I. INTRODUCTION

West Hyattsville Property Company, LLC (the “Applicant”) presents this Detailed Site Plan application for construction of a mixed-use development containing 293 multifamily dwelling units and 3,213 square feet of retail. The proposed development will be constructed within the Riverfront at West Hyattsville project, located on Ager Road in Hyattsville, Maryland. The development will be located on a portion of a tract of land containing 8.09 acres. As of the filing of this Detailed Site Plan, the “Property” consists of three separate parcels of land. The property is more particularly described as Parcels 2 & 3, Riverfront at West Hyattsville, platted in June 2019 at Record Plat ME 252@14 plus Parcel 114 on Tax Map 41. Parcel 2 contains 1.3170 acres, Parcel 3 contains 1.734 acres and Parcel 114 contains 5.016 acres. A preliminary plan of subdivision has been filed for the Property, as is described in greater detail below.

The Riverfront at West Hyattsville development has completed several stages of the Prince George’s County approval process. Preliminary Plan of Subdivision (4-15020) and Detailed Site Plan for Infrastructure Only (DSP-16029), both of which included Parcels 2 & 3 included within the Property, were previously approved. These approvals established the lotting and parcel pattern for the development, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations. The primary purpose of the infrastructure detailed site plan was to allow for the grading of the development, since much of the land was impacted by 100-year floodplain. The grading has now been completed within the boundary of the property included in those applications. Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses. Stanley Martin is the builder of those townhouses, which are currently under construction. Finally, Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also under construction. At the time these approvals were obtained, there was a 5 acre parcel of land (now referenced as Parcel 114) located between the development and the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. In October 2020, the Applicant acquired this 5 acre parcel and now proposes to incorporate it into the overall development.

As noted above, a new Preliminary Plan of Subdivision is being filed in conjunction with the Detailed Site Plan, and is referenced as application 4-20040. It proposes to subdivide the Property into two parcels. Proposed Parcel 1 will consist of existing Parcel 2 and Parcel 3 and contain 3.05 acres of land. Proposed Parcel 2 will consist of the land acquired from WMATA and contain 5.04 acres of land. The existing property line dividing Parcel 2 and Parcel 3 from the former WMATA parcel is being retained because the property line is the location of an existing storm drain easement and a WSSC easement. Thus, this becomes the natural division between the parcels. This Detailed Site Plan includes the infrastructure improvements to all of the land included in the application, and the architecture for proposed Parcel 1. A subsequent Detailed Site Plan will be filed for Parcel 2 at a later date. Similar to the property included in DSP-16029, the Property included in this application is impacted by the 100-year floodplain. An application for a waiver to develop in the floodplain and to provide compensatory storage within the western portion of the Property closest to Northwest Branch was approved by the Department of Permitting Inspections and Enforcement on November 20, 2020. A prior application was approved for existing Parcel 2 and Parcel 3, grading of these parcels was completed and the parcels are no long in the 100-year floodplain. Approval of this Detailed Site Plan will allow the remainder of the Property to be graded and for development to occur on Parcel 2 and Parcel 3.

II. PRIOR APPROVALS

Conceptual Site Plan CSP-05006

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

Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. A new preliminary plan of subdivision is being filed for two reasons. First, Parcel 114, recently acquired from WMATA, has never been the subject of a preliminary plan of subdivision. Second, the development of the medical office building utilized most of the trips approved for the development of the property. Pursuant to Condition 2 of Preliminary Plan, if total development exceeded the number of weekday peak-hour trips specified in the condition, a new preliminary plan of subdivision with a new determination of adequacy of transportation facilities was required. The new Preliminary Plan will satisfy the requirement of Condition 2.

Detailed Site Plan DSP-16029

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

Detailed Site Plan DSP-17044

Detailed Site Plan DSP-17044 was approved by the Planning Board on March 23, 2017 for infrastructure only. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan.

Detailed Site Plan DSP-20004

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

Preliminary Plan 4-20040

A new preliminary plan of subdivision has been filed in conjunction with this Detailed Site Plan. As noted above, existing Parcels 2 and 3 do not have sufficient trips remaining under the approved trip cap to allow the additional development proposed and Parcel 114 has never been the subject of a preliminary plan of subdivision. The requirements for mandatory dedication were satisfied with Parcels 2 and 3 by park dedication pursuant to preliminary plan 4-

15020. The requirements for Parcel 114 will be satisfied by providing private recreational facilities.

III. PROPOSED DEVELOPMENT

The Applicant proposes to construct a mixed use project on proposed Parcel 1 (formerly Parcels 2 and 3) consisting of 293 multifamily dwelling units and 3,213 square feet of ground floor commercial space. The detailed site plan also includes the installation of infrastructure for proposed Parcel 2.

In the original applications for Riverfront at West Hyattsville, Parcels 2 and 3 were projected to have 300 dwelling units. The 293 dwelling units now proposed is consistent with the prior approval. The boundaries of the Subject Property were set by prior development and approvals. The Subject Property is bounded by the Metro rail line to the east/south and Little Branch Run to the west. On the north, the Subject Property comes to a point as Little Branch Run crosses over the Metro rail line and then curves to the south. The southern boundary of the Subject Property abuts land owned by the Maryland-National Capital Park and Planning Commission (“M-NCPPC”) as part of the Northwest Branch Stream Valley Park.

Proposed Parcel 1, which was included in prior development applications for the Riverfront at West Hyattsville (4-15020 and DSP-16029), was previously impacted by 100-year floodplain. A waiver was granted to fill the floodplain and the property has now been graded in accordance with those prior approvals and is not longer impacted by 100-year floodplain. The compensatory storage for the floodplain fill was satisfied off-site on land owned by M-NCPPC. This property was further improved to provide an open play area and amphitheater, as well as a pedestrian plaza. In addition, the existing trail on M-NCPPC property was reconstructed and lighting installed to the Metro Station to improve pedestrian and bicycle safety. Proposed Parcel 2 is still impacted by the limits of the 100-year floodplain. The Applicant obtained a waiver to allow proposed Parcel 2 to be developed and anticipates providing compensatory storage within the limit of the property abutting the compensatory storage previously constructed. A Site Development Concept Plan has been submitted to DPIE and is currently under review. Approval of this DSP will allow the Applicant to grade Parcel 2 and remove it from the floodplain in accordance with the approved Site Development Concept Plan.

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

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

In addition, a temporary pedestrian connection was shown in the same location on the certified DSP. The Applicant is proposing to formalize this direct sidewalk connection as part of this DSP through the construction of a pedestrian promenade. The pedestrian promenade will be integrated with the building layout to provide a safe, well lit and attractive passage for pedestrians and bicyclists, not only those that live in the development but also those accessing the Metro from the Northwest Branch trail. To further activate this connection, the Applicant is proposing to locate its retail component on the southern end of the proposed building. The West Hyattsville Metro Station has a high percentage of riders who access the station by bicycle. The pedestrian promenade connection proposed will support modest retail uses which will not only serve commuters, but also residents of this community. This is an exciting feature of this development. This pedestrian promenade will tie into the existing WMATA sidewalk which extends along the east side of the proposed building. The Applicant is working with Metro to try to widen and upgrade this existing pedestrian connection so that it is better able to accommodate the level of use and the bicyclists who currently use it. In addition, although currently lit, the light fixtures are of an older vintage that can be replace to further improve both the functionality and aesthetics of the sidewalk.

Another element that is relevant to the development is that the Metro rail lines go underground just prior to Little Branch Run. Thus, along most of the frontage of Parcel 1 along

the rail lines, the trains are below grade. Where the rail lines rise to ground level, the parking garage is located. This area is also immediately abutting the pedestrian sidewalk referenced above. As a result, it is the goal of the Applicant to incorporate the sidewalk as an added feature of the site and improve its safety by providing “eyes on the street. With this in mind, the Applicant has filed a separate request for Alternative Compliance to locate the building closer to the property line to achieve this goal. As currently written, the Landscape Manual treats at grade rail lines as a high intensity use and the building would need to be set back 50 feet with a 40’ landscape buffer yard. A separate statement of justification is filed to support the request for alternative compliance, but it is important to note that the 2018 Landscape Manual drafted in conjunction with the new Zoning Ordinance, eliminates such a buffer requirement within the core of a transit district. As such, since the Subject Property is located in the core of the West Hyattsville Metro transit district, an alternate to this buffer is proposed.

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)

As currently approved, the Riverfront at West Hyattsville project is a mixed-use development consisting of for-sale townhouses, a medical office building and multifamily rental apartments with ground floor retail. The townhouses and medical office building are currently under construction. The Property is perfectly suited for midrise multifamily development as it abuts the West Hyattsville Metro Station and is within easy walking distance to the station.

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

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

In fact, citing a 2011 study by the George Mason University Center for Regional Analysis (GMU), Plan 2035 adopted its recommendation that **“a majority of new housing be located in compact developments with convenient access to jobs and transportation options**

to meet the workforce’s growing demand for mixed-use, walkable, transit-accessible communities” (p. 104).

Consistent with the recommendations of the General Plan, the proposed new Zoning Ordinance will change the zoning of the Property to the LTO-c (Local Transit Oriented Center-Core) zone, which permits a density range of 20-80 dwelling units per acre. Thus, while the proposed development will be approved under the provisions of the current M-X-T Zone, it will be consistent with the goals and policies of the General Plan and the new zoning category intended to implement the General Plan.

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

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. Riverfront at West Hyattsville straddles the North Park and Hamilton Square neighborhoods; the subject Property sits north of the tracks in North Park. The Vision for North Park is:

North Park: Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller “pocket” parks—one acre

or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park. (p. 10)

The proposed mixed-use development, supplementing the project components already approved, implements this vision. The development which is currently underway includes the construction of a neighborhood park which also functions as the floodplain compensatory storage facility and provides stormwater management. The entire project is designed with low impact design stormwater management techniques. A pedestrian connection to the stream valley park has been created to further connect pedestrians and bicyclists to the Metro Station, and BPIS improvements implemented pursuant to Preliminary Plan 4-15020 saw the existing stream valley trail widened, repaved and lighted from the development to the Metro Station. All if these improvements contain and minimize stormwater runoff into Northwest Branch, provide facilities for active use by younger children and their parents and increase the safety and utility of the park.

The TDDP also encourages the use of Low Impact Development (LID) techniques in the construction of buildings and infrastructure to trap and filter stormwater runoff in the same way that natural environments do. Since the adoption of the TDDP, the State of Maryland implemented new regulations to mandate the use of LID techniques in all stormwater treatment. The entire Riverfront at West Hyattsville development has been designed in accordance with these new regulations. The development of the Riverfront at West Hyattsville project has resulted in a vast improvement in terms of trapping and filtering stormwater runoff. First, the former warehouse and associated parking and loading areas was razed as part of the development, eliminating a use that was constructed with no stormwater management. The construction of the compensatory storage facility, in conjunction with submerged gravel wetlands and on site bioretention area have and will continue to improve water quality treatment and mitigate the potential for future flooding. The TDDP also encourages the use of green roofs on the buildings as another method to contribute to the reduction in stormwater runoff.

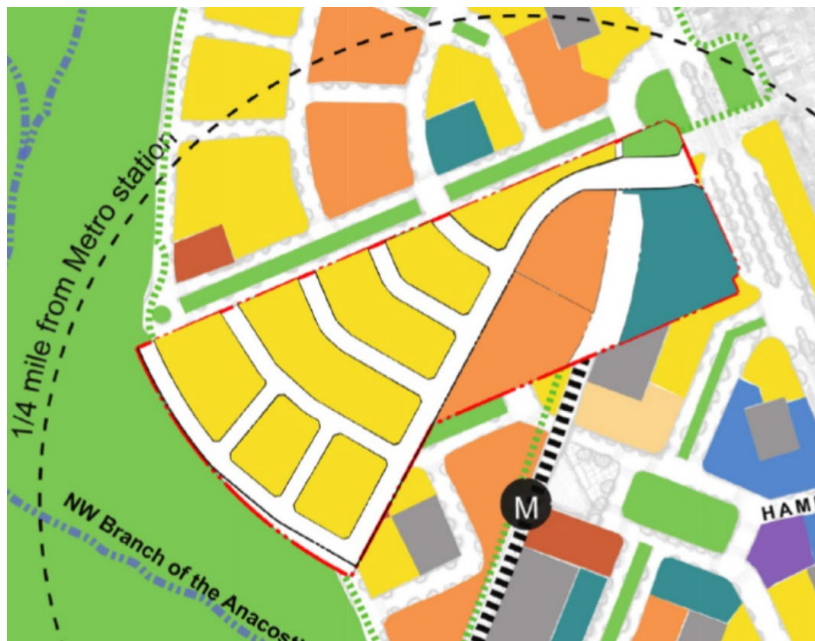
However, the use of green roofs is not a mandatory Development Standard and the Applicant is not proposing to incorporate green roofs in the design of the proposed multifamily buildings.

The Property which is the subject of Preliminary Plan 4-20040 is located within the Approved Transit District Development Plan (“TDDP”) and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone (“TDOZ”). The TDOZ placed the Property in the M-X-T zone. However, as required for all TDOZ’s, the TDDP includes a Detailed Use List which determines the uses permitted on each property. Further, the West Hyattsville TDDP contains a Block Registration Plan (Map 13) and a Preferred Land Use Plan (Map 14), which are used to determine which uses are permitted within a particular land area. The Applicant is proposing to construct multifamily residential buildings with ground floor retail and an integrated parking garage on proposed Parcel 1.

By way of background, the Applicant has processed prior applications which addressed the Preferred Land Use requirements of the TDDP. Specifically, DSP-16029 was approved for infrastructure improvements required for the development of the Riverfront at West Hyattsville Development. A portion of the Property which is the subject of this preliminary plan was included in DSP-16029. The Block Registration Plan divides the Transit District into very small blocks which do not conform to property lines, which can create confusion as to compliance with the Preferred Land Use Map. In the case of DSP-16029, the Applicant was proposing the construction of townhouses and multifamily residential with ground floor retail. Since several of the blocks included within the boundaries of the property only showed one preferred land use, there were blocks where the use proposed by the Applicant were not permitted (even though the proposed development generally conformed to the uses recommended for the land area included in the project). As a result, the Applicant requested that the Preferred Land Use Plan be amended to clearly permit the proposed uses. Set forth below is an image from DSP-16029 which shows an overlay of the property included in that application over the Preferred Land Use Map.



The image below shows the Preferred Land Use Map as amended by DSP-16029 (Notice of Final Decision of the District Council dated April 25, 2017):



As can be seen from the above images, the portion of the Property included within the preliminary plan as Parcel 1 is now labeled as “condominium 4-6 stories” on the Preferred Land Use Plan. Per the Detailed Use Table in the TDDP, “multifamily dwellings with ground-floor retail” and “parking lot or garage” are permitted uses. The proposed multifamily with ground floor and parking garage uses on proposed Parcel 1 conform to the Preferred Land Use Plan.

The TDDP created a number of standards for the transit district. Many of the requirements were met when the Infrastructure Detailed Site Plan was approved. Those standards applying to the commercial architecture and structured parking addressed below.

VI. TRANSIT DISTRICT STANDARDS

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

Building Envelope and Block Standards- General Design Principles and Intent (Page 67)	
<i>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.	

<p><i>1. Buildings shall be aligned and close to the street</i></p>	<p>The building is proposed as close to the street as possible. It is setback from the right of way 1.1 to 6± feet to accommodate the pedestrian zone and landscaping. The main entrance to the building is setback between 28'-49.5' from the right of way for a distance of 135 linear feet. A variation has been requested in conjunction with the preliminary plan of subdivision to eliminate the PUE as utilities to serve the building will not be required in the existing PUE. This allows the building to be moved closer to the street as envisioned by the TDDP.</p>
<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>Little Branch Run curves after it crosses the Metro tracks along the property frontage. The proposed building will curve with the roadway to create a consistent streetscape. The submitted architecture shows the design elements on all building façades to be consistent in form. Public space in the form of access to the Metro station will be provided along the southern edge of the building adjacent to the proposed ground floor retail component.</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>Ground level retail is provided along the southern end of the building where a pedestrian walkway connection to the Metro will be located. This will not only provide access from the development, but also those utilizing the trail in the Northwest Branch stream valley park.</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>The building envelope constraints are clearly defined, being formed by the road right of way, the Metro track and an existing storm drain line. The building is constructed as close to these boundaries as possible.</p>
<p><i>5. Buildings shall be designed to orient views towards the street and public realm.</i></p>	<p>The building is designed to orient views towards the public realm. The front of the building along Little Branch Run will have balconies with views of the public realm and the retail space will connect with the public trail extension.</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>Retail is not proposed on all ground floor elevations. The retail space is focused on the area with the highest foot traffic, and is design to serve pedestrians and bicyclists attracted to the Metro, as well as community residents. More extensive retail space is not supportable due to the lack of vehicular access. A Modification is requested. Justification is provided in Modification 1, Section VIII of this document.</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 facilities must be accessed from Little Branch Run as it is the only access to the building, however, the service areas for garbage and mechanical equipment are internal to the building and located away from the street.</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>Off-street parking is provided in a parking garage accessed from Little Branch Run. The parking garage is exclusively for the residential tenants and will not be shared. A Modification is requested. Justification is provided in Modification 1, Section VIII of this document.</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 block is not designated as a commercial or mixed-use block, although ground floor commercial uses are permitted.</p>
<p><i>General Design Principles and Intent-Building Street Types (Page 68)</i></p>	
<p><i>Intent</i></p> <p><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: The hierarchy of roadways was determined at the time of the Detailed Site Plan for Infrastructure (DSP-16029) for the Riverfront at West Hyattsville project. No new street infrastructure is required to access Parcel 114. The Property fronts on Little Branch Run, a Residential Street. Below are the design principles for Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.</p>	

<p>Residential Street</p>	<p>The Property has frontage on Little Branch Run, a Residential Street, the main entrance into the Riverfront at West Hyattsville development, connecting Ager Road with River Terrace Road.</p>
<p>Height Specifications 1. Building Height: <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>The building is five-stories tall, which conforms to the building height specification. The entrance lobby of the building is only one story to accentuate the building entrance. It is understood that this small component of the building does not require an amendment to the building height.</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>The parking structure is does not exceed the eave height within 40 feet of the parking structure and is not visible from Little Branch Run.</p>
<p>Siting Specifications</p>	<p>Proposed Parcel 1 has 841.24± feet of frontage on Little Branch Run. The building is constructed at the build-to line for 538.24</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 facade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.</i></p>	<p>feet along this frontage, adding to a 64 percent of façade along this road. The street façade is in a single plane, but facade jogs of greater than 24 inches are included. The main entrance to the building is setback between 28’-49.5’ from the right of way for a distance of 135 linear feet. Modifications to these standards are requested. Justification is provided in Modification 2, Section VIII of this document.</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>Proposed Parcel 1 will create a block length of 743 feet, greater than 400 feet I length. An amendment to this stand is requested. Justification is provided in Modification 2, Section VIII of this document.</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</i></p>	<p>Sidewalk locations and widths were approved in DSP 16029, and are in accordance with the West Hyattsville TDDP. The proposed building only occupies the lot area delineated in the siting specifications.</p>

<p><i>and shall be delineated on the detailed site plan.</i></p>	
<p>4. Side Yard Line: <i>The minimum side setback is five feet.</i></p>	<p>The building is setback more than 5 feet from the 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>At its closest point, the building is setback only 10.5 feet from the rear yard line. An amendment to this stand is requested. Justification is provided in Modification 2, Section VIII of this document.</p>
<p>STREETSCAPE STANDARDS (Page 81)</p>	
<p>GENERAL DESIGN PRINCIPLES AND INTENT</p> <p>NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.</p>	
<p>Intent</p> <p>The West Hyattsville Transit District Development Plan is designed as “blocks” with respect to land use. Blocks contain buildings, which are located along the street edge to form a street wall. The streetscape standards ensure the design conformance of development along those streets. The standards define the parameters for development. The standards aid the applicant, owner, and building manager in understanding the design relationship between the street and their building lot. These standards promote pedestrian activity at the street level by requiring</p>	

buildings to have a front entrance orientation along the primary street(s). More specifically, the streetscape standards are intended:

- To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets.
- To enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas.
- To provide safe pedestrian and bikeway access along all streets.
- To develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.

1. Street trees : *Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.*

Street trees were approved under the infrastructure DSP # 16029.

2. Street lights: *Street lights shall be installed on both sides of the street along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of the development, the developer is responsible only for the installation of the street lights on the side of the street that is being developed.*

Street lights were approved under the infrastructure DSP # 16029.

3. Sidewalks: *At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of the proposed paving materials shall*

Sidewalks were approved under the infrastructure DSP # 16029.

<p><i>be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.</i></p>	
<p>4. Building Orientation: <i>The Street and building façade shall be the primary focus of the development. All buildings shall front the Primary street (s) and dual frontage shall be maintained along all corner lots</i></p>	<p>The design of the building meets the criteria outlined in the TDDP</p>
<p>5. Consistency of Design Elements: <i>Streetscape elements, such as paving, street furniture, and street trees, shall be consistent within a development project and shall be consistent along the street wall.</i></p>	<p>The proposed site plan satisfies this requirement.</p>
<p>6. Public Art: <i>Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.</i></p>	<p>The building is being designed with colorful panels to delineate the garage entrance and the building entrance, creating visual interest and a public art component which will enhance the pedestrian street life activity and provide interest along the streetscape. Similar treatments are proposed in the rear of the building for the façade of the parking garage which will be visible from the Metro trains.</p>
<p>7. Landscaping of Building Fronts: <i>Building fronts (Public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.</i></p>	<p>The applicant is not proposing planters and window boxes within two feet of the building. A Modification is requested. Justification is provided in Modification 3, Section VIII of this document.</p>
<p>8. Screening of service/Loading Areas From Public View: <i>Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to allow residents to enjoy private open space areas.</i></p>	<p>There is no alley along the rear of the building.</p>

<p>9. Location of Mechanical Equipment: <i>the following mechanical equipment shall be a minimum of 25 feet away from any build-to line and shall not be stored or located within any street: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.</i></p>	<p>As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A Modification is requested. Justification is provided in Modification 3, Section VIII of this document.</p>
<p>10. Roof-Mounted Mechanical Equipment: <i>Roof mounted mechanical equipment shall be located away from the building façade edge adjacent the build-to line and shall be screened from pedestrian and vehicular views of the street.</i></p>	<p>The proposed site plan satisfies this requirement.</p>
<p>GENERAL STREETScape STANDARDS (Page 83)</p> <p>NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.</p>	
<p>Streetscape</p> <p>1. Streetscape Paving: <i>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.</i></p>	<p>Sheet 6 of the Detailed Site Plan for Infrastructure (DSP-16029) included detailed specifications for all sidewalks and ramps, curbs and gutters, and crosswalk painting. The proposed DSP is consistent with the approved streetscape paving and no modifications are proposed.</p>
<p>2. Permitted Materials: <i>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.</i></p>	<p>Lead walks are provided from the building entrance to the sidewalks. The Applicant desires to utilize stamped concrete in lieu of brick or precast pavers. A Modification is requested. Justification is provided in Modification 4, Section VIII of this document.</p>

3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.

The streetscape improvements are substantially complete at this time and will be completed prior to use and occupancy permits for the proposed building.

4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or TheBUS) and appropriate transit service-related notices at other locations within the West Hyattsville TDOZ public realm subject to the approval of DPW&T and the appropriate municipality.

Streetscape elements shall include:

- Street trees (located in 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

All streetscape elements for Little Branch Run were shown on DSP-16029. The proposed DSP is consistent with the prior approval, although there are minor modifications to the spaces and landscaping to accommodate site access.

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.

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5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk paving system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows:

- Boulevards – Green Vase Zelkova (*zelkova serrata* “Green Vase’) or Northern red Oak (*quercus rubra*)**
- Main Street – Shademaster Honey Locust (*gleditsia triancanthos* ‘Shademaster’)**
- Park Drive – Red Maple ‘October Glory’ (*acer rubrum* ‘October Glory’) or Willow Oak (*quercus phellos*)**

Little Branch Run is a Residential Street and is subject to this Design Standard.

<p>6. Street Trees (Residential Streets): <i>Street trees shall be planted along all residential streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in a connected six foot-wide minimum landscape strip or five square feet dimension per isolated tree, limbed up to six feet above finished grade, provide a minimum 500 cubic feet of soil, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Residential Streets – Marshall’s Seedless Ash (<i>pennsylvanica fraxinus ‘Marshall’s Seedless’</i>)</i> <input type="checkbox"/> <i>LID Streets – Black Tupelo (<i>nyssa sylvatica</i>), Willow Oak (<i>quercus phellos</i>), Red Maple ‘October Glory’ (<i>acer rubrum ‘October Glory’</i>), London Plane Tree (<i>platanus acerifolia ‘Bloodgood’</i>)</i> <input type="checkbox"/> <i>Local Access Streets – Sweetbay Magnolia (<i>magnolia virginiana</i>), Chinese Scholar Tree (<i>sophora japonica</i>), Golden Rain Tree (<i>koelreuteria paniculata</i>)</i> 	<p>The Residential Street Trees were addressed in DSP-16029. Modifications to allow wider spacing and alternate street tree varieties was approved.</p>
<p>7. TDDP Street Tree Placement: <i>Wherever the TDDP does not show street tree placement, street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.</i></p>	<p>A modification to the street tree placement was approved with DSP-16029.</p>

<p>8. Curb Extension for DSP Submittal: <i>Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for providing curb extensions along streets according to the TDDP and streetscape sections. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all curb extension standards in the TDDP.</i></p>	<p>To the extent applicable, curb extensions were shown on DSP-16029 and will be provided as necessary.</p>
<p>9. Curb Extension Locations: <i>Curb extensions shall be located at all intersections and shall be in accordance with all curb extension standards and dimensions of the TDDP. Curb extensions shall narrow the roadway corridor as specified in the TDDP to calm vehicular traffic and provide pedestrian safety.</i></p>	<p>This requirement was addressed at the time of DSP-16029 and will be provided as necessary.</p>
<p>10. Curb Radii: <i>Curb return radii on all intersections shall be 15 feet.</i></p>	<p>This requirement was addressed at the time of DSP-16029.</p>

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

<p>13. Crosswalk with Median Refuge for DSP Submittal: <i>Each applicant or the applicant’s heirs, successors, and/or assignees shall be responsible for pedestrian cross-walks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in this section for crosswalk locations/dimensions. Crosswalks with median refuge areas shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits.</i></p>	<p>No median is specified in the TDDP for a residential street such as Little Branch Run</p>
<p>14. Medians. <i>A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrian refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs, and groundcover. Large expanses of concrete, lawn area, and mulch are prohibited.</i></p>	<p>No median is specified in the TDDP for a residential street such as Little Branch Run</p>
<p>Public Street Lighting (Page 89)</p> <p>NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.</p> <p>Intent To provide the optimum level of lighting for public safety while minimizing adverse environmental impacts such as glare and light pollution and to ensure a safe and attractive nighttime pedestrian environment. Lighting shall be incorporated into the design of a project so that it reinforces the pedestrian environment, provides continuity to an area, and enhances architectural</p>	

<p>Configurations and Techniques</p> <p><i>1. At the time of the first detailed site plan submission within the TDDP, the M-NCPPC Urban Design staff shall select and specify the lighting fixture(s) to be used for all subsequent development phases within the transit district. A coordinated lighting plan shall be submitted with each detailed site plan. Lighting fixtures are encouraged to be equal or similar to the lighting details shown in the TDDP.</i></p>	<p>This proposal includes full cutoff, decorative street lighting as shown on the Landscaping and Lighting Detail Sheet of the Detailed Site Plan.</p>
<p><i>2. Lighting levels shall be:</i></p> <p><i>a. Minimum public/private space light levels shall be:</i></p> <p><i>(1) 1.25 foot-candles for building facades.</i> <i>(2) 5.0 foot-candles for building entries.</i> <i>(3) 2.0 foot candles for walkways.</i> <i>(4) 0.5 foot –candles for trails.</i> <i>(5) 1.25 foot candles for all other outdoor areas.</i></p> <p><i>b. Maximum public/private space lighting levels shall not exceed:</i></p> <p><i>(1) 2.0 foot-candles for building facades.</i> <i>(2) 5.0 foot-candles for building entries.</i> <i>(3) 2.0 foot-candles for walkways.</i> <i>(4) 1.25 foot-candles for trails.</i> <i>(5) 1.5 foot-candles for all other outdoor areas.</i></p>	<p>Minimums and maximums listed here conflict and will not be met with a point by point calculation. Fixture locations are limited due to underground utilities. Lighting will produce a wider range of light levels than the requirements. A Modification is requested. Justification is provided in Modification 5, Section VIII of this document.</p>
<p>4. Building Façade Lighting: <i>Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.</i></p>	<p>Building façade lighting is directed down and the mounting heights fall within this range above grade in this submission.</p>

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

<p>Enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. Provide safe pedestrian and bikeway access along all streets. Developer walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.</p>	
<p>1. Building Siting: <i>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>This building has been sited according to the West Hyattsville TDDP. Any modifications to the building siting have been addressed in the modification section below.</p>
<p>2. Lot Frontages: <i>All lots shall share a frontage line with a street.</i></p>	<p>The lot shares a frontage line with a street.</p>
<p>3. Block Size: <i>Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.</i></p>	<p>Proposed Parcel 1 will create a block length of 743 feet, greater than 400 feet I length. An amendment to this stand is requested. Justification is provided in Modification 6, Section VIII of this document.</p>
<p>4. Alleys: <i>Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.</i></p>	<p>No alleys are proposed with this detailed site plan. A modification is requested. Justification is provided in Modification 6, Section VIII of this document.</p>
<p>5. Dedicated Right-Of-Way For Alleys: <i>Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear set-back to the county. Pending construction of the alley, the developer or</i></p>	<p>No Alley is proposed or required. A modification is requested. Justification is provided in Modification 6, Section VIII of this document.</p>

<p>owner shall maintain the dedicated right-of-way by, at a minimum:</p> <p><i>a: Sodding and providing routine landscape maintenance to the area.</i></p> <p><i>b: Keeping the area clear of debris, litter, stored materials, and vehicles.</i></p>	
<p>6. Shade Trees: <i>At least one canopy shade tree per 200 square feet of the required open (unpaved) area shall be planted in the rear lot area and no closer than five feet to any common lot line. Trees shall be a minimum of four-inch caliper and ten feet in height. Tree species shall be as specified in the TDDP street tree list.</i></p>	<p>There is no required open area on the Property.</p>
<p>7. Existing Trees: <i>Buildings shall be sited to preserve existing healthy trees, minimum two-inch caliper, when such siting does not conflict with the approved West Hyattsville TDDP for urban street grid, building footprint, streetscape requirements, or parking. All trees to be preserved shall be delineated on the detailed site plan and building permit(s).</i></p>	<p>No such trees exist on the Property.</p>
<p>8. Curb Cuts: <i>Curb cuts shall be prohibited on Boulevard and Main Street development sites.</i></p>	<p>The Property does not fronton a Boulevard or Main Street.</p>
<p>Sidewalks (Page 92)</p>	
<p>1. TDDP Designated Sidewalks: <i>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</i></p>	<p>This requirement was addressed at the time of DSP-16029.</p>

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

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

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

Parks and Plazas (Page 95)

Parks

Intent

To regulate the form and appearance of public parks to help ensure a safe and attractive public realm.

1. Park and Plaza Elements: *At the time of preliminary plan of subdivision and detailed site plan, the Department of Parks and Recreation shall review the detailed site plan for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (e.g., artwork, lighting, and irrigation. The detailed site plan shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreation/children’s play equipment, and artwork.*

The TDDP (Map 5) contains an Illustrative Parks and open Space Plan which depicts neighborhood parks and plaza locations. One park symbol and one plaza symbol are contained within the boundaries of the Riverfront at West Hyattsville development—including the additional land included with this application. The Applicant worked extensively with the Department of Parks and Recreation at the time 4-15020 and DSP-16029 were approved to provide and design public park and plaza elements to satisfy these public improvement requirements. These improvements were provided within and adjacent to land owned by M-NCPPC and were approved as part of a Mandatory Referral application (MR-1700F). Significant improvements were made to upgrade access to the stream valley park, to improve safety through additional lighting and to provide a trail head and access to the Metro station. A public plaza was provided along River Terrace Road. Open play areas and an amphitheater were located on M-NCPPC property for use by the residents, pedestrians and bicyclists in the area. As a result, the requirements related to parks and plazas have been satisfied in relation to the property included with this application.

No additional public park or plaza is proposed with this application.

<p>2. Park and Plaza for Crime Prevention Through Environmental Design: Parks and plazas shall be designed in accordance with the CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this standard shall be placed in the general notes section of the detailed site plan.</p>	<p>N/A</p>
<p>3. Plazas in Commercial Areas: Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.</p>	<p>N/A</p>
<p>4. Plaza Size: A minimum plaza distance to building height ration of 2:1 shall be provided to eliminate claustrophobic and unsafe pedestrian spaces.</p>	<p>N/A</p>
<p>5. Park and Plaza Lighting: Parks and plazas shall be illuminated to a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with the Americans with Disabilities Act requirements for parks and recreation spaces.</p>	<p>N/A</p>
<p>6. Park and Plaza Safety: Parks and plazas shall be free of automobile traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan and shall be in accordance with the TDDP details. A note indicating compliance with this standard shall be placed in the general notes of the detailed site plan.</p>	<p>N/A</p>

<p>7. Park and Plaza Service Areas: Loading and service areas shall not be visible from parks and plazas and shall provide landscape screening.</p>	<p>N/A</p>
<p>8. Park and Plaza Accessibility: All parks and plazas shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers, vendors with pushcarts, and shall be in accordance with ADA requirements for parks and recreation spaces.</p>	<p>N/A</p>
<p>9. Park and Plaza Seating: Parks and plazas shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas. Outdoor seating associated with cafes shall not count toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.</p>	<p>N/A</p>
<p>10. Park and Plaza Landscape: Landscape beds for parks and plazas shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the detailed site plan.</p>	<p>N/A</p>
<p>11. Park and Plaza Shade Trees: Parks and plazas shall have one shade tree per 1,000 square feet of plaza or park area.</p>	<p>N/A</p>

<p>12. Park and Plaza Furniture: Parks and plaza areas shall provide one trash receptacle per every bench seating area. Trash receptacle detail, quantity, and locations and shall be delineated on the detailed site plan.</p>	<p>N/A</p>
<p>13. Irrigation: All park landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.</p>	<p>N/A</p>
<p>Plazas (Page 97)</p>	
<p>Intent To create a sense of place and visually interesting plazas by incorporating a variety of level changes, planning types, paving materials, seating areas, and outdoor furnishings as appropriate in relationship to the size and setting of the plaza.</p>	
<p>1. Plaza Height: The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.</p>	<p>N/A</p>
<p>2. Plaza Amenities: Plazas shall provide a variety of activities for pedestrian use and shall provide a variety of functions, such as:</p> <ul style="list-style-type: none"> a. Entertainment b. Bus waiting area c. Pedestrian links between buildings d. Café seating e. Seating walls f. Fountains g. Passive recreation areas 	<p>N/A</p>

<p>3. Plaza Design: <i>The plaza shall be designed to provide a relationship between the building architecture and the plaza, such as repetition of building fenestration pattern in plaza pavement banding and compatibility of façade materials and paving materials.</i></p>	<p>N/A</p>
<p>4. Plazas Near Parking Structures: <i>Parking structures that abut plaza areas shall not be allowed unless the parking structure contains ground floor retail or has landscape screening facing, and integrated with, the design of the plaza.</i></p>	<p>N/A</p>
<p>5. Plaza Shade Trees: <i>Plaza shade trees shall be a minimum size of 3.5-inch caliper at the time of installation. Trees shall be planted in at least 700 cubic feet of soil per tree with a depth of soil three to four feet and be planted either with gratings flush to grade, or in a planting bed with a continuous area of at least 75 square feet exclusive of bounding wall.</i></p>	<p>N/A</p>
<p>6. Plaza Entertainment Outlets: <i>The plaza shall be equipped with 115- and 220-volt outlets as appropriate for entertainment use.</i></p>	<p>N/A</p>
<p>7. Plaza Performance Stage: <i>Plaza areas over 10,000 square feet shall provide a minimum 400-square-foot permanent performance stage or space that shall also function as a seating area when not used as a stage. The performance stage/space shall be located on the detailed site plan.</i></p>	<p>N/A</p>
<p>8. Irrigation: <i>All plaza landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.</i></p>	<p>N/A</p>

ARCHITECTURE STANDARDS (Page 103)

GENERAL DESIGN PRINCIPLES AND INTENT

Intent

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

- To enhance the visual appeal of new commercial/mixed-use and residential development
- To enhance the visual environment of activity centers
- To promote pedestrian accessibility and safety
- To minimize visual clutter and blight

1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.

There is minimal built environment surrounding the Property. New townhouses are under construction across Little Branch Run and the medical office building is under construction across the Metro tracks. The proposed architecture will complement the new development currently under construction.

2. Architecture shall specify required details as indicated in the TDDP.

Architecture specifies the required details as outlined in the TDDP. Modifications have been requested in the following sections where these details were not able to be meet.

3. Architecture shall provide a coherent form for the building.

The architecture proposes a variety of materials, colors and public art to provide visual interest and create a coherent form.

<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>The architecture materials utilized provide an appropriate aesthetic - a mixture of brick, cementitious panels, vertical and horizontal siding, masonry and metal panel canopies. All of the proposed materials are “strong materials”.</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>All proposed building materials are compliant.</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>Architecture characteristics are coordinated with respect to the building articulation, scale and proportion, style, roof form, details and fenestration patterns and materials.</p>
<p><i>Building Facades</i> <i>Building Materials</i> 1. Materials: The following is a list of permitted and prohibited materials. Permitted: <ul style="list-style-type: none"> • Brick and tile masonry • Native Stone (or synthetic equivalent) • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (for trim elements only) • Metal (for beams, lintels, trim elements, and ornamentation only) • Wood lap siding (horizontal configuration), smooth or rough-sawn finish • Hardie-Plank equivalent or better siding Prohibited:</p>	<p>The building materials include a mixture of brick and Hardi-Plank siding. Both of these materials are permitted materials. The TDDP does not contain any requirements for a specific percentage of each of these permitted building materials. In this instance, 32.5% of the total building façade is brick and 67.5% of the total building façade is Hardie-Plank siding.</p>

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| <ul style="list-style-type: none">• Stucco/EIFS (cementitious finish)• Split-faced block• Concrete• Concrete Masonry Units• Faux wood grain | |
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Configurations and Techniques (Page 105)

Exterior Walls (Architecture):

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

The exterior walls along Little Branch Run are divided into three sections. The first section is located along the curve in the road, the second section contains the building entrance, and the third section contains the retail component. Where the exterior walls are greater than 40 feet in length, architectural elements are incorporated to break any flat or monolithic facades. The façade along Little Branch Run has been articulated with variety of materials, playful colored bands, vertical architectural fins. The entrance is setback from the street with 2 story wall styled with bold colored artwork, offering a sense of entry to the apartment complex. The façade has been modified west of the main entrance to add additional articulation in the form of fifth store balconies to provide a break in the roof line, and vertical elements are added to the façade to increase architectural interest. These revisions reflect conformance with these requirements.

Due to the length of the building along Little Branch Run, a variety of wall materials and colors are used to differentiate the segments of the building.

The Exterior wall materials/architectural changes are provided with constructional logic. This project does not include a building addition.

<p><i>architectural material along the facades according to the permitted building façade materials stated in the architectural standards.</i></p>	<p>The exposed exterior walls of the building are composed of quality materials in conformance to the architectural standards.</p>
<p>2. Brick and Stone:</p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Brick shall specify the pattern, color, type, and model number of brick to be used.</i> 	<p>The brick used on the building will be gray blended modular brick.</p>

<ul style="list-style-type: none"> <input type="checkbox"/> <i>Stone shall specify the pattern, color, type, and finish of stone to be used.</i> 	<p>Stone is not proposed for this project.</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>The building façade is not located on a corner lot. This standard is not applicable to the proposed building.</p>
<p>4. Parapet Roofs: (Cornice, Entablature, and Coping Standards)</p> <ul style="list-style-type: none"> <input type="checkbox"/> <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> <input type="checkbox"/> <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> 	<ul style="list-style-type: none"> <input type="checkbox"/> Parapet roofs are included at a height as a safety measure for persons accessing the rooftop mechanical equipment. And roof drain locations, as well as roofing material inspections. Parapets do not extend beyond the heights of roof top mechanical equipment. See submitted architectural drawings for compliance. <input type="checkbox"/> Parapet roofs are not used for roof extensions of overall building height.
<p>WINDOWS AND DOORS/ENTRANCES</p> <p>Note: All requested modifications are addressed in Modification 8.</p>	

Configurations and Techniques (Page 106)

The following configurations and techniques are permitted.

1. All Windows:

- Windows shall not span vertically more than one story.*
 - Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.*
 - Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.*
 - Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).*
 - Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.*
- Windows do not span vertically more than one story.
 - Windows are placed in relation to the proposed floor plans and do not span across walls, floors or mechanical spaces.
 - Windows are not ganged horizontally in groups larger than 5 windows.
 - Windows have been placed on the faced based on functional furniture layout and to let maximum daylight for healthy living. Some windows are closer than 30 inches to exterior building corners. A modification is requested. **Justification is provided in Modification 8, Section VIII of this document.**
 - Exterior shutters are not proposed for this project.

<p>2. Ground Floor Windows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Single panes of glass shall not be larger than six feet high by four feet wide.</i> <input type="checkbox"/> <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> 	<ul style="list-style-type: none"> <input type="checkbox"/> Window sizes are typically 6'-1/8"Wx6'H and 8'-1/8"Wx6'H. Each window is divided in 2-3 panels. No panels are larger than 6'x3'. Windows will have clear insulated Low E glass for better thermal performance. While 60% of the surface view of the building allows surface view into the building for a depth of at least 20 feet in the lobby and retail areas, it does not in the residential units. A modification is requested. Justification is provided in Modification 8, Section VIII of this document.
<p>3. Upper-Story Windows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Windows shall be double-hung, single-hung, awning, or casement windows.</i> <input type="checkbox"/> <i>Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.</i> <input type="checkbox"/> <i>Residential buildings/floors: panes of glass no larger than 36 inches vertical by 30 inches horizontal.</i> <input type="checkbox"/> <i>The maximum pane size for office uses is 40 inches vertical by 40 inches horizontal.</i> <input type="checkbox"/> <i>Egress windows may be installed according to the appropriate building code.</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> Single hung windows have been proposed. A modification is requested. Justification is provided in Modification 8, Section VIII of this document. <input type="checkbox"/> No windows are fixed.

4. Doors/Entrances:

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| <ul style="list-style-type: none"><input type="checkbox"/> <i>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.</i><input type="checkbox"/> <i>Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street.</i><input type="checkbox"/> <i>Primary building entrances shall connect to the sidewalk with a pedestrian walkway.</i><input type="checkbox"/> <i>Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.</i><input type="checkbox"/> <i>Double height entryways (those that span more than one story) shall be prohibited.</i><input type="checkbox"/> <i>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.</i><input type="checkbox"/> <i>Roll-down security gates, door, and windows shall be prohibited.</i> | <ul style="list-style-type: none"><input type="checkbox"/> The primary building entrance is shown and delineated along Little Branch Run and is accentuated by bright colors which enhance and identify the main entry to the building.<input type="checkbox"/> Two entrances are provided off the street, one to the residential component and one to the commercial component of the building.<input type="checkbox"/> The proposed primary building entrance is connected to the public sidewalk with a pedestrian walkway.<input type="checkbox"/> The shop front entrances do not extend beyond the build to line.<input type="checkbox"/> Double height entryways are not proposed.<input type="checkbox"/> The doors are not recessed more than three feet.<input type="checkbox"/> Roll-down security gates, doors or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on garage and loading entrances for security and screening If necessary, a modification is requested. Justification is provided in Modification 8, Section VIII of this document. |
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	□
SIGNAGE (Page 107)	
<p>Materials:</p> <p>The following is a list of permitted and prohibited materials.</p> <p>Permitted:</p> <ul style="list-style-type: none"> • Plastic • Metal • Wood • Iron • Masonry • Bronze • Painted (window signage only) <p>Prohibited:</p> <ul style="list-style-type: none"> • Shiny or reflective materials 	<p>Proposed signage for this project is comprised of materials permitted by TDDP standards.</p>
Configurations and Techniques:	
<p>1. Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long term duration.</p>	<p>□ Some of the blade and retail signs have low level internally illuminated graphics. A modification is requested. Justification is provided in Modification 9, Section VIII of this document.</p>
<p>2. Sign Specifications: Building signage shall be permitted as board signs, cornice signs, blade signs, door signs, awning signs, and</p>	<p>The proposed signage complies with these specifications.</p>

window signs only. All other signage, including freestanding signs, shall be prohibited. Sign specifications, typology, and location standards are as follows:

- Board signs shall be permitted within the area between the second story floor line and the first floor ceiling. The horizontal board sign shall not exceed two feet in height. Company logos or names shall be permitted when placed within the board sign or placed or painted within ground floor or second story office windows.
- Cornice/parapet signs shall be permitted using a masonry or bronze plaque bearing an owner or building's name. These signs shall be placed in the building's cornice/parapet wall or under the eaves and above the upper story windows.
- Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning.
- Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing.
- Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no

<p>shiny or reflective materials), metal or glass materials shall be permitted. All other materials shall be prohibited. Internal illumination through the awning/overhang shall be prohibited.</p> <ul style="list-style-type: none"> • Window signs shall be permitted as painted window signs or illuminated neon signs; animated signs are prohibited. • Lettering for all signage shall not exceed 18 inches in height or width and 3 inches in relief. 	
<p>PARKING STANDARDS (Page 109)</p>	
<p>GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)</p> <p><i>Intent</i> To provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment.</p>	
<p><i>1. Ratios for Uses: Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.</i></p>	<p>The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 438. A total of 298 parking spaces are proposed.</p>

<p>2. Accessibility: <i>All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. All other surface parking areas shall not exceed three percent maximum cross slope. Parking areas shall not be accessed via steps from adjoining walkways.</i></p>	<p>All parking spaces meet these requirements.</p>
<p>3. Pedestrian Access to Off-Street Parking:</p> <p>a. Surface Parking –</p> <ul style="list-style-type: none"> • <i>Pedestrian walkways through parking areas shall be prohibited.</i> • <i>Perimeter walkways along the edge or parking areas shall not exceed 2 percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.</i> <p>b. Parking Structures –</p> <p><i>Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum than 100 foot), accessible (maximum 2 percent slopes), barrier-free (no steps) pathways.</i></p>	<p>a. Surface Parking: There are no off-street surface parking</p> <p>b. Parking structures: This requirement has been met.</p>
<p>4. Construction: <i>Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development prior to the issuance of use and occupancy permits for the first building.</i></p>	<p>This is the Applicant's intent.</p>

5. Parking Landscaping: Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.

a. On-Street Parking –

- Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.
- Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pits and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.

b. Off-Street Surface Parking –

- Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.
- Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.
- Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 inches wide and minimum 20 feet in length, planted with a 2.5 caliber shade tree, and shall provide ground cover or shrubs within the island.
- Landscaped parking islands located adjacent to ADA accessible parking spaces shall provide a 2.5-inch caliber tree and a mulch surface ground for accessible access.
- Tree pit beds shall be provided at a minimum of five feet in depth, with the center of the tree planted a

- a. **On-Street Parking:** On street parking was approved with the infrastructure DSP and will be maintained. A few spaces will be modified and/or eliminated to provide entry into the building. Little River Run is under the jurisdiction of the City of Hyattsville. Curb cuts and the modification of on street parking will be coordinated with the City.
- b. **Off-Street Surface Parking:** No off-street surface parking is proposed.
- c. **Off Street Parking Structures:**
 - The garage is fully screened from the view of Little River Run by liner residential units. The garage is visible from a pedestrian trail and the Metro tracks. Landscaping provided along the rear of the parking structure does not provide the density of plant units specified due to the use of this area as a dog park. A modification is requested. **Justification is provided in Modification 10, Section VIII of this document.**

minimum of 2.5 feet from the face of curb for protection from open car doors.

c. Off-Street Parking Structures –

- Landscaping shall be provided along parking structure foundation facades that front the public realm.*
- Landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.*
- Planting beds shall be a minimum of 5 feet in width and a minimum of 5 feet in depth.*

<p>6. Parking Lighting: <i>Lighting shall be provided for surface parking and parking structures as follows:</i></p> <p>a. On-Street Parking and Off-Street Parking –</p> <ul style="list-style-type: none"> • <i>Full cut-off lighting</i> • <i>Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan.</i> • <i>Street lights shall be a minimum 14 feet and a maximum 16 feet in height for on-street parking areas, and shall be a maximum of 20 feet in height for surface parking areas.</i> • <i>Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles.</i> <p>b. Off-Street Parking Structure –</p> <ul style="list-style-type: none"> • <i>Full cut-off lighting for exteriors facades.</i> • <i>Pedestrian light fixtures similar or equal to the Elliptipar parking structure lighting standards shown in the West Hyattsville TDDP conceptual site plan.</i> • <i>Illumination shall be a minimum of 2.0 foot-candles at entrances/exits and a maximum of 5.0 foot-candles.</i> 	<p>The proposed lighting complies with the standards for off-street parking structures.</p>
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ON-STREET PARKING (Page 111)

Intent

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

<p>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></p>	<p>Curb cuts will be added to Little Branch Run which were not shown on the infrastructure DSP. These access points will modify the on street parking. Since Little River Run is under the jurisdiction of the City of Hyattsville, curb cuts and other modifications to the right of way will be coordinated with the City.</p>
<p>2. Configurations and Techniques</p> <p>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></p> <p>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></p>	<p>On street parking was approved for Little Branch Run with DSP-16029 and will be modified as necessary to provide access to the building. It is anticipated that the on-street parking will be utilized by the ground floor commercial space as it is the most accessible parking to this space. Such use will be coordinated with the City of Hyattsville.</p>
<p>OFF-STREET PARKING (Page 112)</p>	
<p>Intent</p> <p>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.</p>	
<p>Materials: The following is a list of permitted and prohibited material:</p>	<p><input type="checkbox"/> The parking garage is constructed of precast concrete which will be painted</p>

<ul style="list-style-type: none"> • Permitted: Brick and tile masonry, Native Stone (or synthetic equivalent), Precast masonry (for trim and cornice elements only), Gypsum reinforced fiber concrete (for trim elements only), Metal (for beams, lintels, trim elements and ornamental only), wood lap siding (horizontal configuration), Smooth or rough- sawn finish, Hardie-plank equivalent or better siding. • Prohibited: Stucco/EIFS (cementitious finish), split-faced block, concrete (Except for parking deck surface), Concrete Masonry units, Faux wood grain. 	<p>with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. A modification is requested. Justification is provided in Modification 11, Section VIII of this document.</p>
<p>Configurations and Techniques:</p>	
<p><i>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).</i></p>	<p>The parking structure is screened from view by liner buildings. The entrance to the garage is setback 82 feet from the street to minimize visibility. As provided for “Parking Structure Entrances and Exits/Multifamily”, “parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted.” The garage entrance complies with this standard and does not exceed 25% of the build-to-line. This requirement is met.</p>

<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>The parking structure is not within a commercial mixed-use block and no retail is provided on the ground floor of the parking structure. Retail uses are proposed on the ground floor of the building.</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>The parking garage is visible from the Metro tracks. It will be constructed of precast concrete which will be painted with artwork to provide visual interest and tie into the other colorful elements of the building. A modification is requested. Justification is provided in Modification 11, Section VIII of this document.</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>The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. The façade of the garage visible from the streetscape will be lined with residential units. The entrance to the garage will be a secure roll up door. A modification is requested. Justification is provided in Modification 12, Section VIII of this document.</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>The structure is four stories tall and does not exceed the height of the surrounding buildings. The parking garage is not visible from the street.</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>The parking structure is screened with liner buildings and does not have street frontage except for the entrance.</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>This does not apply to multifamily and mixed use structures.</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 prohibited..</i></p>	<p><input type="checkbox"/> The garage door conforms with the 16’ clear height and 24’ clear width requirements and there are no other garage entrances. The Property is not a corner lot so the entrance is not within 100’ of a block corner. The garage is setback 82 feet from the surrounding façade. A single point of access to the garage is provided, but from the street frontage. Modifications are requested.</p> <p>Justification is provided in Modification 12, Section VIII of this document.</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 private parking structure is part of multifamily building. Illumination of stairs will comply with standards. The steps are precast and are not open risers. A modification is requested. Justification is provided in Modification 12, Section VIII of this document.</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>Residential units and private parking garage share a common elevator. Illumination level of elevator will comply. The elevator will not be glass enclosed. A modification is requested. Justification is provided in Modification 12, Section VIII of this document.</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-foot 6-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>The parking structure will provide adequate lighting. The parking structure ceiling is designed to allow each level of the parking garage to access a floor in the building. The ceiling heights in the garage comply with the 10 6” minimum requirement. However, the clear height in the garage for vehicles is 9’ on the first floor and 8’ on all other levels of the garage. A modification is required. Justification is provided in Modification 12, Section VIII of this document.</p>

BIKEWAYS AND BICYCLE PARKING (Page 116)

<p>2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following:</p> <ul style="list-style-type: none"> • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services) 	<p>A minimum of 16 spaces are required and 34 spaces are provided, exceeding the 1 space/20 off-street requirement. A secure bicycle storage room is provided on the first level of the garage.</p>
<p>3. Bicycle Space Dimensions: Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide, and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking.</p>	<p>Bicycle spaces comply with these dimensions.</p>
<p>4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development.</p> <p>a. Parking Structures: Required bicycle parking within a structure shall be located in or near main entrances or elevators to provide for pedestrian safety, visibility, and security of property.</p> <p>b. On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.</p> <p>c. Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George’s County Department of Public Works and Transportation, and the City of Hyattsville.</p>	<p>The bike storage is located on the first floor of the parking garage.</p>

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

VII. OTHER TDDP ISSUES

A. COMMUNITY CENTER

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

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

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

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

As a result, Modification 8 approved by the Planning Board, and affirmed by the District Council, was to “To allow the applicant not to build the required 13,000 square foot community center on the subject property.” It should also be noted that with the approval of the medical office building on a portion of Parcel G, a meeting room accessible to the community was provided. With the addition of the 5 acre parcel of land acquired from WMATA, the finding

made previously by the Planning Board is still applicable and the Applicant requests a modification to allow it to not construct the community center on proposed Parcel 2 of the Property.

B. Parking Space Sizes

The Detailed Site Plan proposes the use of 8.5' X 18.5' parking spaces within the garage for all spaces other than handicap accessible parking spaces. The regulations governing the design of off-street parking spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 9.5 feet by 9 feet, but permits up to one-third of the required spaces to be compact car spaces measuring 8 feet x 16 feet. The applicant is providing 298 parking spaces, all measuring 18.5' x 8.5' (except for the required handicapped spaces). No compact car spaces are proposed. Thus, a modification of the standard parking space dimension is proposed.

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

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

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

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

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

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

VIII. OTHER REQUIREMENTS

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

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development — 0.40 FAR; and

(2) With the use of the optional method of development — 8.00 FAR.

RESPONSE: The Riverfront at West Hyattsville development is eligible for a FAR of 1.4 under the optional method of development. Specifically, Section 27-545(b)(4)(A) provides that a development is entitled to a floor to area ratio of 1.0 above the base FAR of 0.40 if 20 or more dwelling units are provided. The project has been approved for 183 townhouse units to date. The approved medical office building achieved a FAR of .518. The proposed mixed use building will achieve an FAR of .92 on proposed Parcel 1.

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

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

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall

constitute the regulations for these improvements for a specific development in the M-X-T Zone.

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

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

RESPONSE: Landscaping is addressed on the DSP.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

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

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

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

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

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

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: This application does not amend an existing Detailed Site Plan. Although a DSP for infrastructure was approved, this DSP does not amend it.

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

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

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

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

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

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

(4) An application for a Detailed Site Plan, combined Comprehensive Design and Specific Design Plan, or Specific Design Plan, including an amendment to an existing plan, filed pursuant to this Section, shall be defined in this Section and

prominently designated as an "Expedited Transit-Oriented Development Site Plan Application."

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

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

RESPONSE: Preliminary Plan 4-20040 has been filed and will be processed and approved prior to the approval of this application.

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

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

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

RESPONSE: This applies to the County.

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

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

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: This is not applicable at the Architecture DSP.

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

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

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

RESPONSE: A 298 space parking structure is proposed in conformance with the TDDP.

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

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

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

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: The section of Subtitle 27A, states:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: This was addressed in the prior preliminary plan applicable to proposed Parcel 1 and will be addressed in preliminary plan 4-20040 for proposed Parcel 2. Development of Parcel 2 will comply with the requirements of the approved floodplain waiver in accordance with Subtitle 32 of the Prince George's County Code.

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

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

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

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

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

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

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

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

IX. MODIFICATION TO THE TDDP DEVELOPMENT STANDARDS

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

MODIFICATION 1

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

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

- Required: “Buildings shall front on the street and square and provide ground level retail uses”
- Proposed “Buildings shall provide retail on all ground floor elevations”
Retail uses are proposed only in the southernmost portion of the building and along the pedestrian trail on the southeast side of the building.
- Discussion: These are a general design principals, and theoretically would apply to every building constructed in the TDDP. Given the nature of the proposed building, as noted below, ground floor retail is not appropriate along the entire ground floor facade.

The proposed building is internal to the Riverfront at West Hyattsville community. In order to access the building, one must enter the community and cross the metro rail tracks. The interior of the community will not be a location where sufficient vehicular traffic will exist to support general retail use along the entire first floor elevation of the proposed residential building. However, an opportunity does exist to provide retail uses along the southern end of the building. As part of the previously approved infrastructure development for the property, a trailhead has been constructed at the end of Little Branch Run which will encourage pedestrian and bicycle traffic on the Northwest Branch Trail to enter the community and walk along the southern facade of the proposed building to a pedestrian underpass which provides direct access to the metro station. The heavy amount of bicycle usage at the West Hyattsville Metro, the pedestrian usage on the park trail and the market provided by the existing and proposed development will provide sufficient market to allow for a small amount of retail to be located along the trail connection. This is a rather unique location for retail in that it is mostly dependent upon and will serve bicycle and pedestrian traffic accessing the metro station. However, the limited market for retail will not support retail along the entire ground floor of the proposed multifamily building. Therefore an amendment is requested to limit the amount of retail space to the location shown on the detailed site plan.

1(b) Shared Parking (p. 68)

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

Proposed: Single use parking garage.

Discussion: The proposed multifamily building will be served by a parking garage. The parking garage is intended to be a secure facility which will only be accessible by the residents and staff of the residential building. As noted, a small amount of retail is located along the southern facade of the building, but is primarily intended to serve residents of the development, pedestrians and bicyclists utilizing the trail system being incorporated into the project. It is anticipated that a small number of vehicles will utilize the retail space. Based upon the total square footage proposed, a maximum of six parking spaces can be provided to serve this use. There is sufficient number of parking spaces along Little Branch Run, which will be available to the general public, to satisfactorily serve this limited parking need. Providing public accessibility to the garage for six spaces has a major impact on the design of the garage and the security of the garage. For these reasons the Applicant is requesting a modification to the standard which requires parking garages be shared by multiple uses.

MODIFICATION 2

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

2(a) Build-to line façade percentage on Little Branch Run

Required: 75% frontage buildout

Proposed: 64%

Discussion: The property has 841.24 feet of frontage on Little Branch Run. The building is constructed at the build to line for 538.24 feet along its frontage. Further, in some locations, the façade jogs more than 24 inches to include balconies. It is somewhat difficult to

determine the exact build-to line. The TDDP includes a street section which provides for the width of travel lanes, parallel parking spaces, a landscape strip and a pedestrian zone. The images show a building immediately abutting the pedestrian zone. There is no allocation for a public utility easement and there is no allocation for any set back off of the pedestrian zone. The applicant as interpreted the TDDP as requiring a build to line of 19 feet from the face of the curb where no parallel parking is provided and 8 feet from the face of the curb where parallel parking is provided. Utilizing these distances, the building predominantly follows the build to line, but there are four locations where a greater set back is provided. First, immediately after crossing the metrorail tracks, there is a gap between the property owned by WMATA and the building. Second, where the building follows the curvature of the right of way, there is a portion of the building façade which is slightly setback further than the build-to line. While this is difficult to see in plan view, it does reduce the percent of the street frontage where the building is directly on the build-to line. Third, the center of the building where the building entrance is located is set back 28 to 49 feet from the right of way for a distance of 135 linear feet. The purpose of this is to accentuate the location of the entrance and provide a visual break in the building, which occupies a substantial length along the roadway. The final location where the building does not occupy the build-to line is at the southern end of the building where existing easements prevent the building from being closer to the right of way. Given these circumstances, the applicant submits that the percentage of the building that occupies the build-to line is appropriate.

2(b) Maximum Block Length (p. 75)

Required: Block lengths shall be a maximum of 400 feet in length

Proposed: The block length of Parcel 1 is 841.24 feet.

Discussion: The shape of the property is unusual in that it curves along Little Branch Run for approximately a third of its length. This curvature makes dividing the property into two separate and distinct blocks

more complicated. In addition, one of the reasons for creating shorter block length is to provide interconnectivity between parcels. In this case, a complete break at 400 feet would not provide inter parcel connectivity because the entire parcel fronts along the metro tracks along its rear lot line. For these reasons, the applicant has designed the building with a substantial break in the middle of the facade in order to create two building blocks of less than 400 feet in length. This break in the building provides the impression of a break in the block as intended by the TDDP. The break in the building also identifies the location of the entrance, which is architecturally enhanced to be easily seen.

2(c) Rear Yard Line (p. 75)

Required: 12 foot setback

Proposed: 10.5 foot setback

Discussion: The building back to the Metro tracks, which curves along the rear property line. In most locations, the building is setback between 13 feet and 28 feet from the right of way. In one location, however, where a corner of the garage is closest to the right of way, it is only setback 10.5 feet. The parking garage is a rectangular structure, and as noted above the property line is not straight. At one end of the garage, it is 27.8 feet from the right of way, but the curvature of the right of way brings the garage closer at its northeast corner. In all other locations, the 12 foot setback is provided. Given these constraints, the Applicant submits to the design standard is complied with to the maximum extent possible.

MODIFICATION 3

General Design Principles and Intent (Page 82)

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

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

Proposed None

Discussion: The building front will be architecturally interesting and attractively landscaped. Landscaping is provided along the building base along the entire streetscape. However, planters and window boxes with flowering plants are not proposed. The style and design of the building is not conducive to window boxes and the applicant prefers planting in the ground as opposed to planters.

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

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

Proposed Transformers are proposed within 25 feet of the build-to line.

Discussion: The location of transformers is strictly controlled by PEPCO standards. The location of transformers less than 25 feet from the build-to line is a result of these standards. The transformers will be attractively screened to ensure that they are not prominently visible from the streetscape.

MODIFICATION 4

General Streetscape Standards (Page 83)

Permitted Materials

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

Proposed: Stamped concrete.

Discussion: The sidewalks will be constructed to the City of Hyattsville Standards. However, the lead walks from the sidewalk to the building entrances (both residential and commercial) will be constructed with stamped concrete. This satisfies the intent of the TDDP to ensure that primary walkways be constructed using

decorative paving materials. Since stamped concrete is not specifically identified as a permitted material, a modification is requested.

MODIFICATION 5

Public Street Lighting (Page 89)

5(a) Configurations and Techniques

Required: Specific Minimum and Maximum Foot Candle levels for certain locations.

Proposed: Lighting levels as depicted on the DSP.

Discussion: The TDDP lists minimum and maximum foot candle levels for various locations, such as on building facades, building entries, walkways trails and other outdoor areas, which create an acceptable range of lighting levels. In certain areas, the existence of underground utilities limit the location of fixtures or the lighting levels conflict, creating areas of spill over. In these areas, the photometric plan reflects a wider range of light levels than the requirement. Attached as Exhibit "A" is a chart which shows the minimum and maximum foot candles permitted by the TDDP and the minimum and maximum foot candles provided on site. While adequate lighting is provided throughout the property, the minimum footcandles for each specific area is not achieved in all locations. A modification is requested to approve the lighting plan as submitted.

Public Street Lighting (Page 90)

5(b) Public Street Lighting-Lighting Fixtures

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

Discussion: As the cost of LED lighting lowered, it became the common replacement for old-fashioned incandescent lighting, as they last much longer and use far less electricity than standard lighting. The standards in the TDDP are outdated and not consistent with energy-efficient and sustainable building design practices.

MODIFICATION 6

Streetscape Standards-Blocks and Alleys (Page 91)

6(a) Block Size (p. 91)

Required: No block face shall exceed 400 feet in length.

Proposed: A block length of 841.24 feet is proposed.

Discussion: As detailed above, the shape of the property is unusual in that it curves along Little Branch Run for approximately a third of its length. This curvature makes dividing the property into two separate and distinct blocks more complicated. This standard recommends that “a street, common access easement, alley or pedestrian pathway” be provided to break up the building massing. In this instance, the Applicant has set the central part of the building where the residential entrance is back between 28-49 feet to break up the building mass as recommended by the TDDP. An actual break in the building in this location would not accomplish the goal of creating greater parcel connectivity because the property backs to the Metro rail tracks. Thus, the architectural design accomplishing the goal of the TDDP.

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

Required: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Where not constructed, right of way for an alley must be dedicated.

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

Discussion: The site is constrained by the location of the metro rail line, which undergrounds behind the building. There is no adjacent development which could access or benefit from providing an alley. Further, the applicant is extending a pedestrian walkway along the rear of the building to access the metro station through the existing pedestrian tunnel. This pedestrian walkway will accomplish same purpose as an alley in that it will connect the property to the metro station. Vehicular access through the pedestrian tunnel is not permitted.

MODIFICATION 7

Streetscape Standards-Sod Groundcover and Mulch (Page 93)

Irrigation

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

Proposed: No automatic irrigation system proposed.

Discussion: In DSP-06029, the District Council approved an amendment to remove the requirement for an automatic irrigation system provided that native plant species be used. Consistent with the prior approval, the applicant is proposing that drought tolerant species be used which will require less irrigation; therefore, an irrigation system for these is not necessary.

MODIFICATION 8

Architectural Standards General Design Principles and Intent (Page 106)

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

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

- Proposed: Windows are placed closer than 30 inches to exterior building corners. An exhibit showing where the windows are within 30 inches of the building corners is attached hereto as Exhibit “B”.
- Discussion: Windows have been placed on the facade based upon functional furniture layout and to let in maximum daylight for healthy living. As such, some windows are closer than 30 inches to the exterior building corners.
- Required: Windows shall allow a minimum 60% of surface view into the building for a depth of at least 20 feet (ground floor only).
- Proposed: The windows do not allow a minimum 60% surface view into the residential units to a depth of 20 feet.
- Discussion: This standard presumes that the entire ground floor of the building will be retail. Where the building does provide retail use, the standard is complied with. However, the majority of the first floor of the building will be occupied by residential dwelling units, where 60% surface view is not appropriate.
- Required: Windows shall be double hung, single-hung, awning or casement windows. Residential buildings panes of glass no larger than 36” vertical by 30” horizontal.
- Proposed: Single hung windows are proposed. The types of windows proposed are shown on Exhibit “C” attached hereto.
- Discussion: Single hung windows are proposed in this building.
- Required: Roll-down security gates, door, and windows shall be prohibited.
- Proposed: Roll-down garage doors are proposed at the entrance to the garage and at the entrance to the loading spaces internal to the building.
- Discussion: The garage doors selected are attractive and opaque to block views into the garage or loading area. The parking lot will be a secure

facility and the garage doors will ensure that access is limited. However, the garage door is not a “roll-down security gate” as contemplated by the Development District Standard. The door to the loading area internal to the building is proposed to provide attractive screening. While the applicant submits that an amendment should not be required given the purpose of the Development District Standard, if strict construction is that any type of roll-down door is prohibited, an amendment is requested.

MODIFICATION 9

Architectural Standards General Design Principles and Intent

Signage (p. 107)

- Required: Building signage shall be illuminated with external lighting only.
- Proposed: Internally illuminated signage proposed for some blade and retail signs.
- Discussion: The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. The location of the retail uses along the southern facade of the building accessible to pedestrians and bicyclists requires adequate signage. The retail signs will be internally illuminated so that the space is easily identifiable. Visibility from the Metro is also desired for placemaking purposes, as the building is not readily accessible from Ager Road. As a result, some blade signs will also be internally illuminated. The signage only promotes safety without contributing to visual clutter. Thus, the intent of the design standard is satisfied.

MODIFICATION 10

Parking Standards; General Design Principles and Intent

Off-street Parking Structures (p. 109)

- Required: For off-street parking structures, landscaping shall be provided in a 5' wide bed along the foundation that fronts the public realm at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch) height per ten linear feet of parking façade.
- Proposed: None.
- Discussion: The rear of the parking garage is not visible from a public street. However, a pedestrian walkway to the Metro and the Metro tracks extend along the rear of the parking garage. If this is interpreted as the foundation fronting on the public realm, a modification is required. The area behind the garage is proposed to be utilized as a dog park for the benefit of the residents. As such, landscaping along the foundation of the garage within the dog park is not appropriate. Rather, planting is proposed along the perimeter of the dog park in the form of trees, ground cover and shrubs. The location of landscaping along the outside of the dog park will served the same purpose as the foundation planting, but also screen the dog park. Further, the rear of the garage and its foundation are proposed to be painted as a mural to provide additional architectural interest. The combination of these treatments will fulfill the intent of the TDDP.

MODIFICATION 11

Parking Standards; Off-Street Parking (Page 112)

- Required: Prohibited materials: concrete masonry units and concrete (except for parking deck surfaces). (Page 112)
- Required: Parking structure facades visible to the public realm shall consist of brick, brick with concrete banding, brick with glass block banding or other material as specified in the permitted materials list. (Page 113)
- Provided: The parking garage is constructed of precast concrete with a foundation of gray masonry block.
- Discussion: The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is

constructed of gray masonry blocks which will also be painted to match. This provision is clearly meant to apply only to facades visible from the public realm. The garage is screened from the street with liner buildings. The rear of the garage is visible from a pedestrian walkway to the Metro and the Metro tracks. The applicant is also proposing to locate a dog park for use by the residents along this façade, the exterior of which will be landscaped. The combination of façade treatments and activities proposed for this façade will ensure that it is attractive when viewed either from the existing pedestrian walkway or the Metro.

MODIFICATION 12

Parking Standards; Off-Street Parking (Page 112)

- Required: Parking structure openings shall provide a minimum of 75% transparency to provide visibility for pedestrian safety. (p. 113)
- Required: Parking structure entry portals may be set back up to 24 inches behind the surrounding façade. (p. 114)
- Required: Parking access to parking structures shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be prohibited.
- Provided: A single access to the parking structure is provided for entry/exit, but the access is from Little Branch Run, the street frontage.
- Required: Glass facades will be provided for parking structure stairwells for high visibility and openness to enhance pedestrian safety, steps shall provide open risers to increase visibility (p. 114)
- Required: Parking structure elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility (p. 114)
- Proposed The parking structure will not be visible from the street. It will be a secure garage only accessible by the residents. The garage door will be a roll up door with no transparency. The garage entry portal will also be set back 82 feet from the surrounding façade. No glass façade is provided

Discussion: The parking garage standards are designed to ensure that public garages along the public street are attractive and compatible with the architecture of the building they serve. In this instance, the garage is integral to the building and will be fully screened from the street, except for the entry doors. Further, as discussed elsewhere, the building entry and the entry to the garage are set back from the street frontage to provide a break in the building. This break is not only located at the building entrance, but also provides a visual break along the street frontage, since a separate block is not being created. The setback provided addresses the concern about pedestrian safety which could result from a garage setback only 24 inches from the pedestrian zone. The garage is a secure facility, only accessible to residents and staff of the residential building. As the site only fronts on one public roadway, Little Branch Run, the access to the garage can only be provided from the frontage street. The entrance is designed to allow vehicles to safely enter the garage and also provides a drop off at the main entrance so that delivery vehicles and Uber/Lyft drivers can be out of the right of way and not block traffic. Combining these functions minimizes curb cuts. It should be noted that the infrastructure site plan previously approved (DSP-16029) showed five curb cuts on Little Branch Run. This DSP proposes a curb cut to access the loading area, and two access points at the entrance of the garage to accommodate the garage entry and the drop-off area. The residential units and the garage share a common elevator. As such, it will not be a glass elevator, and with the security provided within the building, this is not required from a security standpoint. The steps within the garage in the stairwells will be precast concrete and will not have open risers. Again, with the security

provided, the addition visibility is not needed for pedestrian safety. Thus, based on the design of the building and the parking garage, modifications from these standards are appropriate.

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

Proposed: The parking structure lights will be LED.

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

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

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

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

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

along a curving roadway and backing up to a Metro rail line. The building has also been specifically designed to accommodate the needs of the residents as well as the developing in which it is located. The location of the retail space and the provision of a pedestrian walkway through the property to access the Metro station all build on past approvals with the goal of activating the Metro station and providing density as close as possible to the Metro. Most of the modifications requested are intended to allow for the use of modern materials or architectural treatments which either were not available or envisioned 15 years ago when the standards were written, or which advance goals of the City of Hyattsville to promote public art. All of the modifications are intended to enhance the architecture and result in the construction of a high-quality building that will set a very high bar for future buildings in the vicinity of the Metro station. For these reasons, the amendments to the mandatory requirements will benefit the proposed development and the Transit District and will not in any way substantially impair the implementation of the TDDP.

XI. CONCLUSION

The Applicant presents a Detailed Site Plan that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), the architectural façade presented is urban in nature, will promote pedestrian access to the Metro not only from the community, but also from the Northwest Branch Stream Valley Park. The proposed building will complement the development which has already occurred and will

set the stage for the final component of the development on the adjacent Parcel 2. The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,



Thomas H. Haller
 Gibbs and Haller
 1300 Caraway Court, Suite 102
 Largo, Maryland 20774
 301-306-0033

EXHIBIT "A"

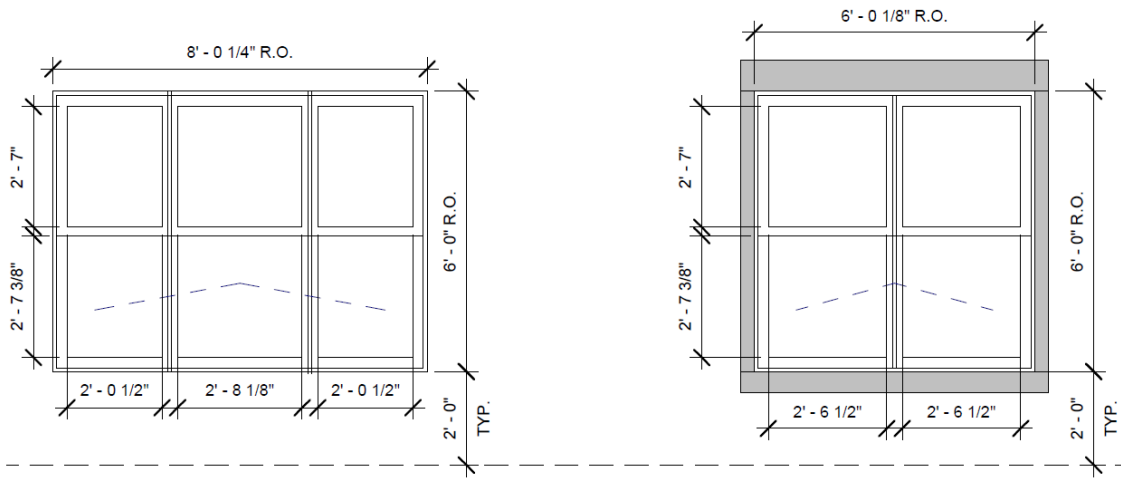
West Hyattsville Lighting Levels for Site Submission

Minimum Light Levels Summary		
Area	TDDP Guidelines (fc)	Proposed (fc)
Building Facades (Feature)	1.25	0.5
Building Entries (Primary)	5.0	11.0
Building Entries (Secondary)	5.0	3.0
Walkways	2.0	0.6
Trails	0.5	NA
Outdoor Areas	1.25	0.1

Maximum Light Levels Summary		
Area	TDDP Guidelines (fc)	Proposed (fc)
Building Facades (Feature)	2.0	10.0
Building Entries (Primary)	5.0	20.0
Building Entries (Secondary)	5.0	5.0
Walkways	2.0	28.0
Trails	1.25	NA
Outdoor Areas	1.50	6.0

EXHIBIT "B"

EXHIBIT "C"



TYPE W-2

TYPE W-1

EXHIBIT "D"

Lenhart Traffic Consulting, Inc.
Transportation Planning & Traffic Engineering

Memorandum:

Date: September 30, 2021

TO: M-NCPPC - Development Review Division
Room 4150
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for West Hattsville Metro DSP

This memorandum is provided in support of the proposed parking for the referenced project.

The Zoning Ordinance allows up to one-third of the required number of parking spaces to be designed as compact car spaces. The minimum compact parking space size is specified as 8' wide by 16'-6" in the Ordinance and 22' minimum aisle width.

The DSP proposes 100% at 8'-6" width and 18'-6" in length which is 6" wider and 2' longer than the ZO's compact space dimensions.

The site is located immediately adjacent to the West Hyattsville Metro Station inside the Capital Beltway and is highly urban in nature, and for these reasons we request your consideration to allow 100% compact car spaces at this site. We have attached the "Recommended Zoning Ordinance Provisions" prepared by the National Parking Association. Table 1 in the attached document shows a 90 degree parking angle and associated module and vehicle dimensions. It should be noted that the module width for this DSP does meet the 60' width and our parking spaces at 18'-6" would exceed the vehicle projection. The drive aisles on this plan are not quite 24' but do exceed the ZO's recommendation for 22' minimum. The notes under Table 1 (under Note 2) state that 9'-0" stalls shall be used except that 8'-6" stalls may be used for the following uses including residential. We believe that the urban nature of this application located immediately adjacent to the Metro provides additional support to this publications guidance that 8'-6" may be used for residential.

We understand that the Ordinance is specific regarding normal and compact spaces, however, the spaces proposed in this DSP are larger than compact spaces in the Zoning Ordinance; and in conjunction with the attached documentation, we believe that this information could be helpful in your consideration of this matter.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike



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Recommended Zoning Ordinance Provisions

*Your Guide to Planning, Designing Constructing and
Managing Facilities, Including Off-Street Parking Spaces*

Recommended Zoning Ordinance Provisions Committee:

Mary S. Smith, Chair

L. Dennis Burns

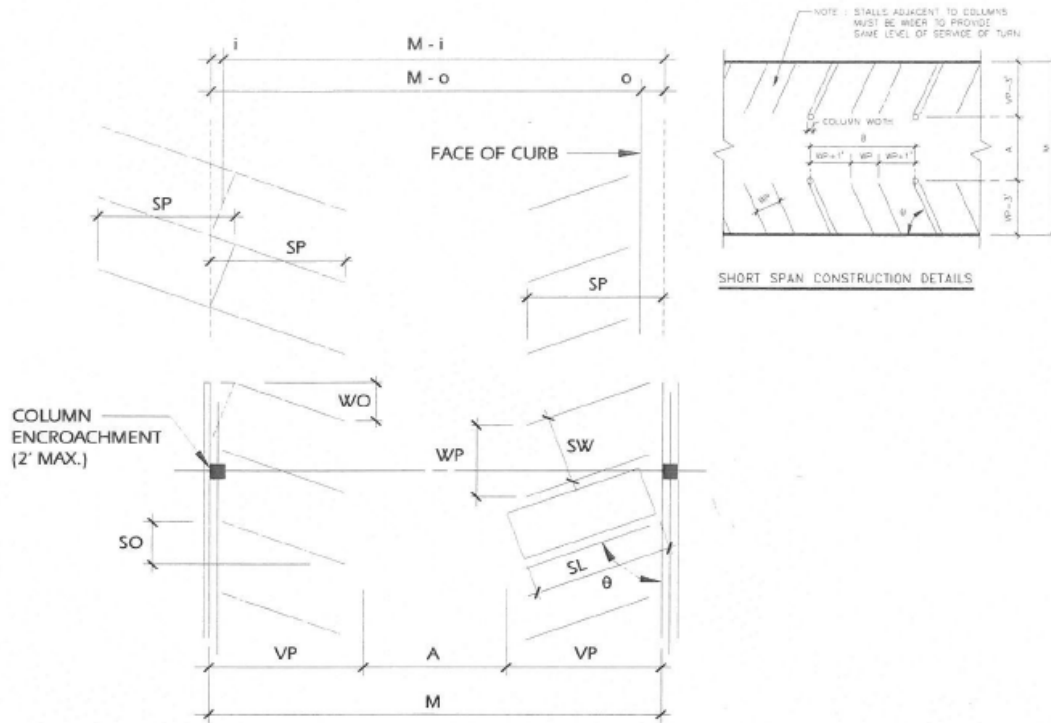
John G. Burgan

Gary Cudney

David N. LoCoco

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Figure1: Required Parking Dimensions



DEFINITION OF BASIC LAYOUT DIMENSIONS

- | | |
|---------------------------------|-------------------------|
| θ = ANGLE OF PARK | VP = VEHICLE PROJECTION |
| M = MODULE | WP = WIDTH PROJECTION |
| A = AISLE WIDTH | SW = STALL WIDTH |
| i = INTERLOCK REDUCTION | SL = STALL LENGTH |
| o = OVERHANG | WO = WALL OFFSET |
| DESIGN VEHICLE = 6'-4" x 16'-9" | SO = STRIPE OFFSET |
| SP = STRIPE PROJECTION = 16'-0" | |
| PARALLEL STALL LENGTH = 20'-9" | |

Table 1: Required Parking Dimensions

Angle of Parking	Stall Width		Module	Vehicle Projection	Aisle	Interlock	Overhang	Wall Offset	Stripe Offset
	9'0"	8'6"							
	WP	WP	M	VP	A	I	O	WO	SO
0	9'0"	NA	43'0"	NA	24'0"	NA	NA	NA	NA
45	12'9"	12'0"	48'0"	17'8"	12'8"	3'2"	1'9"	10'8"	16'6"
50	11'9"	11'1"	49'9"	18'3"	13'3"	2'11"	1'11"	9'5"	13'10"
55	11'0"	10'5"	51'0"	18'8"	13'8"	2'7"	2'1"	8'3"	11'7"
60	10'5"	9'10"	52'6"	19'0"	14'6"	2'3"	2'2"	7'2"	9'6"
65	9'11"	9'5"	53'9"	19'2"	15'5"	1'11"	2'3"	6'1"	7'8"
70	9'7"	9'1"	55'0"	19'3"	16'6"	1'6"	2'4"	5'0"	6'0"
75	9'4"	8'10"	56'0"	19'1"	17'10"	1'2"	2'5"	3'10"	4'5"
90	9'0"	8'6"	60'0"	18'0"	24'0"	0'0"	2'6"	1'0"	0'0"

Notes:

- 1 Add 1 ft to stall width where adjacent to walls, columns and other obstructions to door opening and turning movement into the stall.
- 2 9'0" stalls shall be used except that 8'6" stalls may be used for the following uses as defined herein: residential, general business offices, data processing/telemarketing/operations offices, industrial, storage/wholesale, utility, and educational (except for cultural/ recreational/ entertainment uses at educational use campuses)
- 3 Add 1 ft to stall width for stalls next to curbs and islands to reduce trip hazard.
- 4 Angles of parking between 76 and 89 degrees not permitted.
- 5 Dimensions may be interpolated for angles between 45 and 75
- 6 Deduct 1 ft from aisle, and corresponding module, for parking in structures or where guides (columns, guardrails, bumper walls) or curbs are provided at least 25% of the stalls.
- 7 All dimensions based on Design Vehicle of 6'7" by 17'1", parked 11" from front of stall
- 8 Light poles and columns may protrude into a parking module a maximum of 2 ft combined as long as they do not impact more than 25 % of the stalls. For example, either a one ft encroachment on both sides of the aisle, or a 2 ft encroachment on one side only, is acceptable.
- 9 Interlock reductions cannot be taken where there is encroachment by columns, light poles or other obstructions for more than 25% of the stalls in the bay.
- 10 All dimensions rounded to the nearest inch.
- 11 Aisles and corresponding modules are for two-way traffic flow for 90 degree parking and one-way traffic flow for angled parking between 45 and 75 degrees.
- 12 For two traffic flow and angled parking, a minimum 24 ft aisle is required. For parallel parking along a two-way drive, a minimum aisle of 24 ft. is required.
- 13 Parallel parking stall length is 21'0".

Commentary: Above dimensions are those necessary for less experienced designers to lay out parking. For assistance in determining design vehicle size and other dimensions appropriate to community, see Recommended Guidelines for Parking Geometrics, Parking Consultants Council.

Article VIII—Administration and Enforcement

This Ordinance shall be administered by the Zoning Administrator (or by the designated individual, group or agency empowered by law to act in the review and/or approval of requests and petitions for the granting of zoning) under the powers granted by statute to the (City) of _____. Approval of all such requests and petitions may be granted by the Zoning Administrator, or upon his recommendation, by the Zoning Board of Appeals for the Governing Body of the (City) of _____. Appeals may be taken under the terms of the Zoning Ordinance of the (City) of _____ fees, penalties and operations set forth in the Zoning Ordinance of the (City) of _____ shall apply except for those applicable provisions expressly relating to vehicular parking which become null and void upon the adoption of this Ordinance.

Additional Back-up

For

Detailed Site Plan DSP-20053 West Hyattsville - ETOD

APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
WEST HYATTSVILLE
DETAILED SITE PLAN DSP-20053 & AC-21021

RECOMMENDATION

- B. APPROVE Detailed Site Plan DSP-20053, for West Hyattsville, including Type 2 Tree Conservation Plan, TCP2-001-2017-02, and Alternative Compliance AC-21021, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:
 - e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified provided that the number of each facility is not reduced.
 - h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of ~~each~~ the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified provided that the number of spaces is not reduced.
 - ~~i. Provide screening on the eastern elevation of the parking garage, such as perforated metal screens or vertical landscaping.~~













