



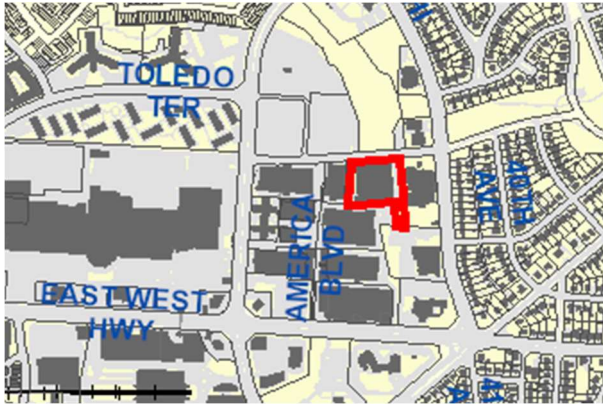
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: Staff reports can be accessed at <https://www.mncppc.org/883/Watch-Meetings>

Detailed Site Plan Library Apartments

DSP-01002-04

REQUEST	STAFF RECOMMENDATION
<p>This case was continued from the Planning Board hearing date of January 25, 2024, to February 22, 2024.</p> <p>To raze half of the existing parking garage and construct a seven-story multi-family building in its place while retaining the other half of the existing parking garage</p>	<p>With the conditions recommended herein:</p> <ul style="list-style-type: none"> • APPROVAL of Detailed Site Plan DSP-01002-04 • APPROVAL of Type 2 Tree Conservation Plan TCP2-050-2023

Location: Located on the south side of Toledo Road, approximately 265 feet east of its intersection with Adelphi Road			
Gross Acreage:	2.87		
Zone:	RTO-H-C		
Prior Zone:	M-X-T/T-D-O		
Reviewed per prior Zoning Ordinance:	Section 27-1704		
Dwelling Units:	209		
Gross Floor Area:	171,062sq. ft.		
Planning Area:	68		
Council District:	02		
Municipality:	Hyattsville		
Applicant/Address: The Bernstein Companies, Inc. 3299 K Street, NW Washington, DC 20007		Planning Board Date:	02/22/2024
Staff Reviewer: Te-Sheng (Emery) Huang Phone Number: 301-952-4534 Email: Tesheng.Huang@ppd.mncppc.org		Planning Board Action Limit:	03/29/2024
		Staff Report Date:	02/08/2024
		Date Accepted:	10/06/2023
		Informational Mailing:	02/28/2022
		Acceptance Mailing:	09/27/2023
		Sign Posting Deadline:	12/26/2023

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.

Table of Contents

EVALUATION CRITERIA	3
BACKGROUND.....	4
1. Request	4
2. Development Data Summary:.....	4
3. Location	6
4. Surrounding Uses	7
5. Previous Approvals.....	7
6. Design Features.....	8
COMPLIANCE WITH EVALUATION CRITERIA	14
7. <i>2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment</i>	14
8. Prince George's County Zoning Ordinance.....	17
9. Conceptual Site Plan CSP-00024 and its amendment.....	31
10. Preliminary Plan of Subdivision 4-22004	32
11. Certificate of Adequacy	33
12. 2010 Prince George's County Landscape Manual	35
13. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.....	35
14. Prince George's County Tree Canopy Coverage Ordinance.....	36
15. Referral Comments	37
16. Community Feedback	43
RECOMMENDATION	44

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-01002-04
Type 2 Tree Conservation Plan TCP2-050-2023
Library Apartments

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

EVALUATION CRITERIA

The subject property is within the Core Area of the Regional Transit-Oriented, High-Intensity (RTO-H-C) Zone. It was previously located within the Mixed Use - Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones. Pursuant to Section 27-1704(a) and (b) of the Zoning Ordinance, development approvals of any type approved under the prior Zoning Ordinance remain valid for the period of time specified in the Zoning Ordinance under which the project was approved. If the approval is for a conceptual site plan (CSP), it shall remain valid for twenty years from April 1, 2022. Until and unless the period of time under which the development approval expires, the project may proceed to the next steps in the approval process and continue to be reviewed and decided under the Zoning Ordinance under which it was approved. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance and Staff has reviewed the following:

- a. The requirements of the 2016 *Approved Prince George's Plaza Transit District Development Plan (TDDP) and Transit District Overlay Zoning Map Amendment*;
- b. The requirements of the prior Prince George's County Zoning Ordinance for the Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones;
- c. The requirements of Preliminary Plan of Subdivision (PPS) 4-22004 and ADQ-2022-055;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- g. Referral comments; and

- h. Community feedback.

BACKGROUND

- 1. Request:** This detailed site plan (DSP) application seeks to amend DSP-01002 to allow for the demolition of half of the existing parking garage ("Garage A") and the construction of a seven-story multifamily building with 209 residential units, while retaining the other half of the parking garage. The owner of Garage A, New Town Parking, LLC., is a subsidiary of the applicant, The Bernstein Companies, Inc.
- 2. Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	RT0-H-C (prior M-X-T/T-D-O)	M-X-T/T-D-O
Use(s)	Parking Garage	Proposed Multifamily Residential/(Existing remaining Parking Garage)
Gross Tract Acreage	2.87	2.87
Lots	0	0
Parcels	1	1
Gross floor area (Total square footage)	0 (Existing parking garage "Garage A" 456,342 sq. ft.*)	171,062 sq. ft. residential building (and Remaining parking garage "Garage A" 231,466 sq. ft.*, total 402,528 sq. ft.)
Dwelling Units	0	209

Note: *Section 27-107.01(105) of the prior Zoning Ordinance defines gross floor area as "the total number of square feet of floor area in a "Building," excluding those portions of a "Basement" used exclusively for storage or other areas used exclusively for the mechanical elements of a "Building," and uncovered steps and porches, but including the total floor area of "Accessory Buildings" on the same "Lot." All horizontal measurements shall be made between the exterior faces of walls, columns, foundations, or other means of support or enclosure. It includes walkways or plazas within "Wholly Enclosed" shopping malls but does not include covered walkways or plazas in other shopping centers, or other areas covered solely by "Canopies."" For this application, the square footage of the remaining half of Garage A is excluded from the calculation of gross floor area.

Other Development Data

Parking and Loading

Pursuant to Section 27-548.06(d)(1) of the prior Zoning Ordinance, 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. Therefore, the applicant has provided a parking tabulation

displaying the proposed use and associated parking within the overall site, approved under DSP-01002, although this application only applies to the parking garage known as Garage A on the subject property. Garage A currently houses 1,455 parking spaces. The applicant's proposal would reduce the existing parking spaces within Garage A by 727 parking spaces, to allow for the construction of the multifamily building. The remaining portion of Garage A would contain 728 parking spaces.

The applicant provided an assessment of the parking demand to determine how the proposal will impact parking in Garage A. The applicant's report uses data compiled over the month of February 2022, showing that the highest number of parked cars within Garage A over the course of an entire day was 308. The applicant also notes that this number includes Kaiser Permanente staff, who had been directed to park in Garage A while the new Kaiser Permanente facility was under construction at the West Hyattsville Metro Station. The applicant's parking memo uses the Institute of Traffic Engineers (ITE) parking generation, which estimated that 262 spaces would be required to accommodate 200 multifamily units. The applicant's proposal has since been increased to 209 multifamily units, which would increase the minimum number of spaces to 274 to accommodate the 209 units. Using the 308 maximum daily parking spaces, combined with the 274 parking spaces needed for residents of the site, an estimated 582 spaces would be needed within Garage A, of which 728 would be available after construction of the multifamily building.

In two separate emails from the applicant (dated January 8, 2024, and January 29, 2024), the applicant proposes to add four electric vehicle (EV) charging stations to Garage A and provide the associated infrastructure for installation of these chargers. A condition is included herein requiring the applicant to note the provision of four EV parking spaces and label their location on the plan.

Downtown Core	Requirement	Evaluated
Residential at 1.5 spaces per dwelling unit (max. permitted) *	314	-
Total Parking Provided	-	0
Total Parking Spaces on-site	1,455 (Garage A)	728** (Remaining half of Garage A)
Standard spaces (9.0 feet x 18 feet)	-	713
Handicap Accessible	-	12
Handicap Van-accessible	-	3
Electric Vehicle Charging Stations	-	4

Notes: *There is no required minimum number of off-street parking or loading spaces within the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP)*, only a maximum number of off-street parking, as specified on pages 258–259.

**The subject DSP application does not offer additional parking spaces, but retains 728 parking spaces within the remaining portion of Garage A. In an email from the applicant dated January 8, 2024, the applicant noted that the 728 parking spaces located in Garage A will not be reserved for future tenants because these spaces

remain open to the public. In addition, Garage A is open 24/7 and is operated on a first-come first-served basis. Staff find that adequate parking is provided in Garage A to service the building, and no additional parking spaces are needed.

Page 263 of the TDDP notes that there is no required minimum number of off-street loading spaces in the Transit District. However, the required number of such spaces shall be determined at the time of DSP, and these spaces may only be located in the rear of buildings. In an email from the applicant (dated January 29, 2024), the applicant describes that most residential units in the proposed development are 103 studios (49 percent), 93 one-bedroom units (45 percent), and only 13 units (6 percent) are to be two-bedroom. Due to limited space per unit, the size and quantity of belongings that future residents will move in will be significantly limited. Therefore, future residents will be most likely instructed to use Garage A for on- and off-loading. When future residents are not able to access Garage A, they will be directed to access the tower from Constitution Drive as an alternative way to move into their respective units. In these occasions, future residents’ moving trucks will be temporarily parked on Constitution Drive until their move is complete. Given that the maximum entrance height for Garage A is approximately 98 inches, any regular 15- or 16-foot trucks, approximately 90 inches in height, will be able to enter Garage A. In addition, standard parking spaces in Garage A will be able to accommodate these trucks with length and width ranging between 15 and 16 feet and between 92 and 96 inches, respectively. Since Constitution Road is a private right-of-way (ROW) and is located in the rear of the proposed building, occasional use of this road for temporary on- and off-loading will not significantly impact the traffic flow of the area. Based on these reasons, staff agree not to include off-street loading spaces in this development. However, the coversheet (DSP-1) has a discrepancy, stating that one off-street loading space is proposed. A condition is included herein to resolve this discrepancy.

Page 259 of the TDDP indicates that one bicycle parking space shall be required for every 20 units for multifamily residential development.

Bicycle Spaces per the Sector Plan

Required (1 space per 20 units for multifamily residential development)	11
Provided	11
Interior (long-term parking)*	7
Exterior (short-time parking)**	4

Notes: *Four bike lockers for long-term bicycle parking are to be located in the half of Garage A that will remain. Each bike locker has the capacity for two bicycles. As a result, the total number of bike parking appears to be eight. A condition is included herein for clarification.

**This development provides two bike racks on Toledo Road for four short-term bicycle parking spaces.

3. **Location:** The subject property is located on the south side of Toledo Road, approximately 265 feet east of its intersection with Adelphi Road, and is located within Planning Area 68,

Council District 2. Specifically, the property is known as Parcel H in the Prince George Center development, as recorded in a plat of subdivision among the Land Records of Prince George's County in Plat Book REP 196 at Plat 29. In addition, the site is located in the Transit District Overlay (T-D-O) Zone of the TDDP, which indicates that the property is located in the Downtown Core Character Area.

4. **Surrounding Uses:** To the north, the property abuts Toledo Road and multifamily and commercial uses approved for development beyond in the RTO-H-C Zone (formerly in the Mixed Use-Infill (M-U-I) and T-D-O Zones). To the west of the property are commercial and multifamily developments (within the town center) that are in the same current and prior zoning as the subject property. To the south, the property abuts Constitution Drive and beyond, with the same type of development in those properties to its west. To the east, the property abuts Democracy Avenue and a public library beyond in the Residential, Single Family-65 (RSF-65) Zone (formerly in the One-Family Detached Residential (R-55) and Development District Overlay Zones).
5. **Previous Approvals:** Conceptual Site Plan CSP-00024 was approved by the Prince George's County Planning Board on October 19, 2000 (PGCPB Resolution No. 00-195) for a mixed-use development, and later affirmed by the Prince George's County District Council on January 8, 2001. CSP-00024-01 was filed to amend CSP-00024 for the purpose of approving a different style of lighting pole and was approved by the Planning Board on November 15, 2001 (PGCPB Resolution No. 01-248).

DSP-01002 was approved by the Planning Board on May 24, 2001 (PGCPB Resolution No. 01-118), for an office building and parking garage. The site had an approved Conceptual Stormwater Management Plan, 8328349-2000-00.

DSP-01002-01 was approved by the Prince George's County Planning Director on October 31, 2002, for the purpose of reducing the approved parking garage from 519,859 square feet to 444,778 square feet, adding a pedestrian plaza, and changing the paving materials.

DSP-01002-02 was approved by the Planning Director on September 10, 2003, for the purpose of revising the exterior finish of the parking garage.

DSP-01002-03 was approved by the Planning Board on November 4, 2004, for the purpose of removing the requirement for a greenscreen to cover the east and north sides of the parking garage.

Preliminary Plan of Subdivision (PPS) 4-01092 was approved by the Planning Board on April 25, 2002 (PGCPB Resolution No. 02-62). This PPS was superseded by PPS 4-22004.

PPS 4-22004 was approved by the Planning Board on March 16, 2023 (PGCPB Resolution No. 2023-33(C)), for one parcel for development of 209 multifamily dwelling units. Certificate of Adequacy, ADQ-2022-055, was approved by the Planning Director on March 7, 2023. This ADQ is valid for 12 years from the date of approval of the associated PPS 4-22004, subject to additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

6. **Design Features:** The applicant proposes constructing a multifamily building with 209 residential units to replace a portion of Garage A that was approved with DSP-01002 in 2001. As a result, the footprint of the building is confined within the existing garage footprint due to the existing foundation and retaining walls. The design intent of this development is to maximize natural lighting and ventilation for each residential unit. The floor circulation to residential units on each building floor is strategically organized in order to create two large courtyards. This design approach enables each unit to have views of these courtyards with plantings.

The seven-story multifamily building is oriented towards Toledo Road, approximately 78 feet in height above ground-level. The building conforms to the 10-story maximum building height permitted by the TDDP (page 237). The main entrance to the building is located on Toledo Road, with side entrances directly connecting to the portion of Garage A that will remain. The northern portion of the first floor (facing Toledo Road) includes the lobby, a fitness center, and a mail and package room for residential use. The 209 residential units are located in the middle and southern portions of the first floor and between floors two through seven. Among 209 units, 103 units are studios, 93 units are one-bedroom apartments, and 13 units are two-bedroom apartments.

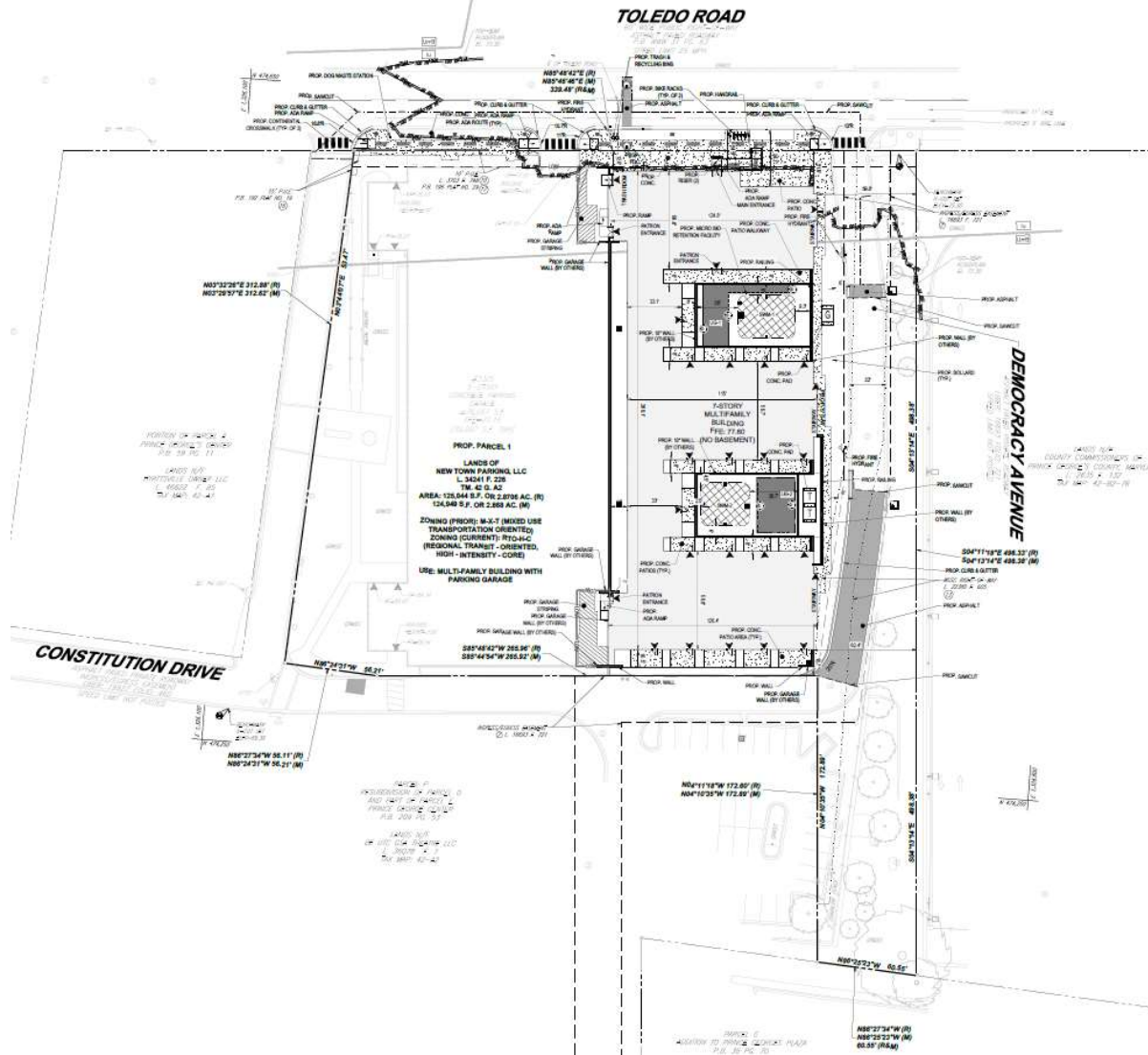


Figure 1: Site Plan

Improved sidewalks around the proposed multifamily building are shown along Toledo Road and Democracy Avenue. Three crosswalks are shown on the plan. One crosses the drive aisle at the entry/exit point of the remaining portion of Garage A on Toledo Road. The other two cross Democracy Avenue and a private roadway to the west of the garage, respectively. These crosswalks connect gaps in the sidewalk network of the area while bringing attention to motorists that pedestrians may be crossing. The Americans with Disabilities Act (ADA) ramps are also incorporated to enhance connectivity. Because the proposed development is through the repurposing of Garage A, the existing retaining walls not only dictate the footprint and placement of the building but also make the construction of a sidewalk along Constitution Drive impossible. If future residents would like to walk to the Hyattsville Crossing (formerly known as Prince George's Plaza) Metro Station and the Mall at Prince George's Plaza, located to the south of the development, they will first use the walkway located to the west of Garage A and cross Constitution Drive to access the sidewalk

on the south side of Constitution Drive to access the sidewalk network in the University Town Center.

Architecture

The architectural design of the multifamily building is contemporary, with a flat roof. Materials used for the building comprise of multiple metal panels and glass elements and are arranged in a geometric pattern.

The front façade of the building on Toledo Road is paired with a metal canopy, not only reinforcing the building entrance but also providing shelter from the rain and sun. On the street level, the building corner at Toledo Road and Democracy Avenue is articulated by recessing the ground floor walls from the streets. This design approach also enables the formation of a quasi-open space at this corner.



Figure 2: North Elevation along Toledo Road



Figure 3: East Elevation along Democracy Avenue

With the provision of the two courtyards, the façade along Democracy Avenue appears to be broken down into three separate buildings, which mitigates the massing of the building. The incorporation of metal cornices not only gives emphasis to the building roofline but also clearly defines each floor vertically and creates depth and shadow to the building.



Figure 4: Perspective Elevation – Corner of Toledo Road and Democracy Avenue



Figure 5: Perspective of the Northern Courtyard – View from Democracy Avenue

Given the improvement of the proposed building, less attention, however, has been paid to the remaining portion of Garage A. To fully activate the street frontage of Toledo Road and bring life to the street, the applicant also needs to improve the Toledo Road façade of Garage A, based on the guidelines contained in the TDDP. Specifically, page 245 of the TDDP notes that, “[m]urals or works of public art are encouraged in the Transit District. Wherever

possible, such displays should reflect the aesthetic and cultural traditions of Hyattsville and Prince George's County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places." A condition is included herein requiring the applicant to provide details of improvements to the Toledo Road façade of the remaining portion of Garage A to include additional architectural details, such as murals, decorative panels, and/or similar design features.

Recreational Facilities

Recreational facilities for the project are provided on-site and include the following:

- a. Outdoor benches around the building entrance.
- b. Tables and chairs in the lobby and on the courtyard terrace, between the fitness center and the northern courtyard.
- c. Various exercise machines and equipment in the fitness center located on the first floor of the building, including weight machines, treadmills, ellipticals, and exercise bikes.

Seating with or without tables serves temporary activities (e.g., rest or wait for someone). Their existence can potentially foster social interactions among future tenants, such as impromptu conversations. However, the site plan does not show other furniture or storage in the lobby or hallway for storing tables games, arts and crafts, or other passive recreational amenities to make available to the users. A condition is included herein requiring the applicant to provide amenities, such as table games and arts and crafts, and furniture to store these items, as one type of recreational facilities.

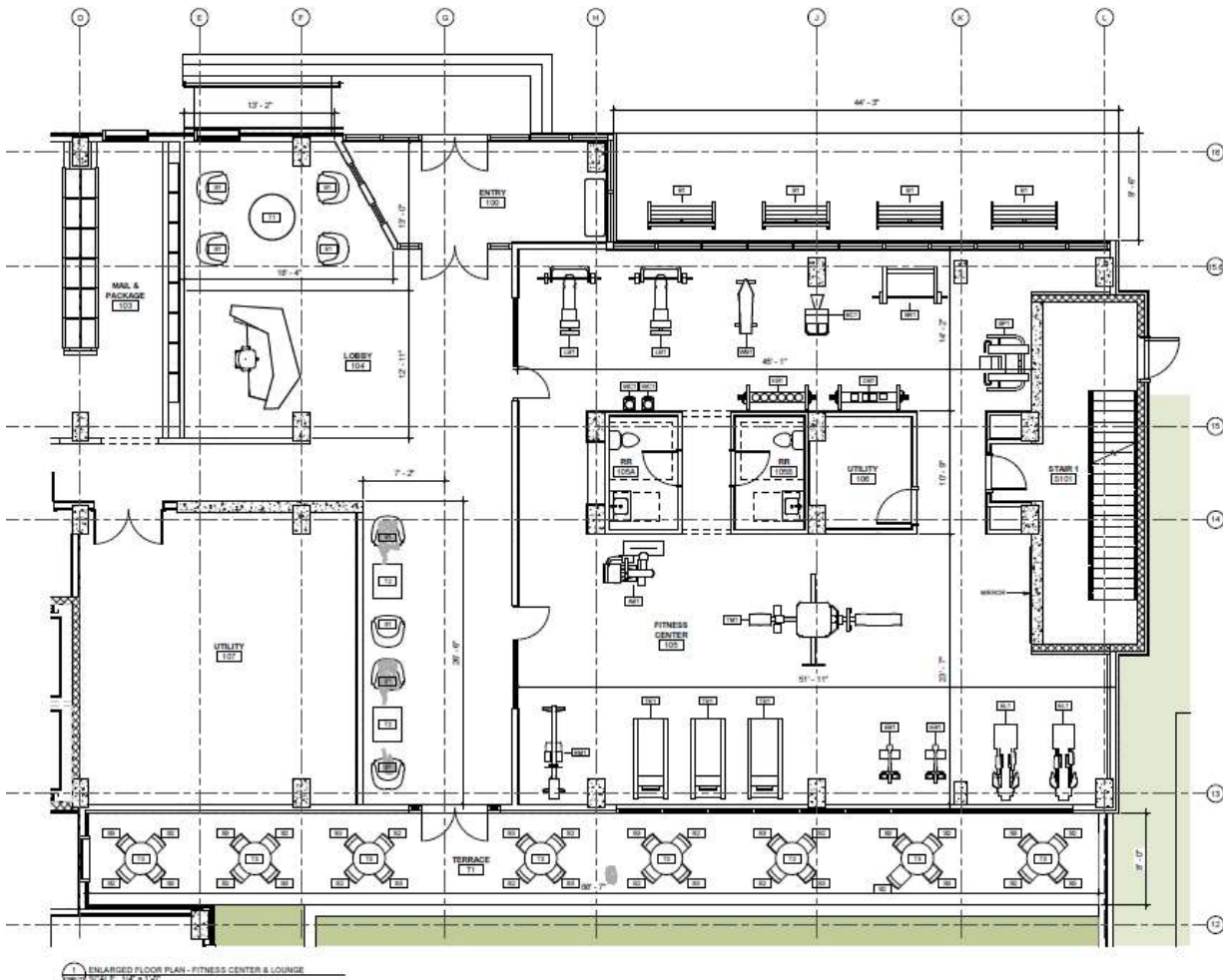


Figure 6: Floor Plan of the Recreational Facilities

Inside the fitness center, the applicant provides various amenities. The submitted plans also show that there is a discrepancy between the Recreational Facilities Calculation Table on the coversheet and the recreation furniture list on Sheet DSP-22. A condition has been added to ensure information between the calculation table and furniture list is consistent. No bike rooms or courtyard pools are included in this DSP, which is stated in Note 14 in General Notes. A condition is included to update information associated with this note. In addition, this development includes a linear space for a dog run between the proposed building and Garage A. The wall around the dog run is concrete masonry unit blocks and double-paned windows will be used for the openings, all of which prevent sound transfer. A condition is included herein requiring the applicant to provide a dog drinking fountain in the proposed dog run area.

Finally, the applicant also provides street amenities, along Toledo Road, including a dog waste station, bike racks and trash and recycling bins, with details. Conditions are included herein requiring the applicant to provide one dog station, and trash and recycling bins along Democracy Avenue. Additional seating is necessary on both Toledo Road and Democracy Avenue.

Signage

The applicant has provided a sign package, showing the two letter signs proposed for this development. One sign is for the name of the development and the other sign is for the address number. Both signs are non-illuminated. The package also shows information regarding materials and dimensions (including the clear height above the sidewalk). Information regarding wayfinding signage is also included in this DSP. A condition is included herein requiring the location of wayfinding signs to be shown on the plan, subject to modification by the operating agencies.

Lighting

The DSP proposes integrating seven types of lighting throughout the site. While street light fixtures are provided along Toledo Road, path bollard lighting will be installed within the street frontage of Democracy Avenue. Building-mounted lighting is also installed on the eastern building façade along Democracy Avenue, to ensure appropriate lighting in the evening for the purposes of security and safety. Other lighting, such as recessed downlights and patio bollard lights, are primarily for the common areas of the building.

Loading and Trash Facilities

This DSP does not include any off-street loading spaces, with reasons discussed in Finding 2 above. Regarding trash facilities, one trash room will be located internally on the first floor of the building, as the central waste location with compactors. Each floor above will have a room with trash chutes directly connecting to the trash room on the first floor. An email from the applicant dated February 1, 2024, notes that, on the trash pick-up dates, the maintenance staff will move trash bins to Constitution Drive for trash collection.

COMPLIANCE WITH EVALUATION CRITERIA

7. ***2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment:*** The subject site is located within the Downtown Core Character Area of the TDDP (page 71). The Downtown Core is the transit district's central activity hub, with a mix of compact residential, retail, and office development that complement each other and frame lively, walkable streets. These pedestrian-friendly streets are envisioned by the TDDP to be lined with cafés and stores, which draw commuters between the Hyattsville Crossing Metro Station and the Mall at Prince George's Plaza, activating the streetscape.

The land-use goal for the Downtown Core is to accommodate the anticipated amount and mix of development through a significant redevelopment of the Transit District that further implements the TDDP's vision for the Downtown Core area (page 70). The TDDP recommends mixed use on the subject property (page 74).

The subject DSP application has been reviewed for conformance with the T-D-O general standards and the standards of the Downtown Core (pages 187–274), and has been found to meet all applicable T-D-O Zone standards, except for seven standards. The applicable standards and findings are proposed in the DSP by the applicant (Sheet DSP-11). Staff have reviewed the applicant's proposed findings and agree that they meet the applicable standards with the exception of the seven requested modifications, which are analyzed for compliance with Section 27-548.08(c)(3) of the prior 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 following analysis reviews the applicant's modification requests (all page numbers reference the TDDP, and modification requests have been grouped by sections):

- a. **Streets and Frontage, Frontage Zones** (page 208)—Per page 10 of PGCPB Resolution No. 2023-33(C) for PPS 4-22004, the applicant is required to improve Democracy Boulevard (currently contained within a 28-foot-wide access easement, recorded in Book 16693 page 721 of the Prince George's County Land Records) to meet the design standards of a B street, as set by the TDDP.

The submitted plans show the transformers to be located within the southern courtyard, subject to the approval of the Potomac Electric Power Company (PEPCO). This location does not require a modification to the design standards. If PEPCO does not support the location within the southern courtyard, the alternative location the applicant proposes for the transformers will be located in the mid-point of the street frontage of Democracy Avenue, away from its intersection with Toledo Road and above the ground. The alternative location will require modification of the design standards because the TDDP (page 208) states that, "on A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground." Given that the above-ground transformers are adjacent to the proposed multifamily building and the sidewalk, the applicant proposes to add a decorative metal screen to screen the above-ground transformers, with landscaping for screening enhancements. Pages 31–35 of the applicant's statement of justification (SOJ) further details justification for the requested modifications. Staff find that the screening requirements will achieve the purpose of this mandatory requirement and still benefit the TDDP and will not substantially impair the implementation of the TDDP and recommend approval of this modification request. A condition is included herein requiring the applicant to provide the final decorative metal screen for approval by the Urban Design Section and the City of Hyattsville, prior to the Certification of Approval (COA).

- b. **Streets and Frontage, Build-to Lines and Zones** (page 211)—As discussed above, the applicant intends to improve Democracy Avenue for conformance with the design standards of B Streets contained in the TDDP. Because the proposed

multifamily building sits on the footprint of the garage that is partially razed, the remaining footings and the structural elements, such as retaining walls, set the limits of this development.

The design standard requires the minimum frontage zone depth/build-to line, on all existing B Streets, to be 15 feet and the maximum frontage zone depth/build-to line to be 20 feet. The applicant requests a modification because, given the site constraints, the designed building frontage varies from 9 feet to 23 feet in depth. Staff find the variations in frontage, that both exceed and fail to reach required amounts, are minimal differences and the overall frontage will still accomplish the purposes of the TDDP and not substantially impair its implementation.

- c. **Streets and Frontage, Street Lights** (page 234)—The design standards contained in the TDDP state that street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core. Currently, there are streetlights existing on Toledo Road and the applicant proposes to retain them. A modification is required because these streetlights are located between 40 to 45 feet from each other. Staff find the small difference in distances will still accomplish the purposes of the TDDP, in providing adequate and appropriate street lighting, and will not substantially impair its implementation.
- d. **Bulk and Height, Density and Building Height, Maximum Building Heights, Single-Story Building Height and Frontage** (page 240) and **Building Form** (Figure 27 on page 269)—The design standards contained in the TDDP state that, commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet. A similar requirement is also stated in Figure 27 on page 269 of the TDDP, requiring a clear floor to ceiling height not be less than 14 feet. Given the repurposing of the existing footings of Garage A, the need for the requested modification is to ensure that the first floor of the proposed multifamily building aligns with the first floor of the other half of the garage that will remain, which is approximately 12 feet. Staff find that ensuring such alignment will better meet the goals of the TDDP in providing a more uniform and safe design than would be accomplished complying with the mandatory standard and, therefore, finds the alternative proposal accomplishes the purposes of the TDDP and will not substantially impair its implementation.
- e. **Downtown Core Standards, Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards, Building Placement, Side (Side Street)** (page 269)—The design standard contained in the TDDP state that the build-to-line is required to be a minimum of 100 percent for A Street, Pedestrian Street, or Promenade and 60 percent for B Street for the side street building placement. Repurposing the existing garage results in the build-to-line to be approximately 33 percent and, therefore, not in conformance with the 60 percent minimum side standard for Democracy Avenue, because the existing retaining walls dictate the location of the proposed building. In addition, the curved build-to Zone (BTZ) reflecting the shape of Democracy Avenue casts challenges for this DSP to meet this requirement. Therefore, staff recommend approval of this modification request because it will not impair the implementation of the TDDP.

- f. **Downtown Core Standards, Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards, Building Placement, Miscellaneous No. 4** (page 269)—The design standard contained in the TDDP state that, any buildings wider than 50 feet shall be designed to be seen as a series of building fronts no wider than 50 feet each. The spatial constraints created by repurposing the existing garage hinder conformance to this standard. Staff find that the architectural treatments and design of the multifamily building intends to break up the façade and provide visual interest. The vertical banding, and the changes in building material between metal panels and glass, break up the building mass and reduce the scale of the building. Staff find this alternative design approach still accomplishes the purposes of the TDDP and will not impair its implementation of the TDDP.

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 site design guidelines of the Zoning Ordinance:

- a. Section 27-548.08(c) of the prior Zoning Ordinance requires that the Planning Board must make the following findings in order to approve a DSP in a T-D-O Zone, as follows:

- (1) **In addition to the findings required by Section 27-276(b) for approval of a Conceptual Site Plan in the T-D-O Zone, the Planning Board shall find that the Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan.**

Page 190 of the TDDP notes that "All property in the Transit District is exempt from Conceptual Site Plan requirements." Similar information is also noted on Page 195 of the TDDP. In addition, this zoning ordinance specifically refers to these plans as Transit District Site Plans (TDSP), not DSPs. Therefore, there are additional application requirements for TDSPs that do not apply to other DSPs, in accordance with Section 27-548.08(b) of the prior Zoning Ordinance.

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

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

The DSP is in strict conformance with the mandatory requirements of the TDDP, with some exceptions that request modifications to the design standards, which have been addressed in Finding 7 above. These requested amendments do not substantially impair the implementation of the 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;**

As noted above, this DSP is consistent with and reflects the guidelines and criteria for development contained in the TDDP, with some amendment requests to the design standards, which have been addressed in Finding 7 above.

- (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;**

This DSP, with the requested amendments, meets the requirements of the T-D-O Zone and the underlying zone as discussed throughout this technical staff report, which are discussed below.

- (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;**

As discussed in Findings 2, 6 and 7 above, this DSP demonstrates that the proposed development will minimize the costs of extending or expanding public services and facilities because it repurposes Garage A for residential use that is located in the vicinity of transit stations. Improvements with this DSP maximize safety and efficiency for pedestrians and drivers and are adequate to meet the purposes of the T-D-O Zone. The resulting outcomes demonstrate a good urban design relationship with adjacent buildings and adjoining areas, as a way to complement and enhance the character of University Town Center.

- (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 existing University Town Center contains a mixture of different development projects and uses, with the capability of sustaining as an independent environment of continuing quality and stability. The proposed structure and use are compatible with the existing and proposed development within the center. Specifically, the proposed multifamily building helps frame a common street wall. In addition to the two courtyards, the improved streetscape around the building helps activate surrounding streets, as envisioned by the TDDP. The massing and scale of the building will help transition from the high-rise development to the south and the mixed-use building with 321

residential units, currently under construction, across Toledo Road to the north.

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

This requirement is not applicable to the subject DSP application because there are no total minimum required parking spaces.

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

As discussed in Finding 7 above, the subject DSP application is in conformance with the T-D-O general standards and the standards of the Downtown Core (pages 187–274), except for seven standards. None of these requested modifications are related to building height restrictions or parking standards.

- b. In accordance with Section 27-546 of the prior Zoning Ordinance, the Planning Board must make the following findings, as follows:

Section 27-546. Site Plans.

- (d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (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 as follows:

Section 27-542. Purposes.

- (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 DSP promotes the orderly development of land by allowing for the repurposing of Garage A in the vicinity of a major metro station and will contribute a desirable living opportunity for its residents.

- (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 University Town Center has always been envisioned as a dense, walkable, mixed-use development and the subject DSP application conforms with the *Plan Prince George's 2035 Approval General Plan* (Plan 2035) and the applicable design standards of the TDDP.

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

The subject DSP application takes full advantage of the development potential inherent in the M-X-T Zone by placing a proposed residential use in close proximity to existing commercial and residential uses and major transit lines, including the Hyattsville Crossing Metro Station and MD 410 (East-West Highway).

- (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 proposed development is in proximity to existing commercial and residential uses and a major metro station, which will facilitate walking, biking 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 proposed development will add a residential use to the existing commercial and residential uses in the University Town Center that will support a vibrant 24-hour environment as the patrons will be those who live in, work in, or visit the area.

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

The residential use this DSP proposes will be located within one building. However, the larger University Town Center development offers existing office, retail and residential uses, enabling the subject development to be a diverse land use, that will blend together harmoniously.

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

The subject DSP application will provide a residential use to a large town center that will create dynamic, functional relationships with other existing and proposed uses in the area.

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

The proposed development reuses much of the existing structures to reduce waste and uses energy efficient appliances and LED light fixtures to save energy. The two proposed courtyards not only serve for visual aesthetics, but also function as bio-retention basins for stormwater management purposes.

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

The M-X-T Zone is one of the mixed-use zones that was created to allow flexibility to respond to the changing market. The DSP re-purposes one half of Garage A for residential use, which will improve the economic vitality of the property.

- (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.**

Constraining by the footprint of Garage A, the freedom of architectural design enables the development to maximize land use while managing to create two courtyards to enhance lighting and ventilation of residential units and improve the streetscape to activate street life.

- (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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;**

This subject property was placed in the M-X-T Zone through a sectional map amendment approved before October 1, 2006; therefore, this requirement does not apply.

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

The subject site is surrounded by existing public and private roadways with sidewalks, lighting and public spaces. Repurposing half of Garage A will not affect the existing physical integration with the adjacent development. The proposed residential use will catalyze the adjacent community and rejuvenate the economic vitality of the property.

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

The proposed structure and use are compatible with the existing and proposed development within the University Town Center.

- (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 existing University Town Center reflects a cohesive development, capable of sustaining an independent environment of continuing quality and stability. The proposed multifamily building

will enhance the existing development and contribute to the transit district.

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

This requirement is not applicable because this DSP contains one phase only.

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

The DSP significantly improves the sidewalks within the subject site, which has been addressed in Finding 6 above. The improved sidewalks will enhance the pedestrian system established within the area and encourage pedestrian activities.

- (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 design utilized for the development pays attention to human scale and other urban design perspectives for fostering pedestrian activities, which has been discussed in Finding 6 above.

- (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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), 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 requirement is not applicable because the subject application is a DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The property is the subject of Certificate of Adequacy, ADQ-2022-055, approved in 2023 and accompanied with PPS 4-22004 (PGCPB Resolution No. 2023-33(C)). The subject DSP application proposes 209 residential units which is consistent with the development evaluated with PPS 4-22004.

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

This requirement is not applicable because the subject site contains a total of 2.87 acres.

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

Section 27-544. Regulations.

- (a) Except as provided in Subsections (b) and (c) of this Section, 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.**

The DSP has been reviewed in accordance with the applicable requirements from the above sections of the prior Zoning Ordinance, in Findings 2, 6, 8 and 12 within this technical staff report.

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

- (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.

Section 27-545(b)(4) states that “additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.” The subject DSP application proposes 209 residential units. Utilizing the residential optional method, the total FAR permitted is 1.40. This DSP proposes approximately 1.37 FAR, which is in conformance with this requirement.

(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.

The DSP satisfies this requirement because the proposed use is located in one building on one lot (Parcel H).

(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.

The DSP shows the dimensions and height for the proposed development except the coverage. A condition is included herein for adding the lot coverage of the development to General Notes on the coversheet.

(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 12 below provides a detailed discussion on the plan’s conformance with the Landscape Manual.

(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.

The FAR for the proposed development, 171,160 square feet on the 2.87-acre property, is approximately 1.37, which is under the permitted

1.4 FAR. In addition, the subject DSP application is not subject to approval of any CSPs for the site, in accordance with the TDDP (page 195), which is discussed in Finding 9 below.

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

The proposed development does not have any private structures in the air space above, or in the ground below the surrounding public rights-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.**

The subject property, Parcel H, has direct frontage on and vehicular access to Toledo Road, in conformance with this requirement.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots...**

This requirement is not applicable to this DSP because no townhouse units are being proposed.

- (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.**

This requirement is not applicable to this DSP because the subject site is located within a T-D-O Zone.

- (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.**

This requirement does not apply to this DSP because the subject property was placed in the M-X-T Zone through a sectional map amendment approved before October 1, 2006.

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

Sec. 27-548.06. - Regulations.

(a) Density.

- (1) Development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones, as those requirements would normally be applied if the property were not zoned T-D-O. If an underlying zone has provisions for awarding increased density or FAR above base requirements through furnishing amenities or benefit features, those provisions shall still apply within the T-D-O Zone and shall be applied when the Transit District Development Plan is approved.**

As discussed above, the subject DSP application proposes approximately 1.37 FAR, which is lower than the permitted 1.4 FAR.

(b) Transit District Standards.

- (3) Where a property lies in both the M-I-O Zone and a T-D-O Zone, the maximum permitted height of structures shall be the more restrictive of the Transit District Standards and Section 27-548.54, whichever maximum permitted height is lower.**

The subject property is only located within a T-D-O Zone. Map 34, Maximum Building Heights of the TDDP, notes that the maximum building height for the subject property is 10 stories (page 237). The height of the proposed building is to be seven stories, which complies with this requirement.

(c) Relationship to Landscape Manual.

- (1) Landscaping, screening, and buffering of development shall conform to Landscape Manual requirements...**

As discussed in Finding 12 below, this DSP complies with this requirement except the spacing of street trees, which is conditioned for correction.

(d) Parking and loading.

- (1) 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. Instead, a methodology for determining the number of off-street parking and loading spaces to be required for specific uses may be established on the Transit District Development Plan in the form of Transit District Standards. The Prince George's County Parking Authority shall be provided an opportunity to review any proposed parking methodology prior to transmittal of a Development Plan by the Planning Board to the District Council. The methodology should include, but not be limited to...**

This requirement was met when establishing the parking and loading requirements in the TDDP. The subject DSP application complies with the TDDP as required and as discussed in Finding 2 above.

- (2) 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. Additionally, the Planning Board may apply reductions from the minimum parking requirements of Part 11 if it finds alternate approaches to parking, such as but not limited to car and bike share programs, car and van pools, executed shuttle and transit bus use agreements, and trip reduction measures, will effectively provide alternatives to single-occupant automobile use.**

This requirement is not applicable to this DSP because the TDDP has specific requirements for parking (pages 258–264). Discussion on parking for this DSP has been addressed in Finding 2 above.

(h) Air rights and below-ground development.

- (1) Private buildings and other structures may be located within the air space above, or in the ground below, public rights-of-way.**

This requirement is not applicable to this DSP because the proposed building is not located within the air space above, or in the ground below, public rights-of-way.

- e. Per Section 27-283(a) of the prior Zoning Ordinance, a DSP shall be designed in accordance with the design guidelines in Section 27-274. The applicable design guidelines are described as follows:

Section 27-274(a)(2)

(2) Parking, loading, and circulation.

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site...**

This is not applicable to this DSP because it does not include a surface parking lot.

- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians...**

As discussed in Finding 2 above, future residents will be directed to use Garage A for on- and off-loading. Occasionally, future residents may temporarily use Constitution Drive, located in the rear of the building, for loading. Therefore, this temporary loading use will not significantly conflict with vehicles or pedestrians.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers...**

With improvements on the street frontages of Toledo Road and Democracy Avenue discussed in Finding 6 above, on-site vehicular and pedestrian circulation will be safe, efficient, and convenient for both pedestrians and drivers.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character...**

As discussed in Finding 6 above, the DSP proposes integrating seven types of lighting throughout the site. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, building entrances, and sidewalks.

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

The site does not include vast scenic views. Building on the existing footprint of Garage A, the massing of the proposed building is designed to minimize building impacts to nearby residential and

commercial buildings. The provision of two courtyards is not only to maximize open views of the proposed residential dwelling units from amenity space, but also break out the building façade along Democracy Avenue to appear to be three separate buildings.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use...**

The DSP includes two courtyards to serve as focal points for those interior residential units as well as bring air and light into these units. A courtyard terrace is located along the north side of the northern courtyard, with tables and chairs to support social activities within the development. These two courtyards also serve as landscaped micro-bioretenment facilities that aesthetically and naturally address the stormwater management needs of the site.

(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...**

Per the TDDP and Condition 11e of PPS 4-2204, the applicant provides a mix of street amenities, along Toledo Road, such as dog waste station, bike racks and trash and recycling bins, with details, which was also discussed in Finding 6 above.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts...**

This requirement is not applicable to this DSP because the subject property has been developed and the proposed building will be constructed on the footprint of the half of Garage A that will be demolished.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

Services regarding loading and trash collection will be accessible because these activities mostly occurred within the proposed

building and the remaining half of Garage A, as discussed in Findings 2 and 6 above.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

The development is proposed on a developed property and is located in an urban area. Creating a public space system within this 2.87-acre property could be challenging. However, the design of the building corner is recessed at Toledo Road and Democracy Avenue to form a pseudo-plaza, as a way to enhance a public space system along Toledo Road and connect to adjacent civic facilities, such as a public library, a community center and Wells Run Park beyond Adelphi Road.

(10) Architecture.

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

A detailed discussion regarding architecture has been addressed in Finding 6 above.

(11) Townhouses and Three-Story Dwellings.

This requirement is not applicable to this DSP because no townhouse or three-story units are included.

- 9. Conceptual Site Plan CSP-00024 and its amendment:** CSP-00024 was approved by the Planning Board on October 19, 2000 (PGCPB Resolution No. 00-195), subject to 17 conditions. This decision was later affirmed by the Prince George's County District Council on January 8, 2001. CSP-00024-01 was approved by the Planning Board on November 15, 2001 (PGCPB Resolution No. 01-248), subject to 2 conditions.

The TDDP, page 195, includes language stating that pursuant to Section 27-548.08(c)(2) of the Zoning Ordinance, a DSP in a T-D-O Zone does not have to conform to a previously approved CSP. Accordingly, CSPs approved prior to July 9, 2016, have no bearing on the

approval of a DSP for development in the T-D-O Zone. Therefore, CSP-00024 and its amendment are not applicable to this DSP.

- 10. Preliminary Plan of Subdivision 4-22004:** PPS 4-22004 was approved by the Planning Board on March 16, 2023 (PGCPB Resolution No. 2023-33(C)), subject to 11 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the preliminary plan's conditions follows each one, in plain text:

- 2. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.**

This DSP includes on-site recreational facilities, which have been addressed in Finding 6 above.

- 4. The on-site 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 and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

Information required for such a review has been included in this DSP, which is addressed in Finding 6 above.

- 6. Development of this subdivision shall be in compliance with an approved Type 1 tree conservation plan (TCP1-004-2023). 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 (TCP1-004-2023), or as modified by a future 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 Conservation/Tree Preservation Policy."

The subject DSP is in compliance with TCP1-004-2023 with modifications by TCP2-050-2023, which is addressed in Finding 12 below.

- 9. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along the public right-of-way, in accordance with the approved PPS.**

10-foot-wide public utility easements (PUEs) are shown along the public rights-of-way, in accordance with 4-22004.

10. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan, 24001-2022-0, and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (24001-2022-00) and approval letter with the subject DSP. The approved SWM concept plan shows a layout approved with the PPS, which complies with this condition.

11. **The following facilities shall be shown on the detailed site plan:**

- a. **A 5-foot-wide marked bicycle lane along the property frontage of Toledo Road, consistent with the 2016 *Approved Prince George's Plaza Transit District Development Plan*, unless modified by the operating agency with written correspondence, or provided as part of another development.**
- b. **Unless an alternative development standard is requested, a minimum 6-foot-wide sidewalk and a 6- to 8-foot-wide landscape amenity panel along the property frontage of Toledo Road, consistent with the 2016 *Approved Prince George's Plaza Transit District Development Plan*. The final width shall be determined by the operating agency with written correspondence.**
- c. **An interconnected network of pedestrian facilities with minimum 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps on-site.**
- d. **Long and short-term bicycle parking consistent with the 1999 *American Association of State Highway and Transportation (AASHTO) Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.**
- e. **Waste, recycling bins, and street furniture such as benches or tables, along the property's frontage of Toledo Road.**

The detailed site plan accurately displays the above-listed improvements. However, additional seating along Toledo Road is necessary because the four benches close to the building entrance are considered to be one type of on-site recreational facilities for future residents, which is discussed in Finding 6 above. A condition is included herein requiring additional seating along Toledo Road.

11. **Certificate of Adequacy ADQ-2022-055:** ADQ-2022-055 was approved by the Planning Director on March 7, 2023, subject to five conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one, in plain text:

- 1. **Total development within proposed the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 87 AM peak-hour trips and 100 PM peak-hour vehicle trips.**

This DSP application proposes 209 multifamily dwelling units, which is consistent with the development evaluated with PPS 4-22004. The trip cap established under ADQ-2022-055 was approved for 209 multifamily dwelling units. The subject DSP is within the trip cap established with ADQ-2022-055.

2. **Prior to the acceptance of the detailed site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-055 consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations.**

The bicycle and pedestrian improvements shown on the submitted bicycle and pedestrian impact statement (BPIS) and DSP, illustrate the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements as required by this condition. Staff find the applicant's submission is in conformance with this requirement.

3. **The applicant shall provide a network of on-site pedestrian and bicycle facilities, consistent with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the Detailed Site Plan submission.**

The subject DSP application displays on-site pedestrian and bicycle facilities, which are consistent with the subdivision regulations. The applicant's submission satisfies this condition.

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, in accordance with Section 24-4506 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:**

- a. **Along the south side of Toledo Road, as detailed in Exhibit B-2 of the applicant's BPIS submission:**
 - i. **Upgrade to three ADA-compliant pedestrian ramps.**
 - ii. **Install a bus shelter and bench along Toledo Road in the vicinity of the library.**
 - iii. **Install bicycle route signage (D11-1) and wayfinding signage (D1-2b) directing eastbound cyclists to Adelphi Road and the Hyattsville Library and directing westbound cyclists to the Hyattsville Crossing Metro Station and Mall at Prince George's Shopping Center, in accordance with the City of Hyattsville sign standards.**

- b. **Along the east side of Adelphi Road at its intersection with Beechwood Road, as detailed in Exhibit B-3 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.**
- c. **Along the west side of Adelphi Road at the north point of vehicle access at University Park Church of Christ (6420 Adelphi Road), as detailed in Exhibit B-4 of the applicant's BPIS submission; upgrade to two ADA-compliant pedestrian ramps.**
- d. **Along the east side of Adelphi Road at its intersection with Van Buren Street, as detailed in Exhibit B-5 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.**
- e. **Along the west side of Adelphi Road at the north point of vehicle access at Northwest High School (7000 Adelphi Road), as detailed in Exhibit B-6 of the applicant's BPIS submission; install a thermoplastic crosswalk along the west leg.**

The above-referenced condition remains and will be addressed at the time of building permit unless modified by the operating agency with written correspondence.

12. **2010 Prince George's County Landscape Manual:** Per page 194 of the TDDP, the TDDP standards replace the comparable standards in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). For standards not covered in the TDDP, the Landscape Manual shall serve as the requirement, unless explicitly stated otherwise. The landscape plan submitted with this DSP is in conformance with the applicable Landscape Manual requirements and the landscape requirements of the TDDP. Specifically, street trees, with shrubs and groundcovers, are located within the Tree and Furniture Zone. A condition is included herein requiring street trees be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings.
13. **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 (WCO) and the 2018 Environmental Technical Manual because PPS 4-22004 separated the subject development from the prior tree conservation plan. A revision (-03) to the previously approved Type 2 Tree Conservation Plan (TCP2-015-01-02) is required, since a new proposed Type 2 Tree Conservation Plan (TCP2-050-2023) matching the boundaries of the previously approved preliminary plan of subdivision (4-22004) and Type 1 Tree Conservation Plan (TCP1-004-2023), was submitted with the subject application.

The first original approved TCP2-015-01 covered a larger area than the current application, consisting of two subareas shown as Subarea 2 and Subarea 3. The current application is located within Subarea 3. The original TCP2 showed a separate worksheet for each subarea, and it was intended for the subareas to be processed as separate TCP2s. A separate TCP2 was processed for Subarea 3, which did not include Subarea 2 in determining the woodland conservation requirement. Subsequently, a new TCP1 and TCP2 were approved for Subarea 2 (TCP1-005-2019 and TCP2-042-2019).

At the time of approval of the original TCP2, all of Subarea 3 was mapped within the M-X-T Zone, and the TCP2 worksheet was calculated using the 1989 standard woodland conservation threshold (WCT) and afforestation threshold (AFT) values, which were both 10 percent. Subsequently, the zoning within Subarea 3 changed from M-X-T to a mixture of the M-X-T, M-U-I, and R-55 Zones. Under subsequent requirements, each of these zones had greater WCT and AFT values than was originally calculated under TCP2-015-01. Areas within the M-X-T and M-U-I Zone had a WCT and AFT of 15 percent, and areas within the R-55 Zone had a WCT of 20 percent and an AFT of 15 percent. With the subdivision of 4-22004, the area was separated from the existing TCPI (TCPI-035-00-02) as a new TCP1 (TCP1-004-2023), so the remainder of Subarea 3 was able to retain its grandfathered status, and the overall woodland conservation requirement would not be increased across all of Subarea 3. Similarly, to avoid undue hardship to adjoining property owners, TCP2-015-012-02 needs to be revised to remove the area of DSP-01002-04 from the prior TCP2 plan and worksheet, allowing the remaining area within Subarea 3 to maintain its grandfathered status. This separation will be required to be processed and approved through the Environmental Planning Section as a standalone revision to TCP2-015-01-02, prior to certification of DSP-01002-04 and TCP2-050-2023. The grandfathered worksheet on this plan should be modified by removing all of the area associated with this DSP application from the worksheet and modifying the footnote beneath accordingly. The new limits of the Subarea 3 boundary must clearly be drawn on the plan. The approval block needs to be revised on the plan by typing in all previous approval information and typing in all relevant information related to each revision.

The applicant submitted TCP2-050-2023 for review with this application, which shows the limited area associated with the current DSP application. The TCP worksheet incorrectly calculated a WCT of 20 percent and the AFT requirement of 15 percent for the M-X-T Zone for the 2.87 acres. The correct thresholds are both 15 percent, however, the total woodland conservation requirement based on the zoning, the net tract area, and the amount of clearing proposed is correctly shown as 0.41 acre on the worksheet. The requirement is proposed to be satisfied with 0.41 acre of off-site woodland conservation credits; 0.28 acre of which has been previously met off-site with TCP2-015-01 (which must be noted beneath the worksheet). The current worksheet template must be used on the plan. Since the prior M-X-T zoning is being applied to this application, only that zone shall be shown in the TCP2 worksheet. The correct WCT and AFT percentages must be used, which are both 15 percent. In order to determine how much off-site mitigation has already been provided for the area within the current DSP under TCP2-015-01, staff determined that the woodland conservation requirement for this 2.87-acre area would have been 0.28 acre, which would have been met as part of the overall 2.62 acres of off-site woodland conservation provided for Subarea 3. The worksheet on TCP2-050-2023 should have a footnote added that states 0.28 acre of the overall 0.41-acre woodland conservation requirement for DSP-01002-04 has been previously met off-site with TCP2-015-01.

14. **Prince George's County Tree Canopy Coverage Ordinance:** Section 25-127(b)(1)(I) of the prior Zoning Ordinance states that, "Properties in a nonresidential or Transit-Oriented/Activity Center zone subject to a Detailed Site Plan or Specific Design Plan approved before September 1, 2010 or that have maintained an active grading permit since September 1, 2010," are exempt from the tree canopy coverage (TCC) requirements contained in this Division. Pursuant to this section, the TCC requirements for the T-D-O Zone shall be met through the provision of street, on-site, and other trees preserved

by the property owner or provided to comply with other transit district standards and guidelines. The subject DSP provides trees along its two street frontages and additional trees in the courtyard that are in conformance with the applicable TCC requirements.

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

- a. **Historic Preservation and Archeological Review**—In a memorandum dated August 28, 2023 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted 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. A Phase I archeology survey will not be recommended. 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 Prince George's County historic sites, historic resources, or known archeological sites.
- b. **Community Planning**—In a memorandum dated December 22, 2023 (Bishop to Huang), the Community Planning Division finds that, pursuant to Section 27-548.08(c) of the prior Zoning Ordinance, this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that will benefit the proposed development and the transit district and will not substantially impair the TDDP, because the proposed multifamily use is consistent with the desired density and high-quality urban design needed to complement the Prince George's Plaza Metro Regional Transit Districts.
- c. **Transportation Planning**—In a memorandum dated December 26, 2023 (Ryan to Huang), the Transportation Planning Section offered an analysis of the prior approvals, which is incorporated into Findings 6, 10 and 11 above.

Master Plan Roads

The subject property has frontage on Toledo Road (P-202) along the northern bounds of the site. Per the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the TDDP, the portion of Toledo Road that fronts the subject property is designated as a two-lane primary roadway, with an ultimate ROW of 60 feet. The DSP submission displays the existing configuration of Toledo Road along the property's frontage with a ROW of 60 feet, which is consistent with MPOT and TDDP recommendations. This portion of Toledo Road has already been constructed, and as such, no additional ROW dedication is being pursued with this application.

The subject property also has frontage on Democracy Avenue along its eastern bounds. Democracy Avenue does not have any ROW recommendations per the MPOT or TDDP. The applicant proposes Democracy Avenue as a one-way, northbound, private-access driveway. Staff would note that there is currently a point of vehicle entry from Garage A, along the portion of Democracy Avenue that fronts the subject property. This point of vehicle entry would be replaced by the construction of the multifamily building, leaving one location along Toledo Road for all site parking. Staff support this design feature as it consolidates all parking on-site into one access point. In addition, the one-way vehicular directional movement

along Democracy Avenue limits the likelihood of vehicular conflict, while establishing a more pedestrian friendly road frontage along the site's eastern bounds.

Master Plan Pedestrian and Bike Facilities

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

Planned Shared Roadway: Toledo Road

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

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.

In addition, the site is subject to the TDDP. In this case, the bicycle and pedestrian recommendations contained within the TDDP supersede those made by the MPOT. Therefore, the following facilities are recommended.

Toledo Road – On-road bicycle lane – Entire length

The TDDP contains several policies and strategies provided to improve bicycle and pedestrian mobility in the plan area. The strategies relevant to the subject application are copied below (pages 80–87):

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

Strategy TM1.4: Provide ample sidewalks and protected bicycle facilities that give travelers multiple options through the corridor and can reduce vehicle trips. Sidewalks should, where appropriate, provide room for outdoor dining and shopping, in addition to street furniture, queuing, and gathering.

Strategy TM1.5: Provide street trees to make streets more pedestrian-friendly and reduce urban heat island effects. Street trees should be

part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street.

Strategy TM1.6: Provide a visually distinct wayfinding system for pedestrians, bicyclists, transit riders and drivers to help them reach destinations within the Transit District move easily and conveniently.

Strategy TM1.7: Provide attractive and durable street furniture such as benches, waste and recycling bins, and tables on all streets.

Policy TM3: Construct the envisioned network of Complete and Green Streets to support circulation and urban design goals of the TDDP.

Policy TM4: Retrofit existing streets to create a street network that makes walking, bicycling, and transit use more comfortable and reliable.

Strategy TM4.3: Add the following on-street bicycle accommodations to existing streets:

The TDDP recommends a bicycle lane along the entire length of Toledo Road, which encompasses the subject property's frontage. This improvement was satisfied by PPS 4-21006 for 6400 America Boulevard (PGCPB Resolution No. 2021-137).

- d. **Subdivision**—In a memorandum dated December 26, 2023 (Diaz-Campbell to Huang), the Subdivision Section provided an analysis of the preliminary plan's prior approvals, as included in Findings 10 and 11 above. The subdivision staff also indicate that the property is known as Parcel H of Prince George Center, recorded in Plat Book REP 196 page 29. This plat is associated with prior PPS 4-01092. A new final plat will be required following approval of this DSP amendment.
- e. **Environmental Planning**—In a memorandum dated December 22, 2023 (Juba to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan, NRI-181-2022, which correctly shows the existing conditions of the property. According to the approved NRI, no specimen or historic trees are associated with this site. This site is not associated with regulated environmental features (REF) such as streams, wetlands, or associated buffers. However, the site is associated with a primary management area (PMA), comprised entirely of developed County regulated 100-year floodplain (0.11 acre) situated along the northern edge of the site. The DSP is consistent with the approved NRI.

Specimen Trees

NRI-181-2022 indicates that no specimen, champion, or historic trees have been identified on the subject property, and no further information is required with this application.

Preservation of Regulated Environmental Features/Primary Management Area

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 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 preliminary plan, the Planning Board approved the applicant’s request for 2,332 square feet (0.053 acre) to REF already fully impacted for the redevelopment of an existing multistory parking structure with a multifamily building. The request was for validation of existing conditions while also facilitating the construction of a new multifamily building on a portion of a significantly underutilized parking garage. The REF and impacts to PMA are entirely comprised of developed floodplain. These impacts were previously approved with PPS 4-22004 (PGCPB Resolution No. 2023-33).

No additional impacts are proposed with this application. EPS staff find that the REF has been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(4).

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Issue-Urban land complex, occasionally flood, and Urban land-Russett-Christiana complex (0–5 percent slopes).

No soil containing Marlboro clay is mapped on or within the immediate vicinity of this site; however, unsafe soils containing Christiana complexes have been identified on and within the immediate vicinity of this property. The soils containing Christiana complexes are contained in previously disturbed urban soils on relatively flat slopes. There are no geotechnical concerns with this project.

Stormwater Management

An approved SWM Concept Plan, 24001-2022-0, was submitted with this application from the Prince George’s County Department of Permitting, Inspections and Enforcement (DPiE). The proposed plan shows the installation of two micro-bioretention facilities to treat and release stormwater leaving the site. No further information is required at this time regarding SWM with this DSP application.

Erosion and Sediment Control

The County requires the approval of an erosion and sediment control plan. Erosion and sediment control plans are reviewed for conformance with the Maryland Standards and Specifications for soil erosion and sediment control by the Prince George’s County Soil Conservation District.

- f. **Permit Review Section**—In a memorandum dated November 13, 2023 (Jacobs to Huang), the Permit Review Section offered one condition, which is included in the Recommendation section of this report.

- g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated October 25, 2023 (Thompson to Huang), DPR indicated that the subject property is located within the Park Service Area 2 (SA 2). The proposed private recreation amenities, including an outdoor lounge, two courtyards, and a fitness center provide both active and passive recreation for future residents. DPR has no objection to the private recreational facilities as proposed.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated November 3, 2023 (Giles to Huang), DPIE provided comments pertaining to the approval of SWM. DPIE also noted that the applicant shall coordinate with the City of Hyattsville regarding any roadway improvements. Finally, DPIE indicated that water and sewer lines exist along Toledo Road, Constitution Drive, and Democracy Avenue, and abut Parcel H.
- i. **Prince George's County Fire/EMS Department**—In an email dated December 20, 2023 (Reilly to Hung), the Fire/EMS Department noted that the applicant has addressed their previous comments, and they do not have additional comments.
- j. **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 this application.
- k. **Prince George's County Health Department**—In a memorandum dated October 30, 2023 (Adepoju to Huang), the Health Department offered a health impact assessment of the proposed development and comments addressing potential impact activities, such as noise and dust, extending into adjacent properties during construction. The department also notes that a raze permit should be obtained, prior to the demolition of half of Garage A.
- l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated October 30, 2023 (Snyder to Huang), WSSC offered comments regarding the subject project, which indicated that public water and sewer facilities are available to serve the development.
- m. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not offer comments on this application.
- n. **Public Utilities**—The subject DSP was referred to Verizon, Comcast, AT&T, the Potomac Electric Power Company (PEPCO), and Washington Gas on December 20, 2023, for review and comments. At the time of the writing of this technical staff report, no correspondence had been received from these public utility companies.
- o. **City of Hyattsville**—The subject property is located within the geographical boundary of the City of Hyattsville. The DSP application was referred to the municipality for review. The application was heard at the City Council meeting on February 5, 2024, with final action during its February 5, 2024, meeting. City staff

provided the following recommendation, on the subject application, in their staff report to the City Council:

- "1. SUPPORT the following alternative development district standards, as noted below:
 - "a. The City Supports the applicant's request for a modification from the design standards to locate transformers above-ground along Democracy Ave where TDDP standards require that on A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground, if applicable.
 - "b. The City Supports the applicant's request for a modification from the design standards for building frontage that varies from 9' - 23' deep where the requirement for minimum frontage zone depth/build -to line, on all existing "B" Streets, is 15' and the maximum frontage zone depth/build-to line is 20'.
 - "c. The City Supports the applicant's request for a modification from the design standards for street light fixtures to be spaced between 40' to 45' apart where a maximum of 40' is required.
 - "d. The City Supports the applicant's request for a modification from the design standards to allow ground floor ceiling to maintain an 11'6' clearance where TDDP Standards requires the ground floor ceiling to have a minimum 14' clearance.
 - "e. The City Supports the applicant's request for a modification from the design standards for buildings wider than 50' shall be designed as a series of building fronts no wider than 50'. The applicant is requesting a deviation from this standard due to the unique elements and structural constraints of the proposed development which seeks to re-purpose 50% of an existing parking garage to incorporate a multifamily building.
 - "f. The City Supports the applicant's request for a modification from the design standards for building placement that requires 100% minimum A street, Pedestrian Street, or Promenade and 60% Minimum B street for the side street building placement. The applicant is requesting to validate the existing conditions due to the unique nature of repurposing of an existing parking garage to incorporate a multi-family building which is further constrained by an existing retaining wall."

City staff also recommended the following conditions of approval in their staff report to the City Council:

- "1. All transformers associated with this development shall be located subgrade within the southern courtyard pending the approval by PEPCO.

Alternatively, all transformers shall be relocated further south of the northern most staircase and properly screened as indicated in Sheet DSP-25.

- “2. Prior to issuance of building permit, the applicant shall coordinate with the City of Hyattsville to finalize the building elevation along Democracy Avenue to incorporate public art features to mitigate the volume/massing of the three staircases.
- “3. The applicant shall further address plans for the designated trash collection area which we believe does not adequately safeguard interactions with pedestrians and vehicular traffic within the garage.
- “4. Prior to approval of the final plat, the applicant shall provide a public access easement to the City of Hyattsville for any sidewalk along Toledo Road not located in the ROW.
- “5. During the construction phase, the applicant shall coordinate with the City of Hyattsville as it relates to staging and hours of operation to mitigate noise, traffic and other concerns, as needed.
- “6. After the construction phase, the applicant’s heirs, successors and/or assignees shall be responsible for improvements and maintenance of areas outside of the Toledo Road ROW, which include, but not limited to the maintenance of pedestrian light fixtures, landscaping and sidewalks, unless modified by the operating agency.”

Conditions 1 and 3 have been addressed respectively in Findings 6 and 7 above. Condition 6 is mostly related to the property’s responsibilities and is not under the purview of the Planning Board. Conditions 2, 4, and 5 are added to the Recommendation section of this report. In addition, City staff recommended one consideration to the City Council, as follows, which is also added to the Recommendation section this report.

- “1. Page 245 of TDDP notes that “Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregated and should be highly visible and accessible.” Therefore, the applicant should consider the addition of an outdoor public art feature to further enhance the public street scape.”

- 16. **Community Feedback**—At the time of the writing of this technical staff report, staff did not receive any inquiries regarding the subject DSP from the community. However, Ms. Ruth Grover, representing Mr. Macy Nelson, contacted staff multiple times for materials related to the subject DSP application, including the SOJ and plans, and staff’s opinions on the proposed development. Staff told her to follow Maryland’s Public Information Act (“MPIA”) for requesting these materials and did discuss the content of this DSP with her.
- 17. The subject application adequately takes into consideration the requirements of the T-D-O Zone and the TDDP. The amendments to the TDDP standards required for this

development would benefit the development and the development district, as required by Section 27-548.08(c)(3) and would not substantially impair implementation of the plan.

Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, if approved with conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George's County Planning Board adopt the findings of this report and recommend the following:

1. APPROVAL of the modification of the standards:
 - a. **Streets and Frontage, Frontage Zones** (page 208): To allow the placement of the above-ground transformers within the Democracy Avenue frontage if Potomac Electric Power Company does not support locating the transformers within the southern courtyard.
 - b. **Streets and Frontage, Build-to Lines and Zones** (page 211): To allow for the building to deviate from the minimum and maximum frontage zone depth/build-to line along Democracy Avenue, as shown on the plan.
 - c. **Streets and Frontage, Street Lights** (page 234): To allow the spacing between streetlights to deviate from the required 40 feet spacing in the Downtown Core, as shown on the plan.
 - d. **Bulk and Height, Density and Building Height, Maximum Building Heights, Single-Story Building Height and Frontage** (page 240) **and Building Form** (Figure 27 on page 269): To allow a ground floor to ceiling height to be reduced from a minimum of 14 feet to approximately 12 feet (11 feet and 6 inches).
 - e. **Downtown Core Standards, Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards, Building Placement, Side (Side Street)** (page 269): To allow the building to deviate from the 60 percent Minimum B Street for the side street building placement along Democracy Avenue, as shown on the plan.
 - f. **Downtown Core Standards, Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards, Building Placement, Miscellaneous No. 4** (page 269): To allow the width of the building to deviate from not wider than 50 feet, as shown on the plan.
2. APPROVAL of Detailed Site Plan DSP-01002-04 for Library Apartments, subject to the following conditions and consideration:

- a. Prior to certification, the applicant shall revise the detailed site plan (DSP), as follows, or provide the specified documentation:
- (1) Revise the coversheet, as follows:
 - (a) Add the lot coverage of the development to General Notes on the coversheet.
 - (b) Remove “bike room, pool courtyard and pool” from Note 14, and update information for this note if necessary.
 - (c) Notes 24 and 25 in General Notes are identical, remove one of them.
 - (d) Correct the number of off-street loading spaces on the coversheet.
 - (e) Correct the proposed gross floor area to 171,062 SF, not 171,160 SF.
 - (f) Clarify the total number of interior long-term bike parking spaces included in this development and revise, if necessary.
 - (2) Revise the proposed on-site recreational amenity list, as follows:
 - (a) Add amenities, such as table games and arts and crafts, and furniture that store these items, to the Recreational Facilities Calculation Table.
 - (b) Specify what amenities/items are included in the fitout and how these amenities/items are related to the fitness center and lounge. Revise the Recreational Facilities Calculation Table, as necessary.
 - (c) Show furniture that stores table games and arts and crafts on the plan.
 - (d) Revise the Recreational Facilities Calculation Table and the recreation future list to ensure consistency of the information contained in both.
 - (3) Add one dog waste station and trash and recycling bins to Democracy Avenue, in addition to those provided for Toledo Road, and show their location shown on the plan.
 - (4) Provide details of dog waste stations.
 - (5) Provide a dog drinking fountain in the proposed dog run area and indicate its location on the plan with details.
 - (6) Provide additional seating on both Toledo Road and Democracy Avenue and indicate their location on the plan.
 - (7) Label the location of all existing on-site seating in Parcel H on the plan.

- (8) Show the location of wayfinding signs on the plan, subject to modification by the operating agencies.
 - (9) Show the dimensions of the foundation limits for the remaining portion of the existing garage on the plan.
 - (10) Provide the final decorative metal screen for approval by the Urban Design Section of the Prince George's County Planning Department and the City of Hyattsville if the transformers have to be located on Democracy Avenue and above the ground.
 - (11) Revise the landscape plan to ensure that street trees are planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings.
 - (12) Note on the plans the provision of four electric vehicle parking spaces and label their locations.
 - (13) Provide details of improvements to the Toledo Road façade of the remaining portion of Garage A to include additional architectural details, such as murals, decorative panels, and/or similar design features, to be reviewed and approved by the Urban Design staff and City of Hyattsville, as designee of the Planning Board.
- b. Prior to certification, a separate Type 2 tree conservation plan (TCP2) application will be approved by the Environmental Planning Section of the Prince George's County Planning Department for a revision to TCP2-015-01, with the following required changes:
- (1) Remove the area associated with Detailed Site Plan DSP-01002-04 from the TCP2 worksheet.
 - (2) Revise the footnote under the TCP2 indicating that 2.87 acres were removed from the site with Detailed Site Plan DSP-01002-04.
 - (3) Revise the Environmental Planning Section approval block to indicate that 2.87 acres were removed from the TCP2 for this revision, and type in all previous approval information, including signatures.
 - (4) Add a boundary for the new limits of Subarea 3 to the plan.
- c. Prior to certification, Type 2 Tree Conservation Plan, TCP2-050-2023, shall be revised as follows:
- (1) Add the TCP2 number and Development Review Division case number to the approval block.
 - (2) Make the following revisions to the TCP2 worksheet:

- (a) Update the worksheet on the plan using the current TCP2 worksheet template.
 - (b) Revise the zoning to reflect only the zoning being used with this detailed site plan application (prior Mixed Use – Transportation Zone and Transit District Overlay Zone).
 - (c) Add a footnote under the TCP2 worksheet stating that 0.28 acre of the overall 0.41-acre woodland conservation requirement has been previously met off-site with TCP2-015-01.
 - (d) Make the entirety of the limits of disturbance clearly identifiable on the plan.
- 3. Prior to issuance of the building permit, the applicant shall coordinate with the City of Hyattsville to finalize the building elevation along Democracy Avenue to incorporate public art features to mitigate the volume/massing of the three staircases.
- 4. Prior to approval of the final plat, the applicant shall provide a public access easement to the City of Hyattsville for any sidewalk along Toledo Road not located in the ROW.
- 5. During the construction phase, the applicant shall coordinate with the City of Hyattsville as it relates to staging and hours of operation to mitigate noise, traffic and other concerns, as needed.

Consideration:

- 1. The applicant should consider the addition of an outdoor public art feature along the Toledo Road frontage, to further enhance the public streetscape.

LIBRARY APARTMENTS

Detailed Site Plan

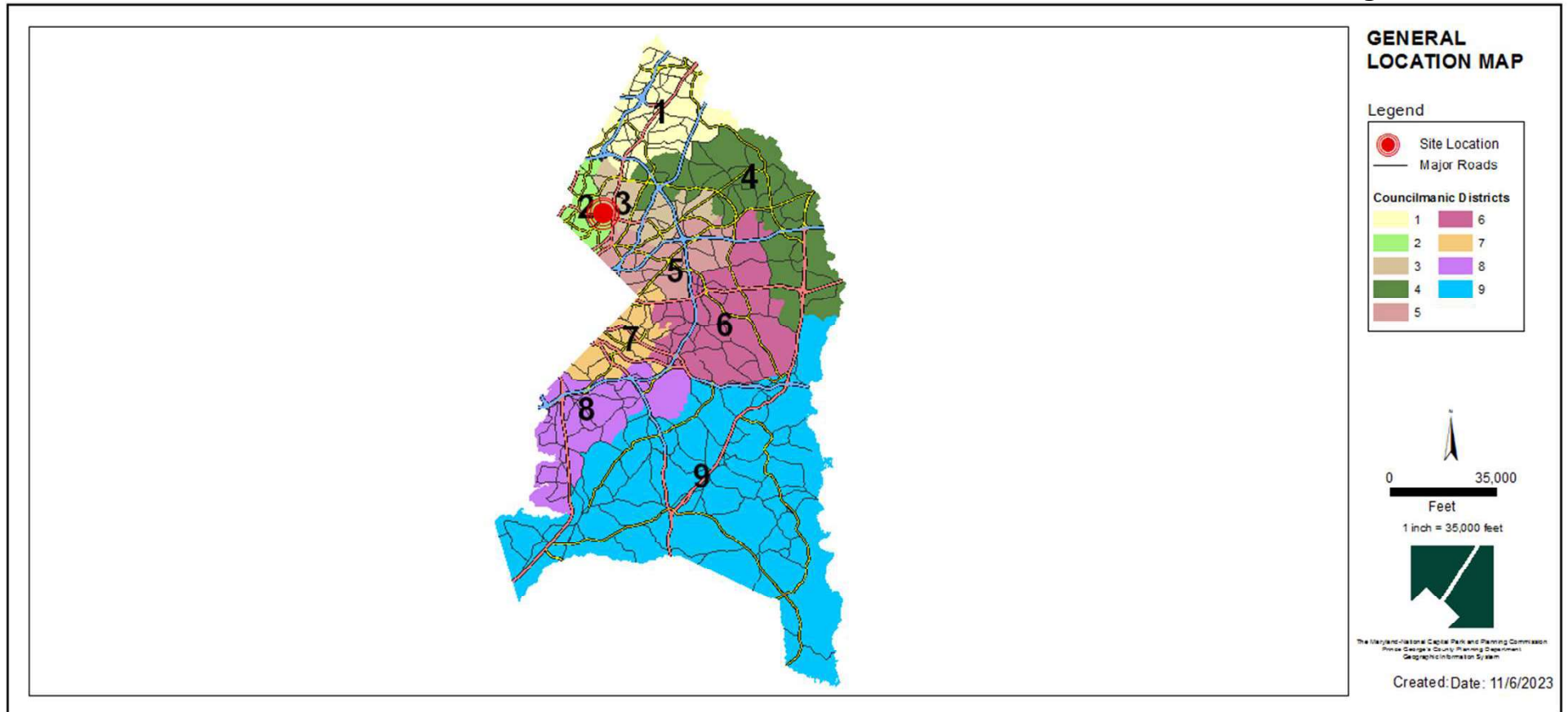
Staff Recommendation: APPROVAL with conditions



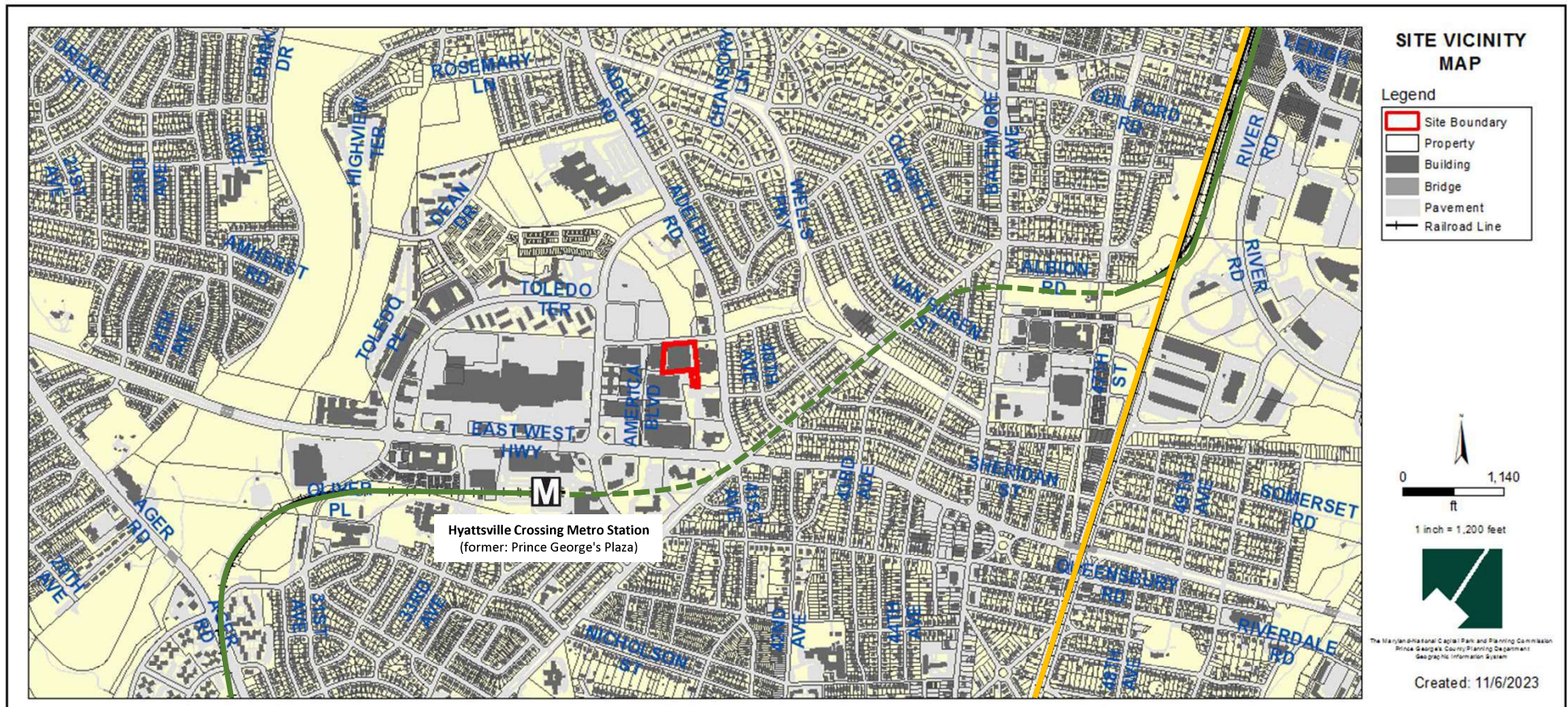
GENERAL LOCATION MAP

Council District: 02

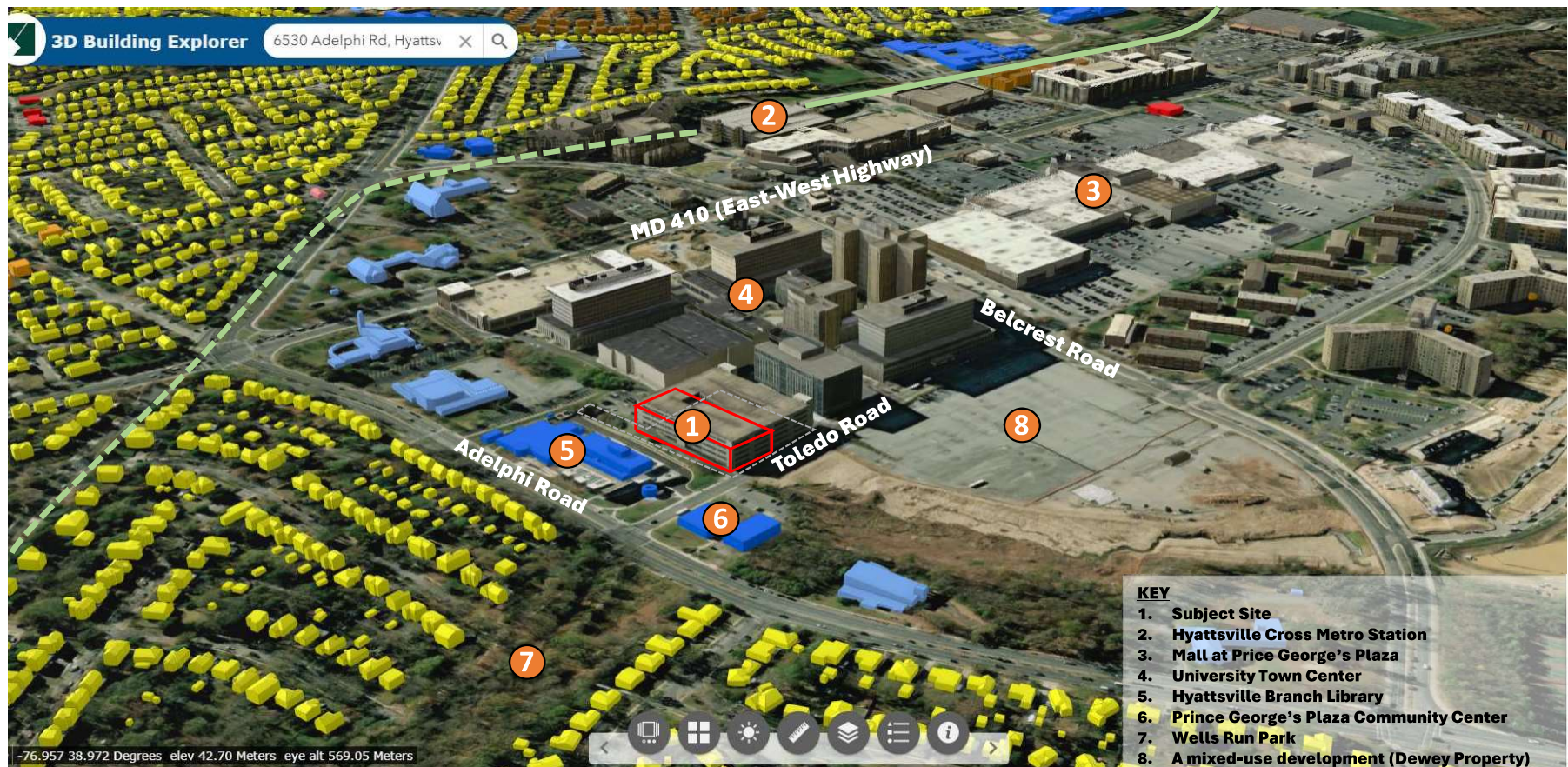
Planning Area: 068



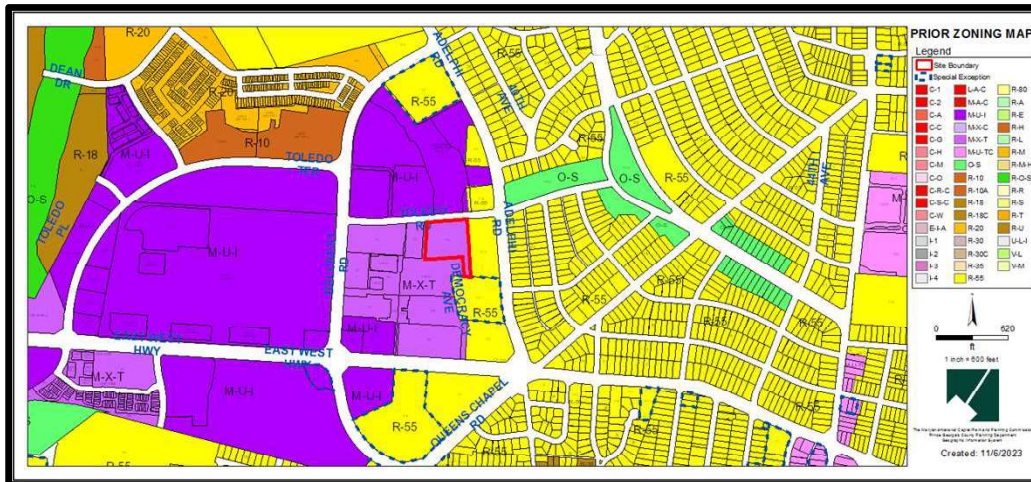
SITE VICINITY MAP



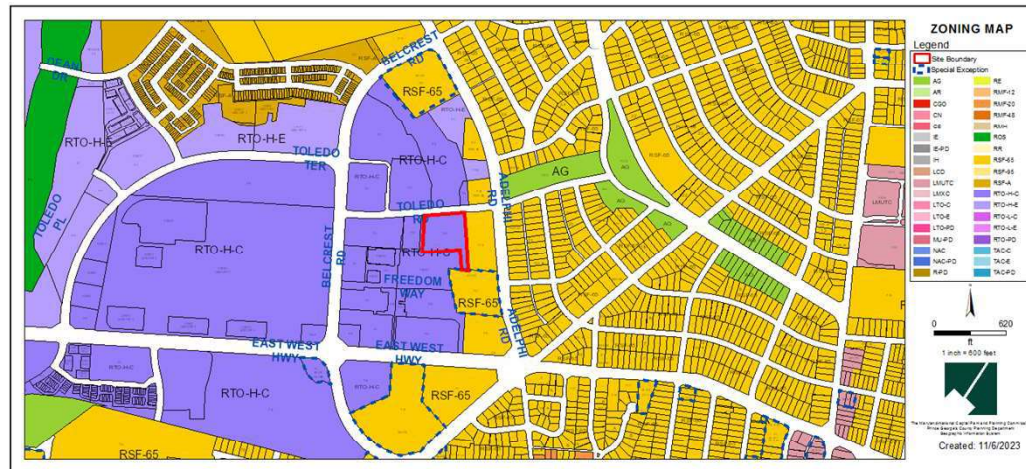
3D VICINITY MAP



ZONING MAP



Prior Property Zone: M-X-T



Current Property Zone: RTO-H-C

Item: 13

2/29/2024

Slide 6 of 25

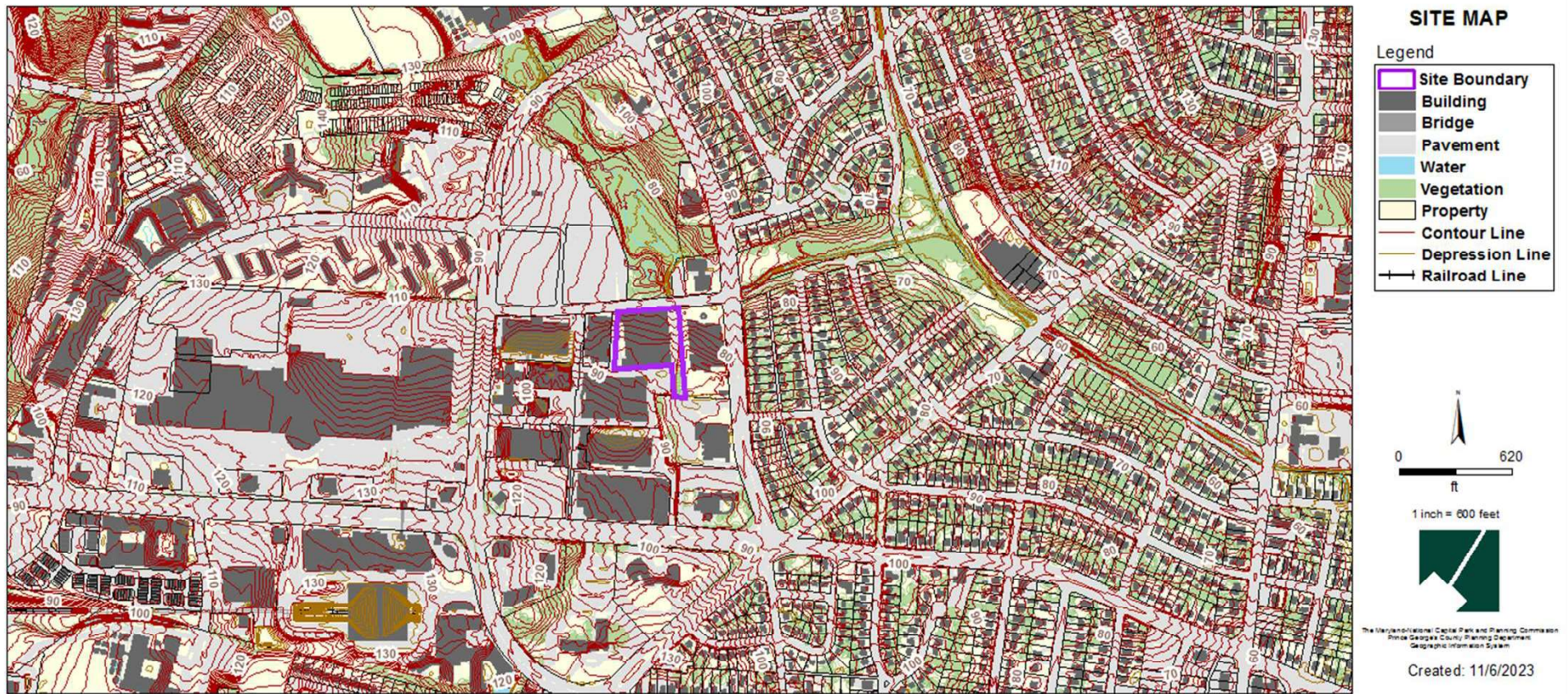


Hyattsville Crossing Metro Station
(former: Prince George's Plaza)

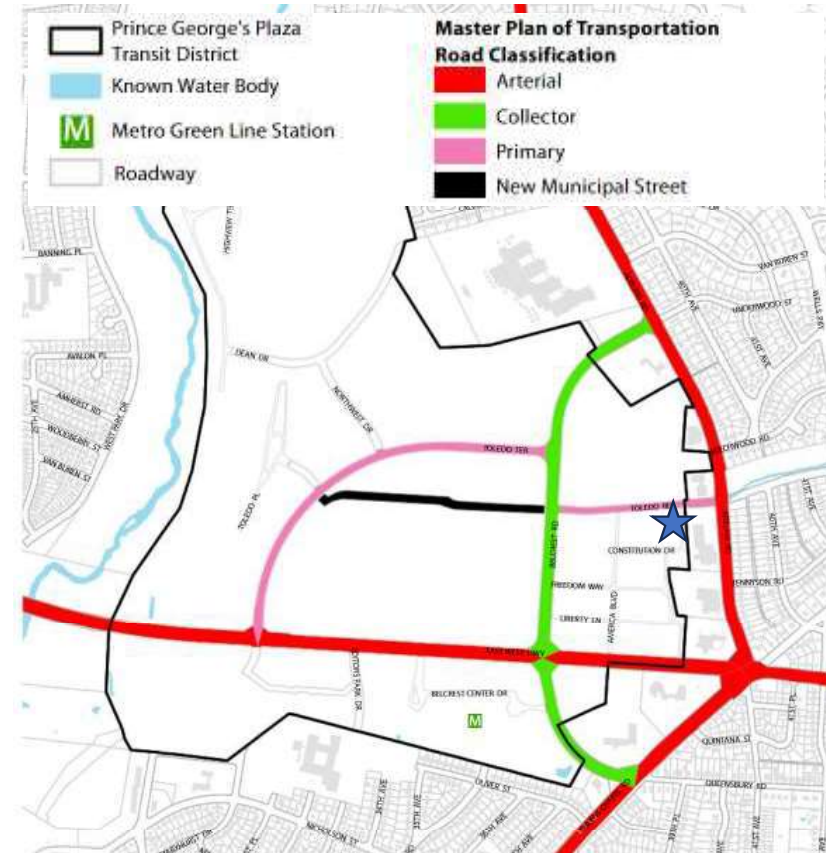
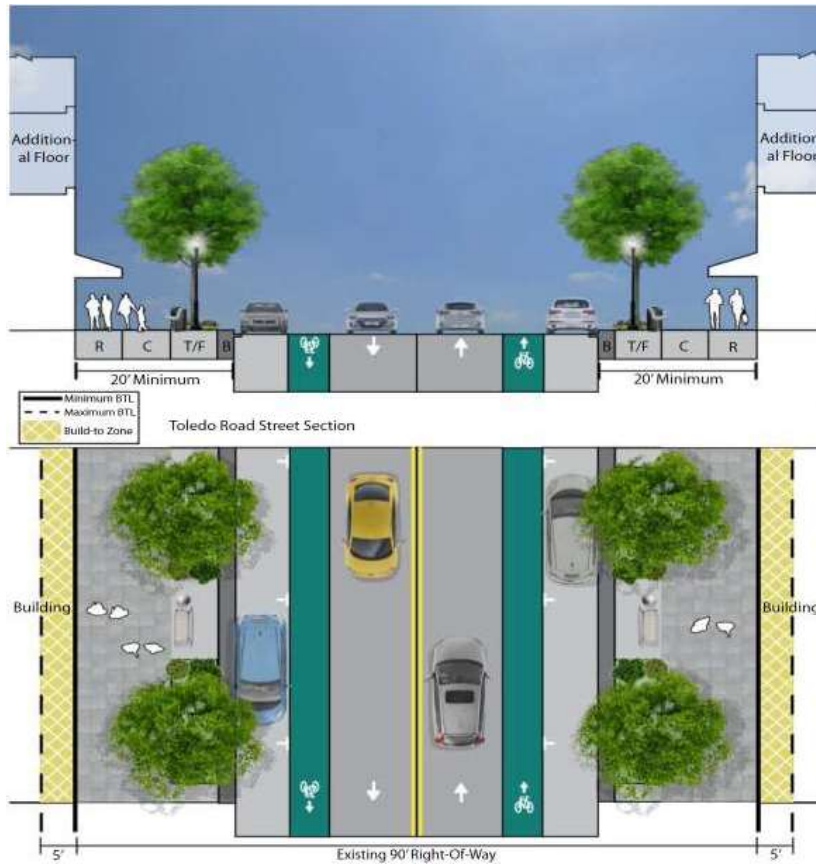
Approx. 15-minute Walking Distance

Streets shown include: Toledo Rd, Democracy Ave, East West Hwy, Belcrest Rd, Adelphi Rd, Guilford St, and many others.

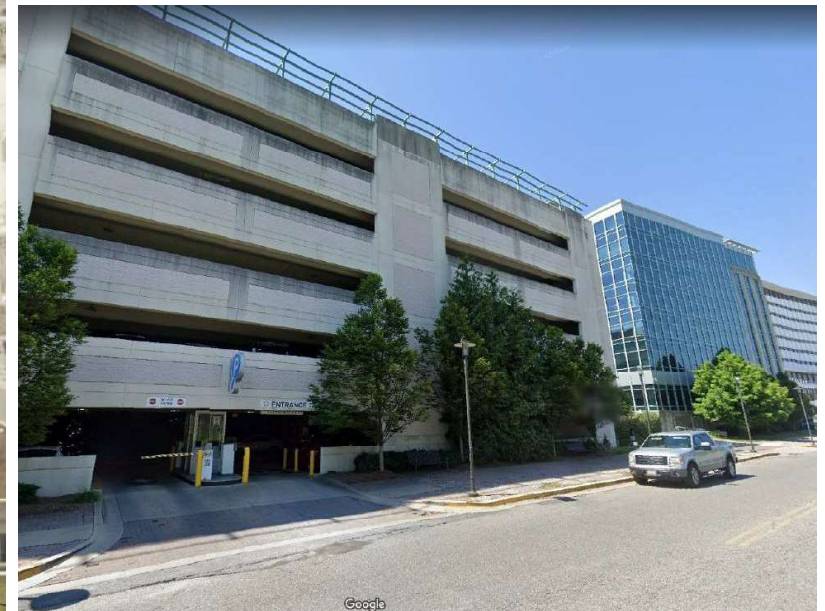
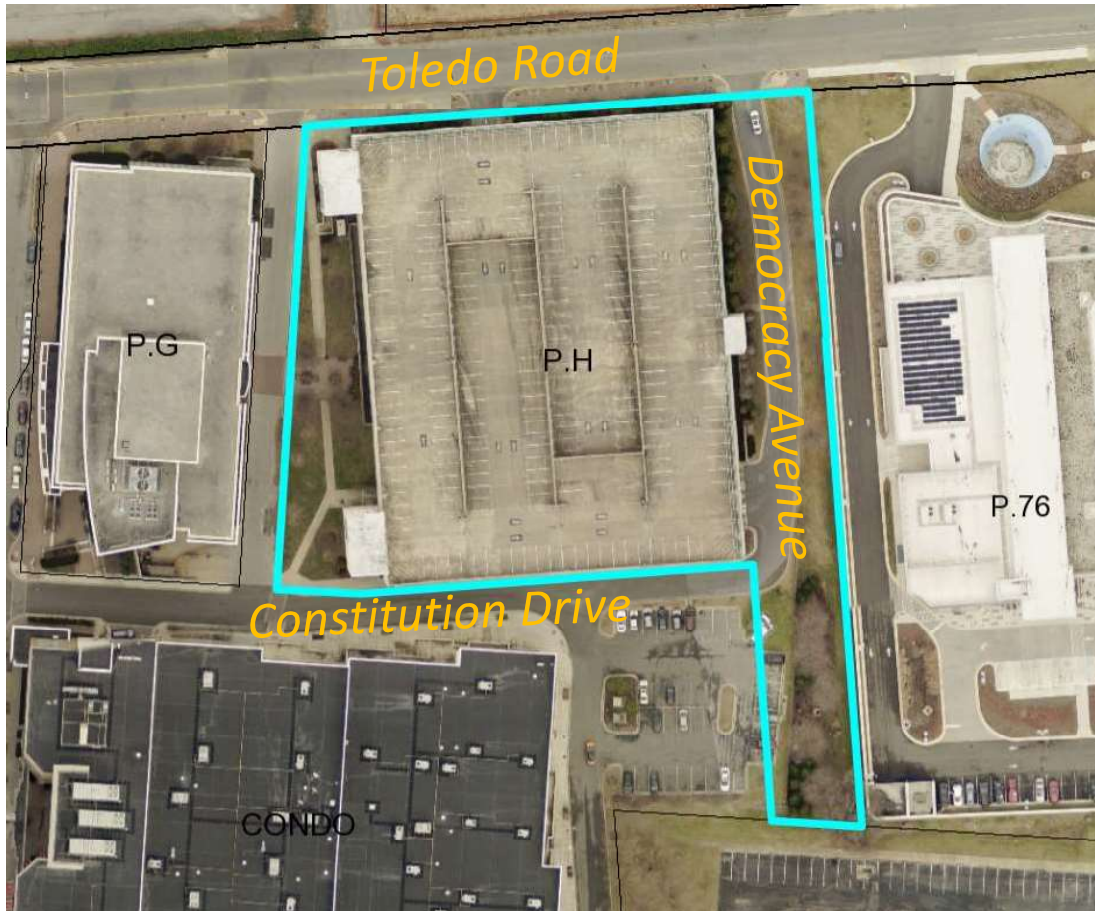
SITE MAP



TOLEDO ROAD IMPROVEMENT

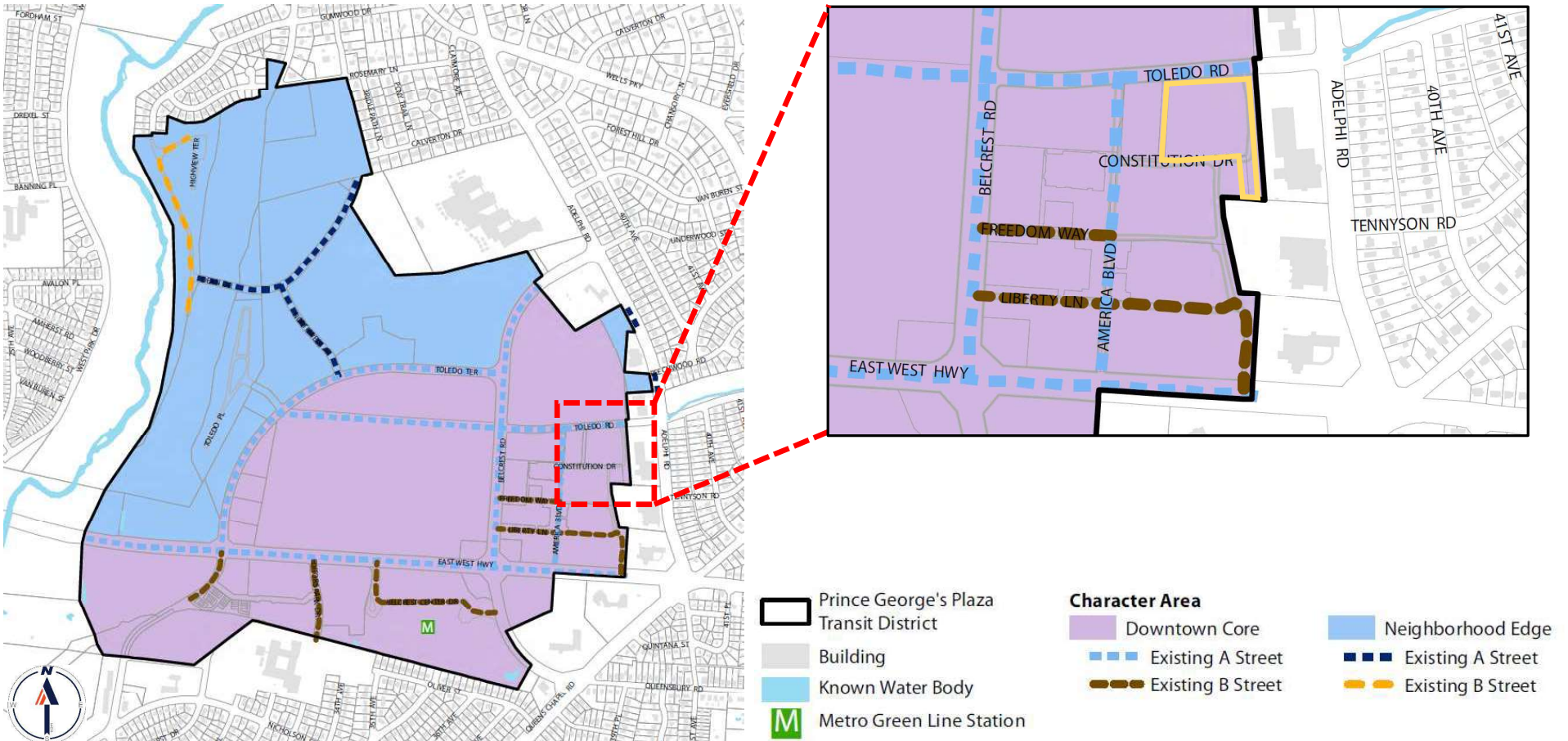


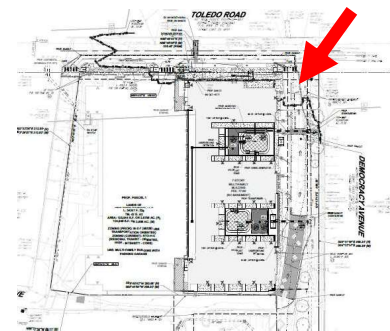
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



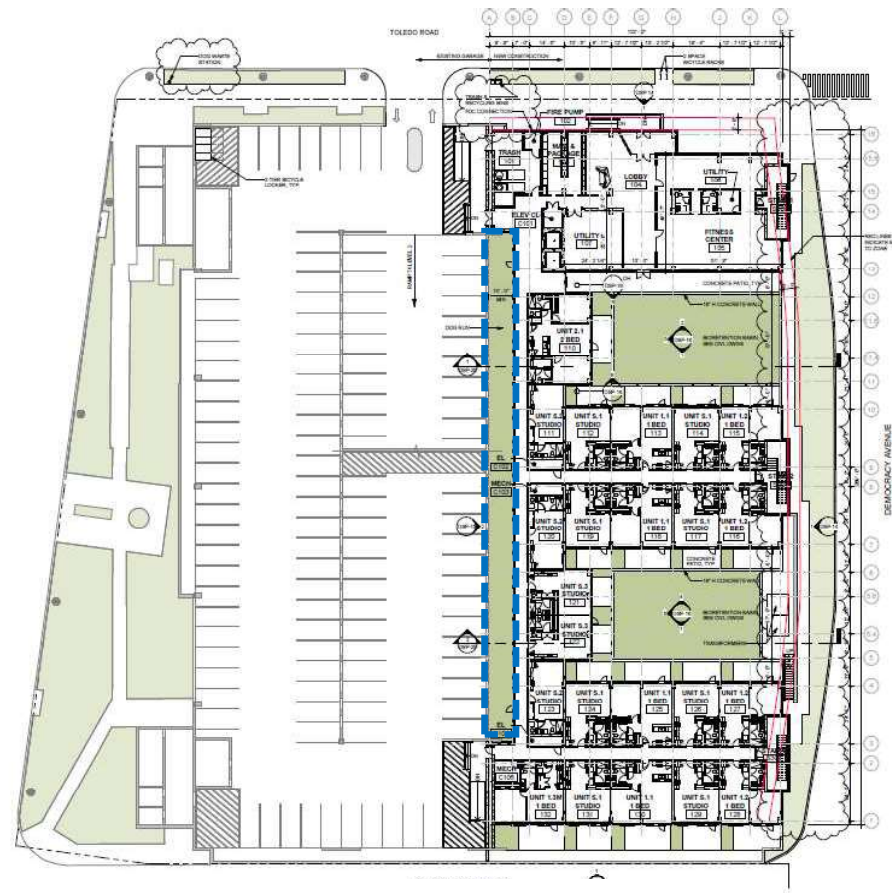
VIEW OF EXISTING PARK GARAGE

PRINCE GEORGE'S PLAZA TDD PLAN

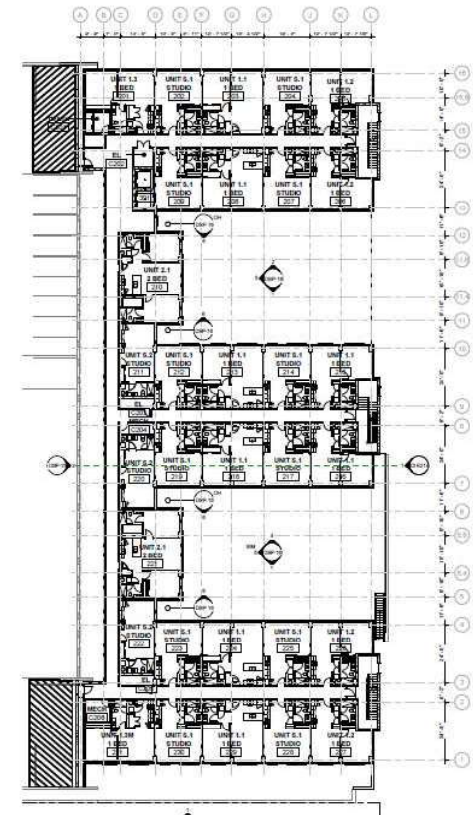




SITE PLAN




FIRST FLOOR PLAN

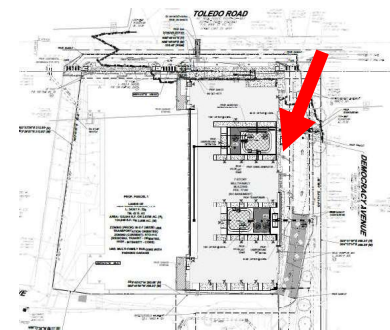


2-6 (TYPICAL) FLOOR PLAN

- Along Toledo Road:
- Trash/recycling receptables
 - Bike racks
 - Dog waste station

 Proposed dog run

PERSPECTIVE VIEW ALONG DEMOCRACY AVE



RECREATIONAL FACILITIES

Chipman



C&AV

RESIDENTIAL COMFORT

Freestanding Lounge

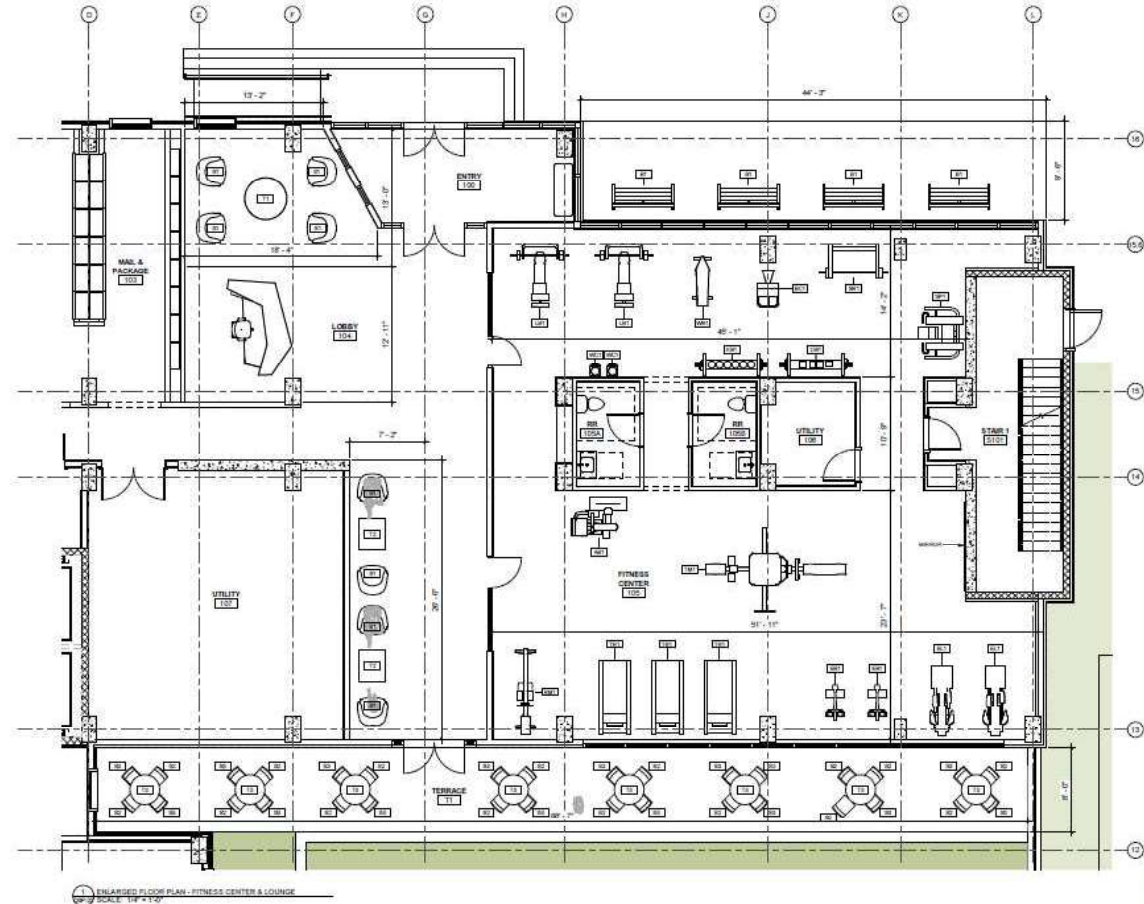
Bring the richness of home into your space with soft seating and curved lines.



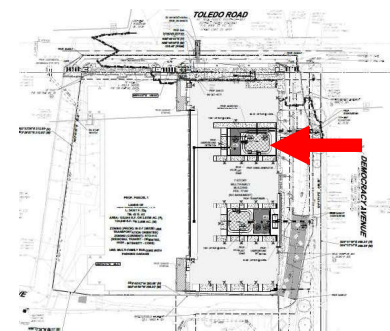
ARWYN

TABLE REVIEW

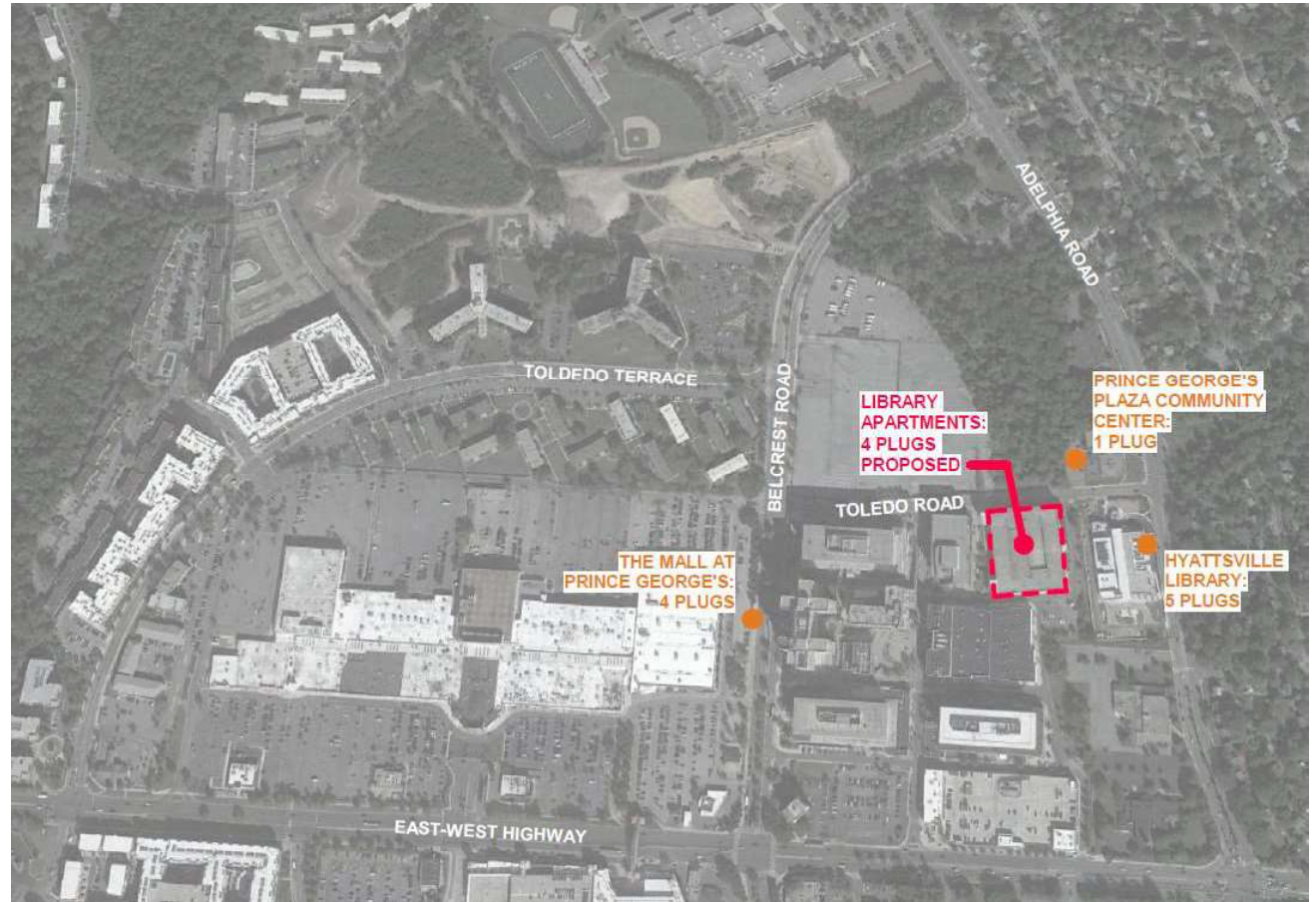
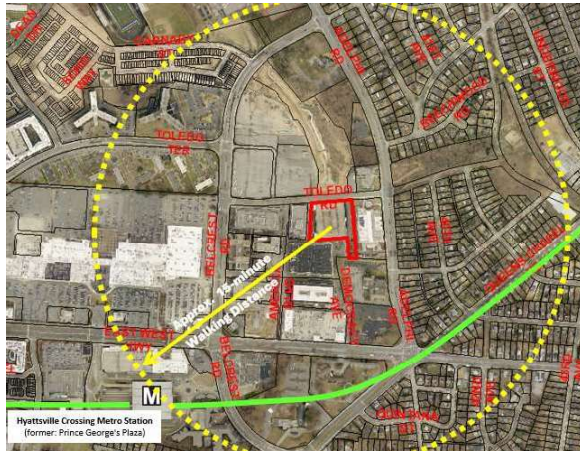
12" High Table
24" High Table
30" High Table



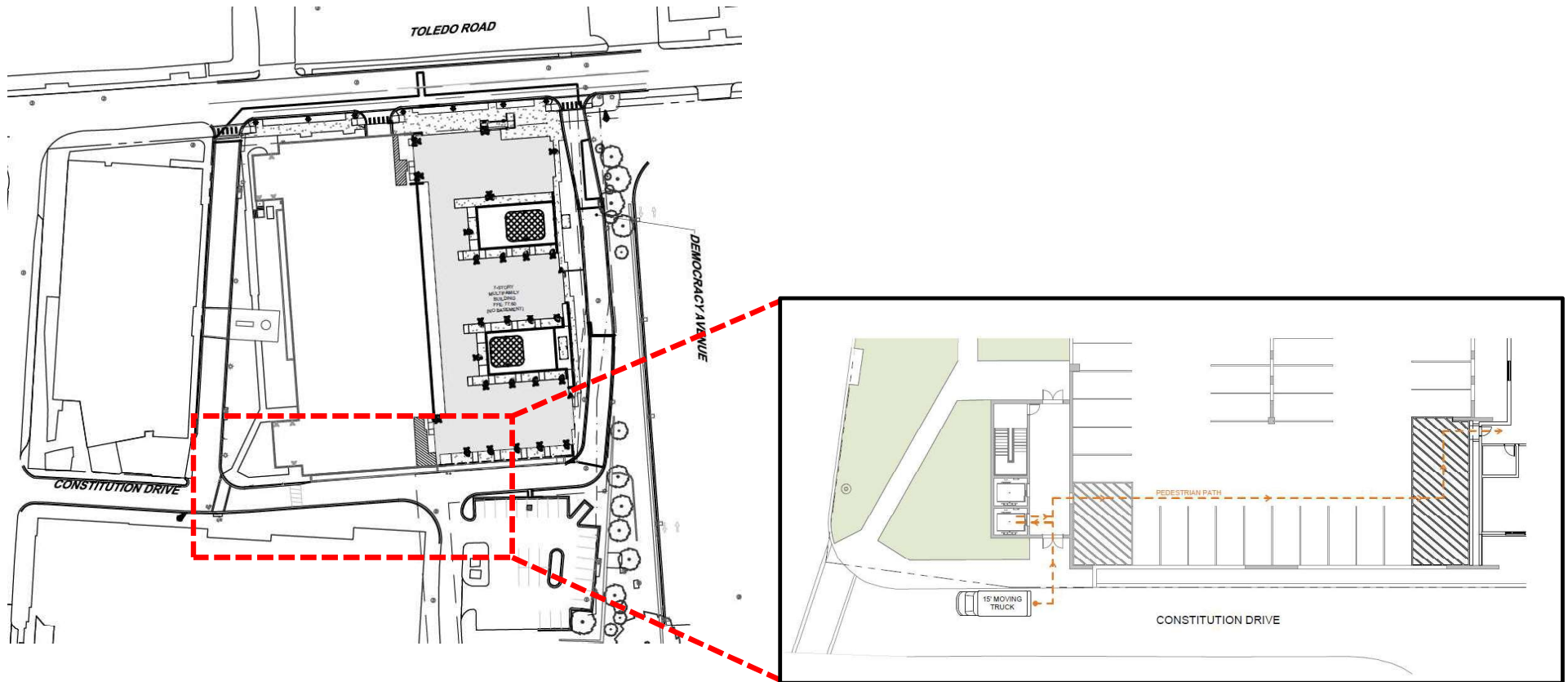
PERSPECTIVE VIEW OF NORTHERN COURTYARD



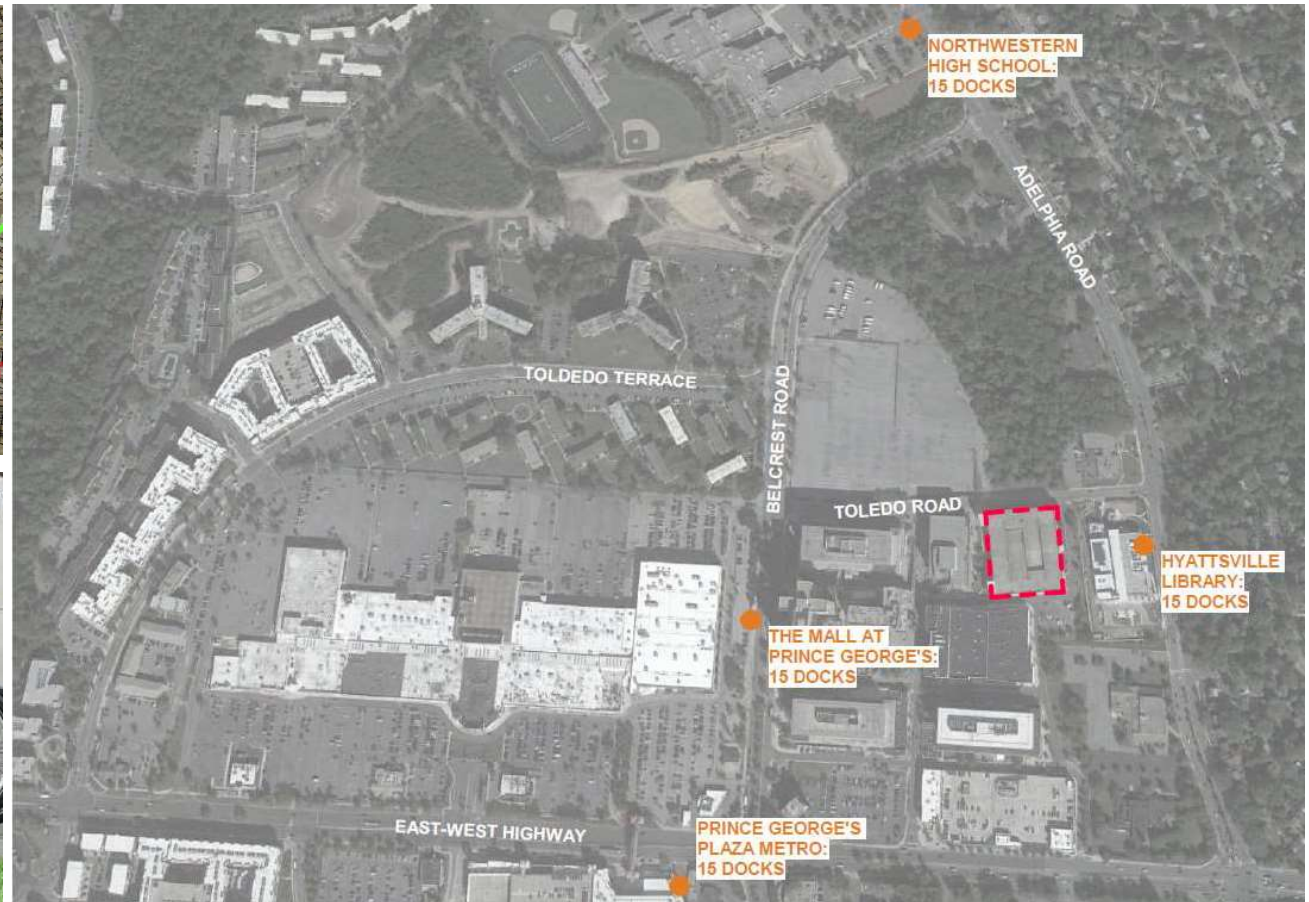
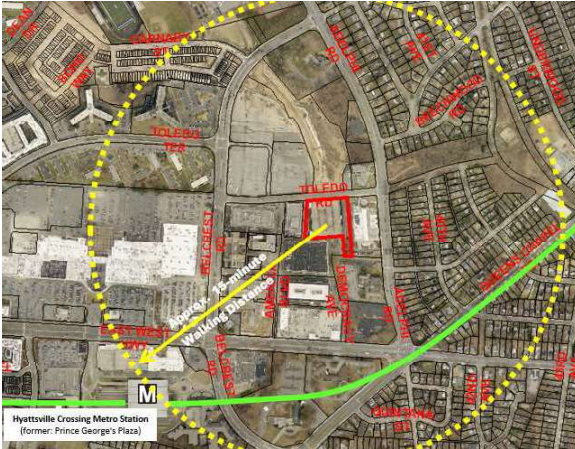
ELECTRIC CHARGING STATIONS



TEMPORARY LOADING SPACE



BIKESHARE LOCATIONS



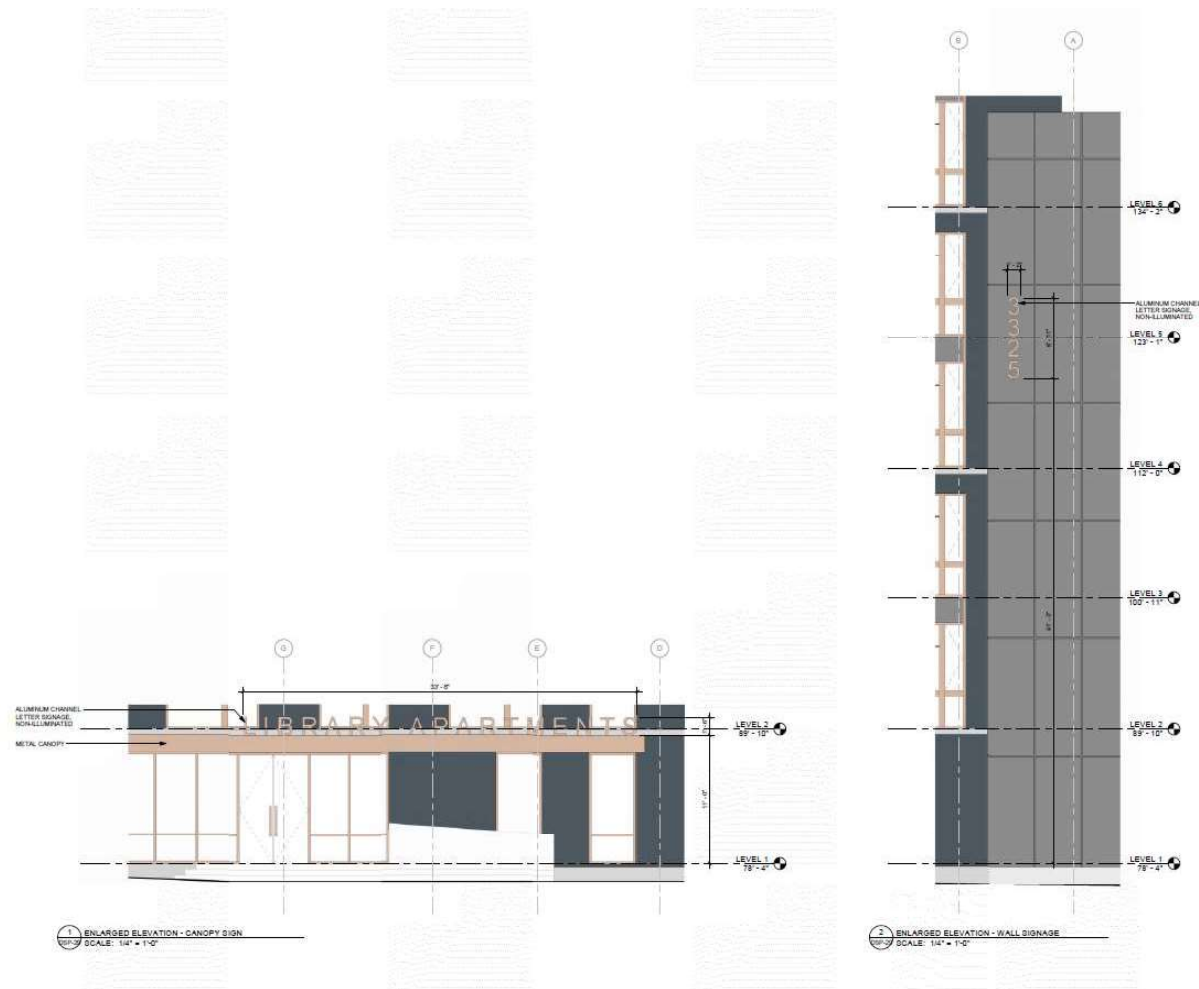
NORTH ELEVATION



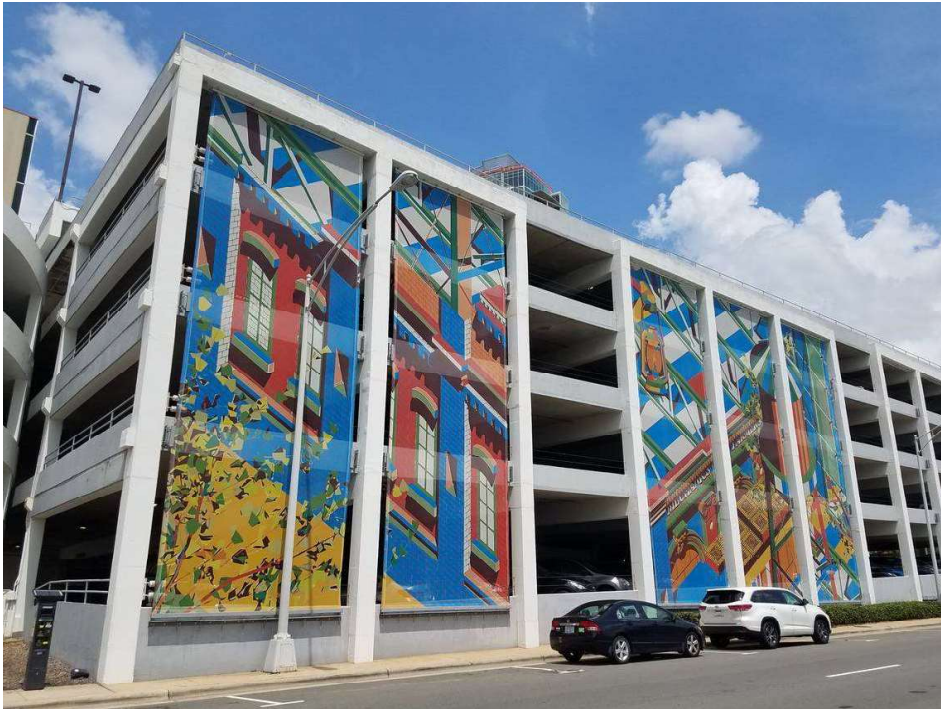
EXTERIOR ELEVATIONS



SIGNAGE



GARAGE A FACADE BEAUTIFICATION



Source: Durham Herald Sun



Source: <https://www.reporterherald.com/2019/07/29/lovelands-foundry-mural-near-complete/>

Note: This slide is for illustrative and discussion purposes.

3D SIMULATION



STAFF RECOMMENDATION

APPROVAL with conditions

- DSP-01002-04
- TCP2-050-2023

[Major/Minor] Issues:

- None

Applicant Required Mailings:

- Information Mailing: 02/28/2023
- Acceptance Mailing: 09/27/2023

STATEMENT OF JUSTIFICATION
LIBRARY APARTMENTS
DSP-01002-04

APPLICANT/
CONTRACT PURCHASER: The Bernstein Companies
3299 K Street, NW
Washington, DC 20007

OWNERS: New Town Parking, LLC
3299 K Street, NW
Washington, DC 20007

ATTORNEY/
CORRESPONDENT: Matthew C. Tedesco, Esq.
McNamee Hosea, P.A.
6404 Ivy Lane, Suite 820
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax
MTedesco@mhlawyers.com

CIVIL ENGINEER: Bohler Engineering
Nicholas Speech, P.E.
Mira Gantzert
16701 Melford Boulevard, Suite 310
Bowie, Maryland 20715
(301) 809-4500
nspeech@bohlereng.com
mgantzert@bohlereng.com

ARCHITECT VARENHORST
Stephen Varenhorst, AIA
Elin Nguyen, AIA
230 N. 21st Street
Philadelphia, PA 19103
(215) 716-7340
(215) 940-1064
stephen@varenhorst.com
elin@varenhorst.com

REQUEST: Detailed Site Plan (DSP-01002-04) for the development of approximately 209 Multi-Family Residential Units in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones under the prior Zoning Ordinance.

I. DESCRIPTION OF PROPERTY

1. Addresses – 3325 Toledo Road, Hyattsville, Maryland 20782.
2. Location – South side of Toledo Road, approximately 265 feet east of its intersection with Adelphi Road.
3. Tax Account(s) – 3503455 and 3503430.
4. Total Area – 2.87 Acres.
5. Proposed Use –Detailed Site Plan for the development of approximately 209 Multi-Family Residential Units in the M-X-T Zone.
6. Record Plat – Plat Book REP 196 at Plat No. 29 (5-03002).
7. Existing Lots/Blocks/Parcels – Parcel H.
8. Council District – 2.
9. Police – District 1.
10. Tax Map/Grid – 42-A2.
11. Zoned – M-X-T.
12. WSSC Grid – 208NE03.
13. Archived 2002 General Plan Tier – Developed.
14. Plan 2035 Growth Policy Area – Established Communities.

II. NATURE OF REQUEST

The Bernstein Companies (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan for the development of approximately 209 Multi-Family Residential Units in the M-X-T Zone, as shown on the submitted concept. The multi-family building is proposed to be constructed on a portion of Parcel H, which is currently entirely improved with a six-level parking garage. As described in greater detail below, the applicant is proposing to raze half of the existing parking garage and construct a seven story multi-family building in its place while retaining the other half of the existing parking garage.

III. UTILIZATION OF THE PRIOR ZONING ORDINANCE

Pursuant to Section 24-1704 of the Subdivision Regulations, this application is being filed pursuant to the prior Zoning Ordinance and will be reviewed pursuant to the prior M-X-T and T-D-O Zones. CSP-00024 was approved by the Planning Board on October 19, 2000 (PGCPB No. 00-195 was adopted on November 9, 2000) and is valid until April 1, 2042. Preliminary Plan of Subdivision (PPS) 4-01092 was approved by the Planning Board on March 28, 2002 (PGCPB No. 02-62 was adopted on April 25, 2002). Notwithstanding the approval of CSP-00024, and since the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* ("TDDP/TDOZ") provides that "Conceptual Site Plans approved prior to July 19, 2016 have no bearing on the approval of a DSP for development in the Transit District," on March 16, 2023, the Planning Board approved PPS 4-22004 pursuant to the prior Zoning Ordinance and Subdivision Regulations, in accordance with Section 24-1900 *et seq.* (TDDP SP3 at p. 195). Accordingly, DSP-01002-04 is being reviewed in accordance with the prior Prince George's County Zoning Ordinance and prior Prince George's County Subdivision Regulations.

Specifically, Preliminary Plan of Subdivision 4-22004 (PGCPB Resolution No. 2023-33) triggers the "grandfathering" provisions pursuant to Section 24-1903(b), which provides that "[o]nce approved, development applications that utilize the prior Subdivision Regulations shall be considered 'grandfathered' and subject to the provisions set forth in Section 24-1704 of this Subtitle." Section 24-1704(b) provides, among other things, "until and unless the period of time under which the subdivision approval remains valid expires, the project may proceed to the next steps in the approval process (including any zoning steps that may be necessary) and continue to be reviewed and decided under the Subdivision Regulations ***and Zoning Ordinance in effect immediately prior to the effective date of the [new] County Subdivision Regulations and [new] Zoning Ordinance.***" (Emphasis added). Although the PPS was approved after April 1, 2022, Sections 24-1903(b) and 24-1704(b), when read together, clearly result in a "grandfathered" PPS that triggers the ability to pursue the "next steps in the approval process (including any zoning steps)" (i.e., a DSP under Part 27 of the prior Code). Consequently, this detailed site plan is filed under (or pursuant to) the prior Zoning Ordinance.

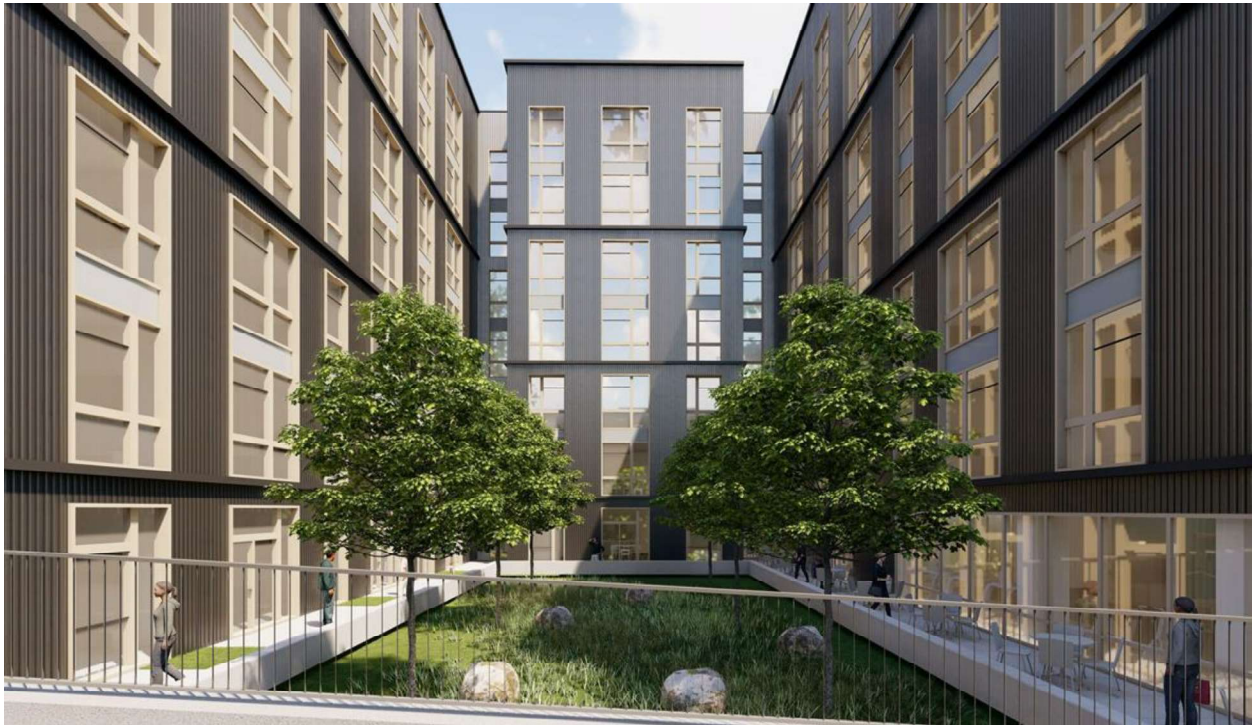
The applicant has spent more than fifteen (15) months and a significant amount of money not only preparing and processing PPS 4-22004, but also in preparing and designing this detailed site plan (including all accompanying supporting plans/documents) pursuant to the regulations and requirements applicable to the prior Subdivision Regulations and prior Zoning Ordinance. Further, the applicant recognizes that the provisions of the prior Subdivision Regulations and prior Zoning Ordinance (including the TDDP) have been successfully utilized and implemented for development of mixed-uses throughout the County generally and the Prince George's Plaza TDDP/TDOZ specifically for a decade. Therefore, development pursuant to the prior Subdivision Regulations and prior Zoning Ordinance offers the most efficient, flexible, and established framework for review and approval of the applicant's desired use/development at this time.

IV. APPLICANT'S PROPOSAL

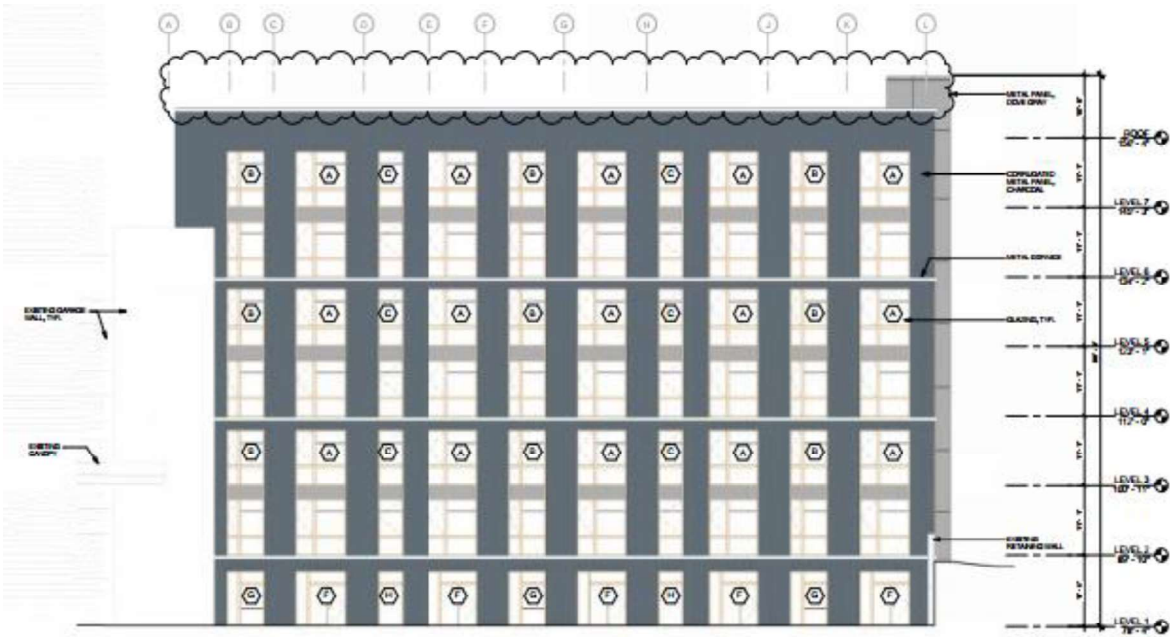
DESIGN FEATURES

The applicant and owner propose to repurpose and replace a portion of an existing underutilized parking garage with residential apartments. The design aims to maximize the amount of natural light and ventilation for each residential unit and to shield the units from the portion of the parking garage that will remain. This design is accomplished by placing a circulation spine against the remaining half of the existing garage and creating two large outdoor courtyards that provide large green spaces. Each unit will have views of these courtyards, and the ground level units will have private patios. The courtyards also serve as landscaped micro-bioretenment facilities that aesthetically and naturally address the stormwater management needs of the site.









Enhancing and activating Toledo Road (an existing A Street) is a priority for the design as well as the TDDP. Amenity spaces with large windows have been located along this street to push activity to the area. A covered canopy along the sidewalk will include benches for moments of rest or conversation for both residents and passersby. The street and frontage are design in conformance with the TDDP development standards and include, among other things, short-term bike parking, landscaping, and sidewalks. In addition, subsequent to meetings with the City of Hyattsville and with Technical Staff, the corner of the building is articulated by stepping back the ground floor walls in both plan and section. A canopy also extends out beyond the main façade to create another layer of articulation. The cornices are employed to break up the mass of the building, create depth and shadow, and another color to the palette. And a new element has been added to the roofline.



Significant landscaping to enhance the pedestrian experience will be provided along Toledo Road and Democracy Avenue (being designed (from a frontage perspective) as a “B” Street pursuant to flexibility approved by the Planning Board in approved PPS 4-22004 (PGCPB Resolution No. 2023-33 at p. 10)). A new, lighted sidewalk is being added along a significant portion of Democracy Avenue (being designed (from a frontage perspective) as a “B” Street

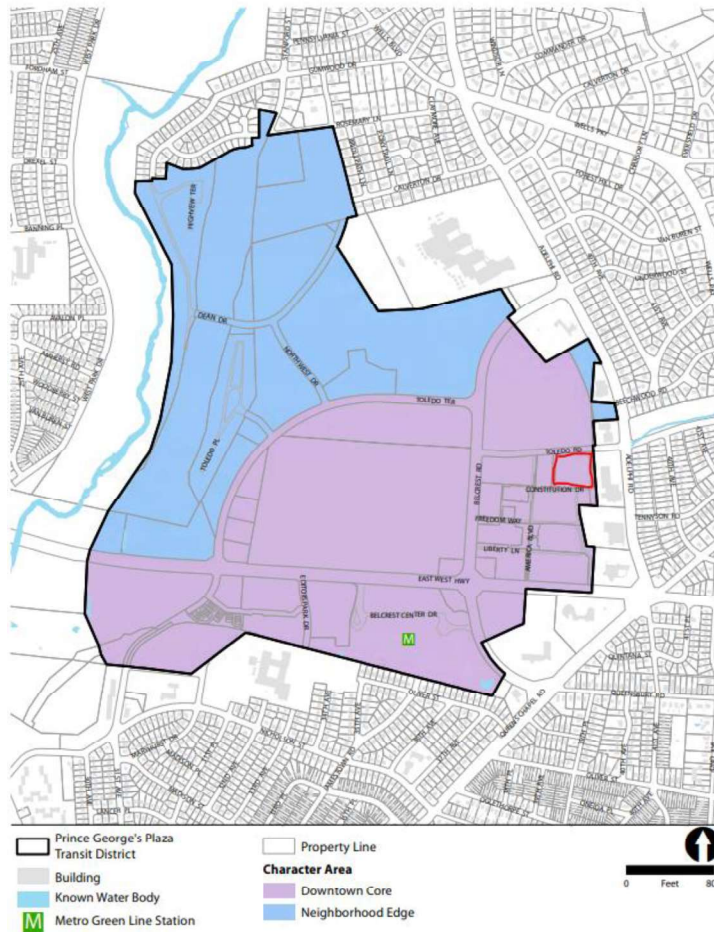
pursuant to flexibility approved by the Planning Board in approved PPS 4-22004 (PGCPB Resolution No. 2023-33 at p. 10)), which previously had no pedestrian pathway. It should be noted that Democracy Avenue is a private access driveway within the University Town Center development, and although is depicted in the TDDP as a “recommended connection” (Map 17 at p. 85), it is neither an “A” or “B” Street, nor a Pedestrian Street or Promenade. Based on feedback and meetings with the City of Hyattsville and Technical Staff, the frontage along Democracy Avenue has been revised to better accommodate the development district standards and the purpose and goals of the TDDP related to the same.

The design of the building incorporates residential scale components such as window mullions, cornice details, and human size panel proportions while also tie the overall shape of the building in with larger commercial proportions of the surrounding buildings.

V. COMMUNITY

The subject property is located in Planning Area 68, Councilmanic District 2, within the City of Hyattsville. More specifically, the site is located on the south side of Toledo Road, approximately 265 feet east of its intersection with Adelphi Road. The subject site consists of Parcel H, recorded on a plat for “Prince George Center” in Plat Book REP 196 at Plat No. 29. The property is 2.87 acres and is located in the Regional Transit-Oriented, High-Intensity–Core (RTO-H-C) Zone. However, the property is being reviewed and decided pursuant to the prior Mixed-Use Transportation Oriented (“M-X-T”) Zone and the prior Transit District Overlay (“T-D-O”) Zone with associated development standards found in the 2016 *Approved Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (“TDDP/TDOZMA”). The subject property is further located in the Downtown Core Character Area (*see* Maps 14 and 32. Character Area Map at pp. 71 and 202).

Map 32. Character Area Map



The subject property is surrounded by the following uses:

North: Toledo Road, and beyond, former parking lot, vacant land and the Prince George's County Community Center in the RTO-H-C (prior M-U-I / T-D-O) and RSF-65 (prior R-55) Zones, respectively. (Approved entitlements for the Dewey Property).

South: Constitution Drive (a private access driveway – that is neither an A or B street), and beyond, commercial and mixed uses within the University Town Center and University Park Church of Christ in the RTO-H-C (prior M-U-I / T-D-O) and RSF-65 (prior R-55 / D-D-O) Zones, respectively.

East: Democracy Avenue (a private access driveway – recommended connection) (being designed (from a frontage perspective) as a “B” Street pursuant to flexibility approved by the Planning Board in approved PPS 4-22004 (PGCPB Resolution No. 2023-33 at p. 10)), and beyond, Hyattsville Branch Library, and beyond, Adelphi Road and beyond, single-family homes in the RSF-65 (prior R-55 / D-D-O) Zone.

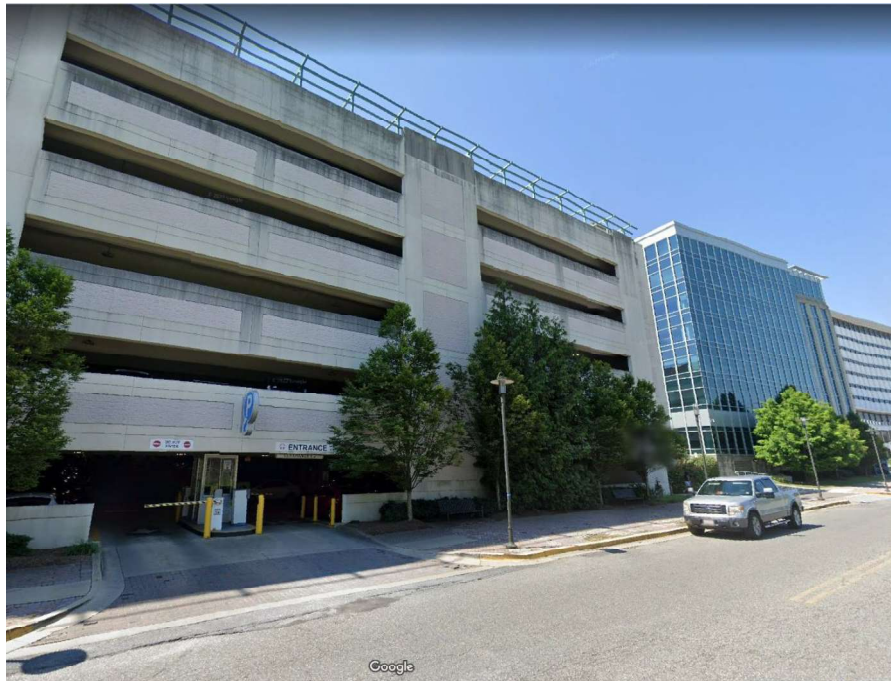
West: Commercial mixed-uses in the RTO-H (prior M-X-T / T-D-O) Zone within the University Town Center beyond.

VI. PRIOR APPROVALS

The property, and the University Town Center, has a long entitlement history. Again, the site has a previously approved Conceptual Site Plan, CSP-00024, which was approved by the Prince George's County Planning Board on October 19, 2000, and later affirmed by the Prince George's County District Council on January 8, 2021.

The property is also the subject of a prior PPS, 4-01092, approved by the Planning Board on April 25, 2002 (PGCPB Resolution No. 02-62). Both the CSP and PPS included a larger land area (47.7 acres and 25.12 acres, respectively) in which the subject property, Parcel H, was included. The subject property was developed and platted in accordance with the CSP and PPS and is currently improved with a 6-level parking garage. Approval of PPS 4-22004 superseded PPS 4-01092 for Parcel H. Again, pursuant to the general applicability and administrative section of the TDDP, conformance with the CSP and its conditions of approval is not required for the new multifamily development. (*See* TDDP SP3 at p. 195).

The property is also subject to multiple detailed site plans (DSPs) which were approved for development of the University Town Center over the years. The requested DSP seeks to amend the prior DSPs (DSP-01002) to redevelop a portion of the existing parking garage with 209 multifamily residential units, thereby, retaining the other half of the parking garage as a parking garage, with vehicular access from the existing access point on Toledo Road, as depicted below.



Over a period of several years, the property making up the University Town Center was proposed for additional development, and as mentioned, a number of DSPs were filed to obtain approval for such additional development. In conformance with Condition 15 of the CSP, which required a parking analysis be provided at the time of DSP, the DSPs provided a parking chart that documented the number of surface parking spaces removed from the property, the number of structured parking spaces proposed or constructed, and the number of parking spaces required under the regulations applicable at that time. These calculations did not assume parking reductions based on shared usage, as anticipated by Condition 15 of the CSP, but they did demonstrate that a sufficient number of parking spaces were provided to serve the existing and proposed uses.

In 2013, as part of DSP-05084/02, a more detailed parking analysis was required to be provided. This parking analysis was prepared in accordance with Section 27-583, which states that in the M-X-T zone, “the number of off-street loading spaces required in the M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.” In that application, the Planning Board Resolution (PGCPB No. 13-118) contained a summary of the approvals which had occurred from 2001 to 2013, as follows:

Prior to the approval of the TDDP, three office buildings consisting of 1,237,000 GSF and 3,506 surface parking spaces existed on Subareas 2 and 3. Since the approval of the TDDP, the following development plans have been approved:

The conceptual site plan (CSP-00024) has been approved which allows a mixed-use development with a “main street” theme, and will allow additional 1,931,500 GSF of office, retail and residential development and a total of 4,000 additional structure parking spaces.

On April 25, 2002, the Prince George’s County Planning Board approved the preliminary plan of subdivision (4-01092).

DSP-01002 approval is for construction of a 195,350 GSF office building and a parking garage with 1,565 structure parking spaces.

DSP-03037 approval is for construction of a five-story underground parking garage containing 1,167 structure parking spaces.

DSP-03037/01 approval is for the construction of a 16-story residential student housing building with 240 units. This building is also under construction.

DSP-03037/02 approval is for construction of additional 112 residential condominium units and 28,000 GSF of commercial retail space.

DSP-05041 approval is for construction of a 93,100 GSF movie theater complex, 34,903GSF commercial retail, and 58,886 GSF commercial office spaces.

DSP-05084 approval is for construction of 176 residential condominium units, 66,751 GSF of commercial retail and a parking garage with 660 structure parking spaces.

This summary of development approvals demonstrates that while additional development was proposed, a substantial increase in parking was also provided. Detailed Site Plan DSP-05084/02 proposed, among other things, the construction of a Safeway grocery store, which included rooftop parking. The parking analysis was prepared by Lenhart Traffic Consulting, Inc. and was conducted using parking demand models from the Institute for Traffic Engineers (ITE) Parking Generation Manual, 4th Edition (2010). Based upon that analysis, a total of 4,845 parking spaces (including the surface parking spaces on the Dewey Property) were available to serve all of the uses. Based on the analysis, a total of 4,681 parking spaces were required. This analysis was accepted and approved with the Detailed Site Plan.

In 2016, Prince George's County adopted a new TDDP for Prince George's Plaza. This new TDDP had a substantial impact on the Town Center. First, it rezoned some of the property within the Town Center to the M-U-I Zone. This is significant in that the M-U-I zone, unlike the M-X-T Zone (generally), does not require approval of a Conceptual Site Plan. As mentioned previously, regarding the validity of the previously approved CSP, the TDDP provides as follows:

Pursuant to Section 27-548.08(c)(2), a Detailed Site Plan does not have to conform to a previously approved Conceptual Site Plan. Accordingly, Conceptual Site Plans approved prior to July 19, 2016, have no bearing on the approval of a DSP for development in the Transit District. Regardless of previous Conceptual Site Plan approval, all DSP's shall strictly conform to the current Transit District Standards.

TDDP SP3 at p. 195.

The second major impact the TDDP had is that it modified the standards for parking. Relevant to this application, the following standards were adopted (P. 258):

- There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.
- The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page.

Character Area	Residential Development	Commercial/ Industrial Development
Downtown Core	1.25 spaces per dwelling unit	2.5 spaces per 1,000 square feet of gross leasable area
Neighborhood Edge (multifamily)	1.5 spaces per dwelling unit	N/A
Neighborhood Edge (single-family)	2.0 spaces per dwelling unit	N/A

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

In 2017, a Detailed Site Plan was filed for Parcel R in the University Town Center referenced as DSP-17005. The purpose of this application was to convert an existing office building with 434,000 square feet to a 311-unit multifamily residential building. The subject property and some other land comprising the University Town Center south of Toledo Road was retained in the M-X-T zone and the requirement to provide a shared parking analysis pursuant to Section 27-583 of the Zoning Ordinance was still applicable. An updated shared parking analysis was again prepared by Lenhart Traffic Consulting, Inc. using the Institute for Transportation Engineers (ITE) Parking Generation Manual, 4th Edition (2010). Based upon the updated analysis, a total of only 3,705 parking spaces were required at peak demand, while 4,845 parking spaces were available. This analysis was once again accepted and approved with the Detailed Site Plan.

More recently, Detailed Site Plans have been approved, including DSP-19050; DSP-19050-01; and DSP-21006. As it relates to this pending DSP, included herein is a shared parking analysis prepared by Lenhart Traffic Consulting, Inc dated January 6, 2023. The shared parking analysis was prepared using the Institute for Traffic Engineers (ITE) Parking Generation Manual, 5th Edition (2019), consistent with the prior analyses. This is the most recent edition of the Parking Generation Manual and supersedes the 2010 edition previously used. Based upon this analysis, if the 728 parking spaces currently located in half of the existing parking garage are removed, a total of 4,117 parking spaces will continue to exist within the University Town Center. The current mix of uses along with the proposed development of half of the existing parking garage generate a peak parking demand of 2,403 parking spaces, indicating that a surplus of 1,714 spaces will exist even without the use of half of the parking garage. Therefore, the Applicant submits that with the redevelopment of the Subject Property as proposed, and the elimination of half of the parking garage, sufficient parking will continue to exist to support the existing development within the University Town Center.

The Transportation Planning Section also requested an assessment of the parking demand in Garage A to determine actual parking demands. The parking report below is a monthly

parking report from Garage A depicting the actual daily parking demand for the entire month of February 2022.

Day	Date	Tickets Issued	Cash	Counted Tickets	Spaces	Ticket Value	per Ticket Value	per Space	Total Revenue	Revenue per Space	Per Trans Park
Tue	2/1/2022	283	215	64	1,455	\$226.00	\$1.05	\$0.16	\$226.00	\$0.16	
Wed	2/2/2022	284	224	60	1,455	\$169.00	\$0.75	\$0.12	\$169.00	\$0.12	
Thu	2/3/2022	295	216	79	1,455	\$189.00	\$0.88	\$0.13	\$189.00	\$0.13	
Fri	2/4/2022	293	236	57	1,455	\$305.00	\$1.29	\$0.21	\$305.00	\$0.21	
Sat	2/5/2022	94	66	28	1,455	\$181.00	\$2.74	\$0.12	\$181.00	\$0.12	
Sun	2/6/2022	84	47	37	1,455	\$91.00	\$1.94	\$0.06	\$91.00	\$0.06	
Mon	2/7/2022	259	206	53	1,455	\$145.00	\$0.70	\$0.10	\$145.00	\$0.10	
Tue	2/8/2022	292	211	75	1,455	\$264.00	\$1.25	\$0.18	\$264.00	\$0.18	
Wed	2/9/2022	259	198	61	1,455	\$128.00	\$0.65	\$0.09	\$128.00	\$0.09	
Thu	2/10/2022	273	205	68	1,455	\$201.00	\$0.98	\$0.14	\$201.00	\$0.14	
Fri	2/11/2022	270	214	56	1,455	\$204.00	\$0.95	\$0.14	\$204.00	\$0.14	
Sat	2/12/2022	90	70	20	1,455	\$166.00	\$2.37	\$0.11	\$166.00	\$0.11	
Sun	2/13/2022	62	42	20	1,455	\$143.00	\$3.40	\$0.10	\$143.00	\$0.10	
Mon	2/14/2022	274	206	56	1,455	\$178.00	\$0.86	\$0.12	\$178.00	\$0.12	
Tue	2/15/2022	260	205	55	1,455	\$211.00	\$1.03	\$0.15	\$211.00	\$0.15	
Wed	2/16/2022	273	211	62	1,455	\$162.00	\$0.77	\$0.11	\$162.00	\$0.11	
Thu	2/17/2022	302	236	66	1,455	\$269.00	\$1.14	\$0.18	\$269.00	\$0.18	
Fri	2/18/2022	275	214	61	1,455	\$191.00	\$0.89	\$0.13	\$191.00	\$0.13	
Sat	2/19/2022	76	51	25	1,455	\$108.00	\$2.12	\$0.07	\$108.00	\$0.07	
Sun	2/20/2022	81	53	28	1,455	\$106.75	\$2.01	\$0.07	\$106.75	\$0.07	
Mon	2/21/2022	139	80	59	1,455	\$115.00	\$1.44	\$0.08	\$115.00	\$0.08	
Tue	2/22/2022	308	235	73	1,455	\$293.50	\$1.25	\$0.20	\$293.50	\$0.20	
Wed	2/23/2022	258	187	71	1,455	\$169.00	\$0.90	\$0.12	\$169.00	\$0.12	
Thu	2/24/2022	271	208	63	1,455	\$223.00	\$1.07	\$0.15	\$223.00	\$0.15	
Fri	2/25/2022	287	216	71	1,455	\$186.00	\$0.86	\$0.13	\$186.00	\$0.13	
Sat	2/26/2022	95	65	30	1,455	\$189.00	\$2.91	\$0.13	\$189.00	\$0.13	
Sun	2/27/2022	75	42	33	1,455	\$63.00	\$1.50	\$0.04	\$63.00	\$0.04	
Mon	2/28/2022	292	233	59	1,455	\$384.00	\$1.65	\$0.26	\$384.00	\$0.26	
Totals		6,104	4,592	1,490		\$5,260.25			\$5,260.25		
Averages		216	164	53	1,455	\$187.87	\$1.15	\$0.13	\$187.87	\$0.13	

This report showed that the maximum number of parking tickets for any one day was 308 tickets. This does not mean that 308 vehicles were parked at the same time. It means that throughout the day, 308 parking tickets were issued and if the vehicles came and went at different times throughout the day (as expected), then the actual parking demand at any one time would be a maximum of 308. It should also be noted that Kaiser Permanente was under a temporary contract to utilize parking spaces in Garage A while their facility was under construction at the West Hyattsville Metro Station. Therefore, the 308 peak parking demand is actually an inflated number due to the temporary usage by Kaiser Permanente.

Once half of the garage spaces are eliminated for the conversion of that portion of Garage A to residential units, it will result in 728 parking spaces remaining to serve the residential units and other users/public within the Town Center. Notwithstanding the fact that the TDDP specifically provides that there is *no minimum number or ratio of off-street parking spaces for any development within the Transit District* (emphasis added), and saving no regulatory minimum parking requirement exists, (meaning the applicant is not required to propose any parking for this development), practically speaking, and based on ITE Parking Generation's peak parking demand estimates for this use, a minimum of 262 parking spaces would accommodate the proposed 209 multifamily units. Therefore, the applicant is not proposing any reserved parking for the future tenants, as no minimum off-street parking is required by code.

PPS 4-22004

On March 16, 2023, the Planning Board approved PPS 4-22004 with eleven (11) conditions. The following is an analysis of the applicable conditions related to DSP-01002-04.

- 2. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.**

COMMENT: Adequate on-site recreation facilities are proposed with this DSP. Specifically, the applicant is proposing an outdoor lounge area, two courtyards, and a fitness center. The outdoor lounge area includes a hardscape covered space with casual seating and small tables. The courtyards will feature extensive landscaping with integrated lighting, patios, and table and chairs. The fitness center will be a fully equipped gym with free weights, benches, weight machines, treadmills, ellipticals, spinning bikes, rowing machines, exercise balls and resistance equipment. The total amenity cost is approximately \$481,121, and the required recreation value for the development is \$193,043.

- 4. The on-site 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 and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

COMMENT: Acknowledged.

- 10. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan, 24001-2022-0, and any subsequent revisions.**

COMMENT: The approved stormwater concept (approved December 14, 2022) matches the preliminary plan and is still valid. The ultimate development of the site will be in conformance with the approved SDCP (24001-2022-0) or as amended.

11. The following facilities shall be shown on the detailed site plan:

- a. A 5-foot-wide marked bicycle lane along the property frontage of Toledo Road, consistent with the 2016 Approved Prince George's Plaza Transit District Development Plan, unless modified by the operating agency with written correspondence, or provided as part of another development.**

COMMENT: A 5-foot-wide marked bicycle lane is provided along the property frontage of Toledo Road, subject to modification by the operating agency.

- b. Unless an alternative standard is requested, a minimum 6-foot sidewalk and a 6-to-8-foot landscape amenity panel along the property frontage of Toledo Road, consistent with the 2016 Approved Prince George's Plaza Transit District Development Plan. The final width shall be determined by the operating agency with written correspondence.**

COMMENT: A 6-foot-wide pedestrian path, 6-foot-wide landscape strip and sidewalk is proposed along Toledo Road.

- c. An interconnected network of pedestrian facilities with minimum 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps on-site.**

COMMENT: A 6-foot-wide pedestrian path and sidewalk is proposed along Toledo Road on with ADA connections.

- d. Long and short-term bicycle parking consistent with the 1999 American Association of State Highway and Transportation (AASHTO) Guide for the Development of Bicycle Facilities to accommodate residents and visitors.**

COMMENT: Short-term bicycle parking is proposed along the frontage of Toledo Road, and long-term bicycle parking is provided in the parking garage.

- e. Waste, recycling bins, and street furniture such as benches or tables, along the property's frontage of Toledo Road.**

COMMENT: Benches are included along Toledo Road – two existing in front of the remaining half of the garage, and four new benches under the new entrance canopy. In addition, waste and recycling bins are included along the frontage of Toledo Road.

with long and short term onsite bicycle parking pursuant to Conditions 11.c and 11.d. of the PPS. Street furniture will be included as required by Condition 11.e. of the PPS and TDOZ.

- 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, in accordance with Section 24-4506 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:**
 - a. Along the south side of Toledo Road, as detailed in Exhibit B-2 of the applicant's BPIS submission:**
 - i. Upgrade to three ADA-compliant pedestrian ramps.**
 - ii. Install a bus shelter and bench along Toledo Road in the vicinity of the library.**
 - iii. Install bicycle route signage (D11-1) and wayfinding signage (D1-2b) directing eastbound cyclists to Adelphi Road and the Hyattsville Library and directing westbound cyclists to the Hyattsville Crossing Metro Station and Mall at Prince George's Shopping Center, in accordance with the City of Hyattsville sign standards.**

COMMENT: These BPIS exhibits have been incorporated into the DSP sheets. These improvements will be bonded and permitted prior to the issuance of the first building permit.

- b. Along the east side of Adelphi Road at its intersection with Beechwood Road, as detailed in Exhibit B-3 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.**

COMMENT: These BPIS exhibits have been incorporated into the DSP sheets. These improvements will be bonded and permitted prior to the issuance of the first building permit.

- c. Along the west side of Adelphi Road at the north point of vehicle access at University Park Church of Christ (6420 Adelphi Road), as detailed in Exhibit B-4 of the applicant's BPIS submission; upgrade to two ADA-compliant pedestrian ramps.**

COMMENT: These BPIS exhibits have been incorporated into the DSP sheets. These improvements will be bonded and permitted prior to the issuance of the first building permit.

- d. **Along the east side of Adelphi Road at its intersection with Van Buren Street, as detailed in Exhibit B-5 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.**

COMMENT: These BPIS exhibits have been incorporated into the DSP sheets. These improvements will be bonded and permitted prior to the issuance of the first building permit.

- e. **Along the west side of Adelphi Road at the north point of vehicle access at Northwest High School (7000 Adelphi Road), as detailed in Exhibit B-6 of the applicant's BPIS submission; install a thermoplastic crosswalk along the west leg.**

COMMENT: These BPIS exhibits have been incorporated into the DSP sheets. These improvements will be bonded and permitted prior to the issuance of the first building permit.

5. **Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the school facilities surcharge in accordance with the requirements of Section 10-192.01 of the Prince George's County Code prior to approval of a building permit.**

COMMENT: At the time of building permit, and pursuant to Section 10-132.01 (as amended from time to time), the applicant will pay the applicable School Facility Surcharge.

VII. COMMUNITY PLANNING

With PPS 4-22004, the Planning Board previously analyzed the 2014 *Plan Prince George's 2035 Approved General Plan* ("Plan 2035") and conformance with the TDDP. The Planning Board's prior findings are summarized here as follows:

Plan 2035

This property is located in the Prince George's Plaza Metro Downtown area, as designated in Plan 2035, which is also one of the County's eight Regional Transit Districts. Regional transit districts are characterized as medium- to high-density areas that should feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as metro, bus, light rail, bike and car share, and promote walkability. (Internal citation omitted).

TDDP Conformance

The TDDP recommends a mix of land uses on the subject property. The property is in the Downtown Core Character Area. The TDDP provides policies and strategies to promote pedestrian and bicycle-friendly, transit supportive development, and residential density concentrated in Downtown Core area. Conformance with the TDDP transportation related standards is discussed further in the Transportation findings of this technical staff report.¹ Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, this application conforms to the land use recommendation of the TDDP.

(PGCPB No. 2023-33 at p. 5-6).

VIII. GENERAL CRITERIA FOR DSP APPROVAL

Pursuant to Section 27-548.08(c)(2) of the prior Zoning Ordinance, the findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan in the T-D-O Zone:

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

COMMENT: The DSP is in strict conformance with the mandatory requirements of the Prince George's Plaza TDDP, except where amendments to the TDDP standards are requested. The requested amendments and conformance to the majority of standards create a proposal that will not substantially impair implementation of the TDDP.

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

COMMENT: The DSP is consistent with, and reflects, the guidelines and criteria for development contained in the TDDP. The applicant has requested amendments to the TDDP standards, which, if approved, will not substantially impair the implementation of the TDDP. The DSP, with the proposed amendments, conforms with the purposes of the TDDP, which include requirements to ensure that development within the transit district possesses a desirable urban design relationship with one another, the Metro station, and adjoining areas.

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

COMMENT: The DSP, with the requested amendments, meets the requirements of the T-D-O Zone and the underlying M-X-T Zone, as discussed in detail herein.

¹ Incorporated by reference.

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

COMMENT: The DSP demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking maximize safety and efficiency, and are adequate to meet the purposes of the T-D-O Zone. The DSP requests amendments to only a few of the TDDP standards, relative to the location of existing streetlights; ground floor ceiling clearance; validating existing street and planting strips along the frontage of the garage that is to remain; and relief from requiring buildings wider than 50-feet to be designed as a series of building fronts given the re-purposing of half the existing garage superstructure. The proposed redevelopment of half of an underutilized parking garage, along with standards for building placement to frame and activate the street, support the vision of a walkable transit district.

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

COMMENT: The DSP proposes building materials that are compatible with adjacent commercial and multifamily uses. The building is located to frame the streetscape and maintains a common street wall, while activating the streetscape, as envisioned by the TDDP. The building includes open space and amenities around the exterior of the building that will provide connections to future development to the north and new development to the east. The scale of the building will help transition from the high-rise development abutting to the south and compatible multifamily to the north that transitions further to lower-scale residential farther north. The proposed structure and uses are compatible with the existing and proposed adjacent development.

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

COMMENT: This requirement does not apply to the subject application because there is no total minimum required parking spaces.

Although not applicable, the applicant offers the following in response to the Section 27-285 requirements for informational purposes only.

Section 27-285. Planning Board Procedures.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The detailed site plan does represent a reasonable alternative for satisfying the site design guidelines. The design guidelines are found in the TDDP, the intent of which is to regulate the design and character of the Prince George's Plaza area. "This TDDP creates the regulatory and policy framework to enable the creation of a walkable, mixed-use Regional Transit District that functions as a Downtown for Prince George's County and as a popular regional destination for visitors, workers, shoppers, and residents." (TDDP at p. 187). The TDDP uses the flexibility of the Transit District Overlay and Mixed-Use Infill Zones to create a hybrid form-based code that reflects nationwide best practices in land use regulation within the context of the complex, outdated, and suburban-focused Prince George's County Zoning Ordinance, and includes Transit District Standards intended to regulate new development and redevelopment within the Transit District. The Transit District Standards establish a consistent design framework to ensure form, placemaking, and humanscale development. (*See id.*). These standards "replace many of the development regulations of the underlying zones." (*Id.*). The applicant proposes to redevelop the Subject Property substantially in conformance with the standards of the TDDP.

- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

COMMENT: As mentioned previously, the TDDP provides, "[p]ursuant to Section 27-548.08(c)(2), a Detailed Site Plan does not have to conform to a previously approved Conceptual Site Plan. Accordingly, Conceptual Site Plans approved prior to July 19, 2016, have no bearing on the approval of a DSP for development in the Transit District. Regardless of previous Conceptual Site Plan approval, all DSP's shall strictly conform to the current Transit District Standards." (TDDP SP3 at p. 195). Thus, the previously approved CSP is moot and not applicable.

- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

COMMENT: Not applicable. DSP-01002-04 is not a detailed site plan for infrastructure.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

COMMENT: The entire site is outside of the designated network of the 2017 *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan (Green Infrastructure Plan)*. The site was previously cleared, graded, and developed with the existing parking garage facility. The remaining vegetation on-site is comprised of existing landscaping or open grown trees. No woodlands exist on-site, per the approved natural resources inventory (NRI-181-2022). The proposed development will not impact any County regulated environmental features except for a small area of primary management area (PMA) entirely comprised of previously impacted and developed Prince George's County regulated 100-year floodplain on-site along the northern property boundary, which was previously approved with PPS 4-22004.

According to the approved NRI-181-2022, no specimen or historic trees are associated with this site. This site is not associated with regulated environmental features, such as streams, wetlands, or associated buffers. However, the site is associated with PMA, comprised entirely with developed County regulated 100-year floodplain (0.11 acre) situated along the northern edge of the site. The DSP is consistent with the approved NRI, and the existing impact to the PMA was approved/validated with the approval of the PPS.

Finally, no soils containing Marlboro clay are mapped on or within the immediate vicinity of this site; however, Christiana complexes have been identified on and within the immediate vicinity of this property. The soils containing Christiana complexes are contained in previously disturbed urban soils on relatively flat slopes. The Planning Board has previously determined that there are no geotechnical concerns with this project.

IX. CONFORMANCE WITH SPECIFIC PURPOSES OF A DETAILED SITE PLAN

The general and specific purposes of a Detailed Site Plan are provided in Section 27-281(b) and (c) of the prior Zoning Ordinance, and are addressed below:

Sec. 27-281. - Purpose of Detailed Site Plans.

(b) General purposes.

- (1) **The general purposes of Detailed Site Plans are:**
- (A) **To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;**
 - (B) **To help fulfill the purposes of the zone in which the land is located;**

- (C) To provide for development in accordance with the site design guidelines established in this Division; and**
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.**

COMMENT: The 2016 Prince George's Plaza TDDP retained the Subject Property in the M-X-T Zone but superimposed the TDOZ to encourage redevelopment. Standards for such redevelopment were established in the form of the Transit District Development Standards. The applicant proposes to redevelop the Subject Property substantially in conformance with the standards of the TDDP. The 2014 General Plan, Plan 2035, designates three Regional Transit Districts in the County. Prince George's Plaza is one of the designated Regional Transit Districts. The proposed development that seeks to re-purpose a portion of an underutilized parking garage into additional multifamily dwelling units, adds additional density within easy walking distance to the Metro Station, provides an update and more attractive urban street edge on the south side of Toledo Road and improves the pedestrian experience. Upon full development of the Dewey Property and the subject property, the TDDP's streetscape recommendations will be implemented on a substantial length of Toledo Road. Through BPIS requirements, off-site sidewalks/pedestrian amenities will be improved to meet ADA standards as well. As a result, not to mention the implementation of improved stormwater management facilities that currently do not exist on the subject property, the proposed DSP will provide for orderly development in accordance with the principles of the TDDP.

(c) Specific purposes.

(1) The specific purposes of Detailed Site Plans are:

- (A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;**

COMMENT: The submitted Detailed Site Plan demonstrates the location of the residential uses proposed for the Subject Property. The proximity of the use and access points will help create functional relationships with the use on the property as well as the surrounding uses and help create appropriate pedestrian circulation along Toledo Road.

- (B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;**

COMMENT: The submitted DSP included in this DSP application shows the specific grading and landscape planting areas proposed for the site. A stormwater management concept has been approved for the site. The DSP provides an illustration of how the building features will be integrated with the portion of the parking garage that will remain.

- (C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and**

COMMENT: The submitted architectural elevations as well as the DSP included in this application demonstrates the specific recreation facilities and building form. Street furnishings are also detailed on the DSP.

- (D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.**

COMMENT: The submitted DSP, Landscape Plan, and Architectural Elevations demonstrate the necessary infrastructure and building form to be implemented.

X. CONFORMANCE WITH PURPOSES OF THE M-X-T ZONE

Section 27-542. - Purposes.

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

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

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
- (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;**
- (9) To permit a flexible response to the market and promote economic vitality and investment; and**
- (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.**

COMMENT: As mentioned previously, TDDP retained the Subject Property in the M-X-T Zone but superimposed the TDOZ to encourage redevelopment. Standards for such redevelopment were established in the form of the Transit District Development Standards. The applicant proposes to redevelop the Subject Property substantially in conformance with the standards of the TDDP. The 2014 General Plan, Plan 2035, designates three Regional Transit Districts in the County. Prince George's Plaza is one of the designated Regional Transit Districts. The proposed development that seeks to re-purpose a portion of an underutilized parking garage into additional multifamily dwelling units, adds additional density within easy walking distance to the Metro Station, provides an update and more attractive urban street edge on the south side of Toledo Road and improves the pedestrian experience. Upon full development of the Dewey Property and the subject property, the TDDP's streetscape recommendations will be implemented on a substantial length of Toledo Road. Through BPIS requirements, off-site sidewalks/pedestrian amenities will be improved to meet ADA standards as well. As a result, not to mention the implementation of improved stormwater management facilities that currently do not exist on the subject property, the proposed DSP will provide for orderly development in accordance with the principles of the TDDP.

The re-purposing of an underutilized parking garage by razing half of the super structure, but re-utilize the footings to construct a multi-family building in its place encourages an appropriate horizontal and vertical mix of land uses that blend together harmoniously; creates a dynamic, functional relationships among individual uses within a distinctive visual character and identity; and promotes 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.

XI. CONFORMANCE WITH TRANSIT DISTRICT DEVELOPMENT ZONE STANDARDS OF THE PRINCE GEORGE'S PLAZA TDDP

The Prince George's Plaza TDDP sets forth the Transit District Standards in Chapter 6, encompassing pages 188-274. Attached hereto is a Compliance Matrix which lists all of the applicable standards and addresses conformance with the standard. As noted in the TDDP, these standards replace many of the development regulations in the underlying zones. The intent is to create a one-stop shop reference that clearly describes the process, standards and guidelines governing the approval of development applications in the Transit District.

The analysis of conformance with the Transit District Standards indicates that modifications are required to several of the TDDP design standards. Where the proposed Detailed Site Plan does not conform with a specific standard, a modification to that standard is requested. Modifications of the Transit District Standards are permitted through the process described in Section 27-548.08(c)(3) of the prior Zoning Ordinance:

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 submitted application and the justification materials provide the basis needed to deviate from a limited number of transit district development zone standards in order to accommodate the proposed development on the subject property. The submitted application and the justification materials provide the basis needed to deviate from a limited number of development standards in order to accommodate the proposed development on the subject property. These modifications to applicable standards are discussed as follows (all page numbers reference the TDDP) and, unless otherwise requested below, and as depicted on the DSP matrix, the applicable TDOZ development standards are met:

STREET AND FRONTAGE

~~–Frontage Zones (Page 208)~~

~~———— TDDP Standard requires that all existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed. A modification is requested to this standard as it relates to the Democracy Avenue frontage. Democracy Avenue, which is a private access driveway that is being designed (from a frontage perspective) as a “B” Street pursuant to the flexibility approved by the Planning Board when it approved PPS 4 22004 (PGCPB Resolution No. 2023-33 at p. 10)), as the Sidewalk Clear Zone is proposed next to the road with Tree and Furnishing Zone next to the building.~~

~~———— The basis for this modification is due to the unique circumstances of the proposed development, which seeks to raze a portion of the existing parking garage and retain the other portion resulting in re-purposing the existing footings and other structural components of the existing superstructure — causing the need to provide the Sidewalk Clear Zone next to the road with Tree and Furnishing Zone next to the building. Moreover, Democracy Avenue, while currently existing, is a private access driveway that is currently devoid of any pedestrian improvements or activation.~~



~~———— Although existing infrastructure is being utilized to provide for the unique repurposing of half of the garage superstructure, there exists an opportunity to improve upon the pedestrian realm and street frontage for Democracy Avenue — up to a point. This creates the need for the modification in order to ensure that said improvements can be made while also ensure continued utilization of the existing development.~~

~~— In so doing, the improvements to Democracy Avenue along with the requested modification, result in a superior improvement than what currently exists in the form of sidewalks, clear zones, and replacing of landscaping. This also is consistent with the Planning Board’s prior finding regarding Democracy Avenue and Strategy TM 3.2 of the TDDP.~~

~~— Simply, the modification not only ensures that Democracy Avenue, as a connection, achieves the TDDP’s desired grid pattern, but do so in a way that creates a workable design to achieve the purpose of the same by meeting the design standards as modified, which the Planning Board contemplated when it acknowledged the possibility of certain road standards to be modified to accommodate and facilitate an improved road section. Consequently, the requested modification will not impair the implementation of the TDDP, and to strict conformance to the development standard would be impractical and unnecessary.~~

In response to a meeting with City Planning Staff and Technical Staff, the applicant has redesigned various components of the Democracy Avenue frontage – resulting in the ability to withdraw this previously requested modification to the development district standards, as the DSP now complies.

- Frontage Zones (Page 208)

TDDP Standard requires that on A Streets, B Streets, Pedestrian Streets, or Promenades, no new “public utilities,” including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground. A modification is requested as the applicant proposes to locate above-ground transformers along Democracy Avenue, which is not a B Street, however, is being designed (from a frontage perspective) as B Street (with modifications) pursuant. Thus, and for the other reasons provided herein, this TDDP Standard does not technically apply, as Democracy is not a B Street.

Although Democracy Avenue is not a B Street, in conformance with the Planning Board’s finding that Democracy Avenue be designed (from a frontage perspective) as an A, B or pedestrian street, or a promenade (unless modified), the applicant is improving the frontage of Democracy Avenue consistent with B Street standards (with minor modifications). Since Democracy Avenue is not technically a B Street, this Design Standard does not apply, and in order to provide electrical service into the new multifamily building, transformer(s) are required. The transformer(s) are not a public utility, they are located on private property, and they are not located in a public utility easement. Rather, they are an above ground private utility required to provide electrical service to the building. For this reason as well, no amendment is required.

In the event that Staff or the Planning Board believe that an amendment is required, the applicant contends that granting an amendment is justified because the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP. As such, and out of an abundance of caution, the applicant is requesting an amendment notwithstanding the fact that this TDDP Standard does not apply.

The applicant does not dispute that one of the goals of the TDDP is to underground public utilities. There are several strategies that encourage this within the public realm. For example, Strategy LU1.1 on page 75 of the TDDP; this strategy is clearly focused on public facilities. Likewise, under the “Areawide public realm Policies and Strategies,” Strategy HD4.10, which provides, “[w]herever feasible, utility structures, equipment, and transmission lines should be placed underground.” Again, this is a public realm strategy, and it acknowledges that the strategy will not be feasible in all cases. Finally, under the “General Applicability and Administration/Public Improvements” section of the TDDP, the following strategy is outlined:

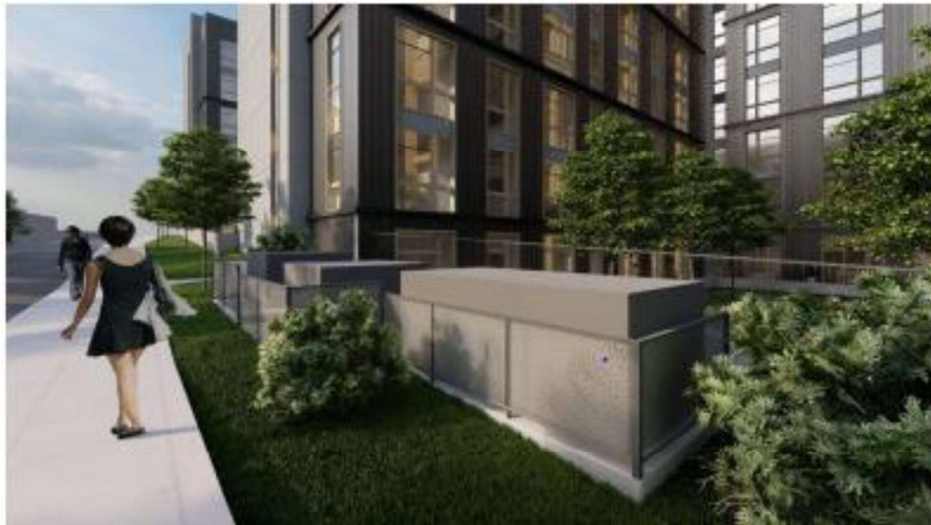
Within the Transit District, the property owner is required to construct and may be required to maintain, all the streetscape improvements on the proposed development site. These improvements may include, but are not limited to, the installation of sidewalks, curbs, and gutters; street trees, street furnishings; and the undergrounding of utilities in accordance with any comprehensive undergrounding program that may be established to implement the recommendations of the TDDP.

Again, this discussion is clearly applicable to public utilities, and references that the undergrounding of these utilities should be in accordance with a comprehensive undergrounding program. This language is in recognition of the extreme cost associated with undergrounding utilities and the institutional opposition from PEPCO to undergrounding utilities on a piecemeal basis. That said, all public utilities on the subject property are currently underground in satisfaction of the vision, goal, and policies. Thus, the strategies in the TDDP for improving the streetscape by undergrounding public utilities is satisfied.

Regarding the proposed transformer(s), the applicant contends that the TDDP anticipates such private utilities and addresses how they are to be installed. According to “Downtown Core B Street Standards, on page 266, “[d]elivery services, loading, dumpsters, parking facility (surface and structured) entrances, and *above-ground utilities servicing buildings* fronting on A Streets or Pedestrian Streets shall be located on B Streets or Alleys.” (Emphasis added). Again Democracy Avenue is not a B Street, but is being designed (from a frontage perspective) as a B Street. Further, on page 248 of the TDDP, there is a requirement to screen “all mechanical equipment and meters” This is another clear indication that above ground private utilities are permitted (provided they are screened). Not all utilities are public utilities and not all utilities must be underground, if so, the language on page 266 would be rendered meaningless. The TDDP contemplated situations where a building would have transformers and provided a hierarchy of where they should be located and how they should be addressed. Assuming *arguendo* that the this TDDP Standard is even applicable (a contention the applicant does not concede), the applicant believes that the only fair reading of the Development Standards is that above ground private utility facilities are permitted. As noted above, the transformer(s) is not a public utility and Democracy Avenue is not a B Street. The transformers are private, only serve the proposed building, and is not part of a public distribution line.

With regard to screening, the applicant contends that it has more than satisfied any screening requirement in the TDDP. The subject site is unique in that it is repurposing an

existing garage structure that was development pursuant to the prior TDDP and is surrounded by private driveways on three sides and Toledo Road to the north. The transformer(s) is proposed to be located along Democracy Avenue to avoid conflicts with Toledo Road (an A Street) and to avoid an impractical distance on the west side of the existing garage structure that will remain. Given the location adjacent to the building and sidewalk, a decorative metal screen and landscaping was determined to be the most appropriate option. The metal screen provides an artistic element which is appropriate in this location. There are many options for the decorative metal screening which the applicant has proposed, and these options will actually enhance the streetscape, while at the same time screening the transformers. Examples of such screens are set forth below.



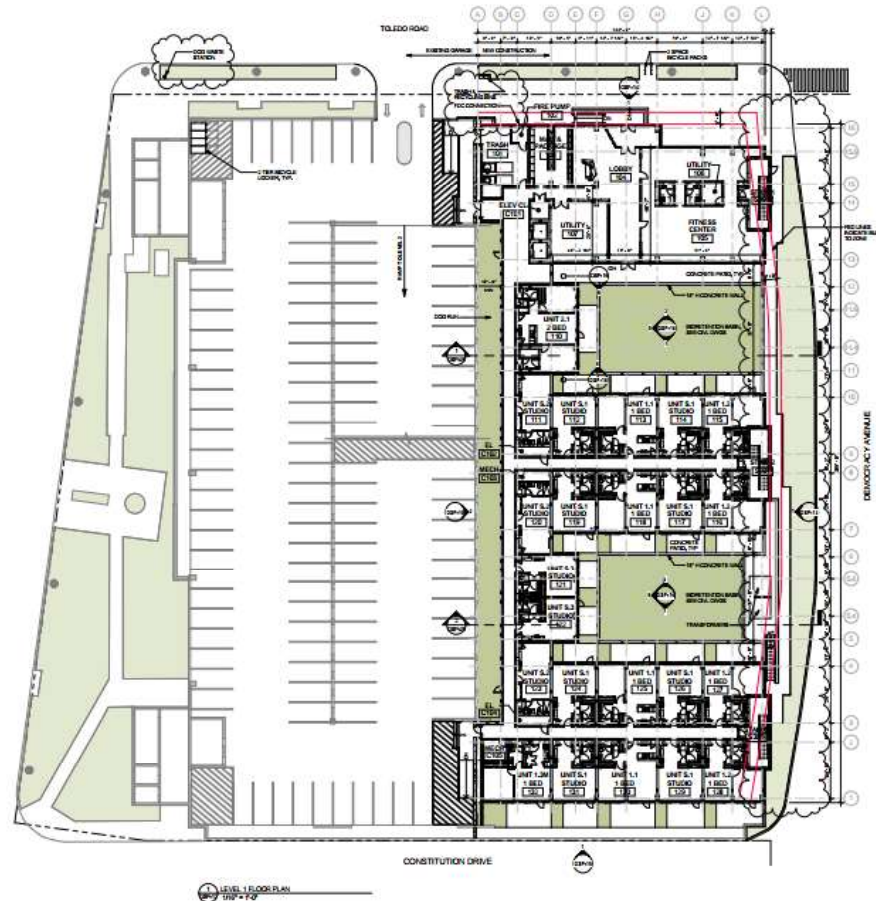
The applicant would note that none of the other multifamily buildings constructed recently in Hyattsville have been required to underground the transformers. Examples of such transformers are readily available and are reproduced below.



The transformers shown above are located on major roadways. The applicant agrees that since the proposed transformers will be located on a street with pedestrian traffic, the transformers should not only be screened, but in an attractive and substantial manner. Thus, the screening proposed by the applicant far exceeds any minimum requirement.

It is noted that the cost of undergrounding the transformers is exceptionally high, a cost which threatens the viability of the project. Since none of the other buildings have been required to underground the utilities, this expense places these projects at a substantial disadvantage.

Notwithstanding the foregoing, in response to meetings with the City of Hyattsville and Technical Staff, the applicant has relocated the proposed transformers further south and within the in the southern courtyard, subject to the approval of PEPCO. This is the preferred location, however, the applicant has not yet been able to obtain concurrence from PEPCO for this location, as it will be below grade. If PEPCO prohibits this preferred location, a second alternative location would be south of the prior location to ensure that the transformers are located away from the corner of Democracy Avenue and Toledo Road. Assuming the applicant is not able to relocate the transformer to the southern courtyard and place it below grade, as provided on the DSP, additional metal screening will be provided, as approved with other DSPs in the area (and generally depicted herein and on the DSP). An enlarged plan with labels and dimensions is provided on Sheet DSP-25.



Pursuant to Section 27-548.08(c)(2), the Planning Board can approve a Detailed Site Plan in a Transit District if it finds 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. For all of the reasons cited above, and assuming arguendo that that this standard is even applicable, the applicant submits that allowing the transformer(s) to be screened will benefit the proposed development and not substantially impair the implementation of the TDDP. The proposed development implements several long-standing implementation goals of the Prince George's Plaza TDDP.

- Build-to Lines and Zones (Page 211) - (Table 42)

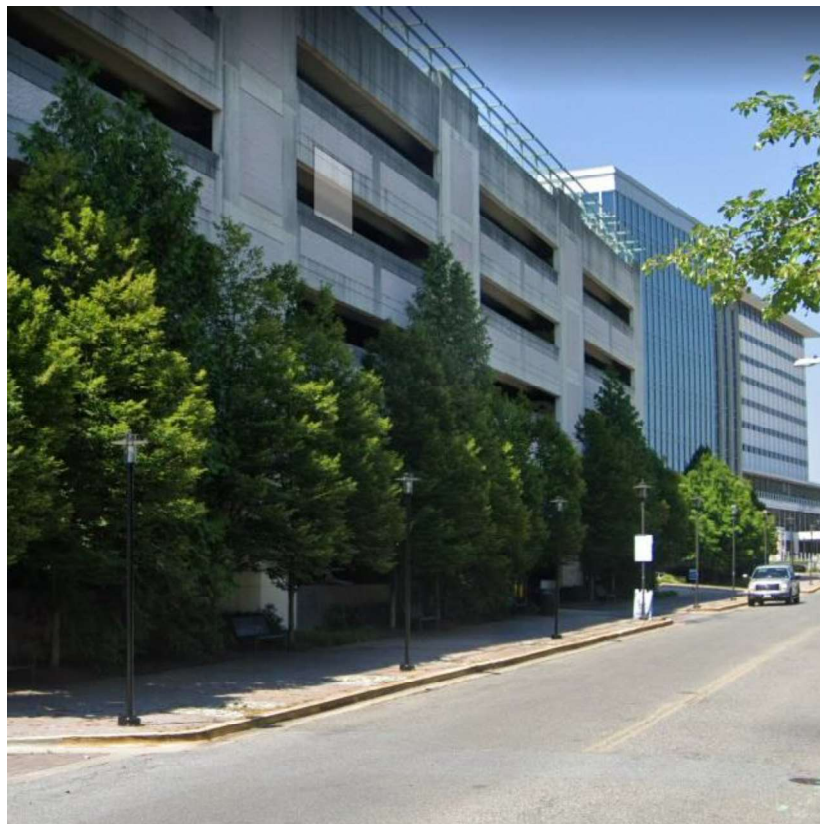
TDDP Standard requires the minimum frontage zone depth/build-to line, on all existing “B” Streets, to be 15’ and the maximum frontage zone depth/build-to line to be 20’.

A modification is requested as the applicant proposes building frontage that varies from 9’ - 23’ deep. Again, Democracy Avenue is not a B Street, however, in conformance with the Planning Board’s finding that Democracy Avenue be designed (from a frontage perspective) as an A, B or pedestrian street, or a promenade (unless modified), the applicant is improving the frontage of Democracy Avenue consistent with B Street standards (with minor modifications). The basis for this modification is due to the unique circumstances of the proposed development, which seeks to raze a portion of the existing parking garage and retain the other portion resulting

in re-purposing the existing footings and other structural components of the existing superstructure – causing the need to provide building frontage to vary from 9' - 23' deep. Moreover, Democracy Avenue, while currently existing, is a private access driveway that is currently devoid of any pedestrian improvements or activation. Finally, the variation of the building depth allows the applicant to accommodate additional pervious areas between the bays of the new building to accommodating SWM facilities (none currently exist on-site) and more landscaping and green areas. Simply, the requested modification will not impair the implementation of the TDDP, as the creation of additional pervious area, SWM facilities, and additional green area/spaces create a superior development that what exists today and is necessary to accommodate the re-purposing of a portion of the garage super-structure.

- Street Lights (Page 234)

TDDP Standard requires street light fixtures to be spaced a maximum of 40' apart in the Downtown Core area. A modification is requested as the applicant proposes to leave the exiting streetlights in place, which are currently located between 40 to 45 feet apart. Presumably the existing streetlights were constructed in accordance with prior TDDP standards. It would be impractical and unnecessary to modify the existing streetlights to strictly conform to a new development standard when the existing streetlights generally comply with the spacing requirement. Consequently, the requested modification is to validate existing conditions related to the placement of the existing streetlights along the Toledo Road frontage, as depicted below. This modification will not impair the implementation of the TDDP, as the existing lights we constructed pursuant to the prior TDDP and spacing of five additional feet is de minimis.



DOWNTOWN CORE STANDARDS

- Building Form (Page 269)

The TDDP Standard requires the ground floor ceiling to have a minimum of 14-foot clearance. A modification is requested to allow 11'6" clearance. The basis for this modification is due to the unique circumstances of the proposed development, which seeks to raze a portion of the existing parking garage and retain the other portion resulting in re-purposing the existing footings and other structural components of the existing superstructure. This creates the need for the modification in order to ensure that the first floor of the proposed multi-family building aligns with the first floor of the existing garage. So as to ensure that the first floor elevations align and enable residents to be able to walk from the existing first floor of the parking garage to the first floor of the new multifamily building, the modification is necessary. Simply, the modification ensures that the multifamily first floor elevation hits the existing garage first floor elevation. Consequently, the requested modification is to somewhat validate existing conditions related to tying into the elevations of re-purposing a portion of the parking garage. This modification will not impair the implementation of the TDDP, as connectivity between the existing garage and the new multifamily building is necessary, and to require a complete demolition of the garage to accommodate this development standard would be impractical and unnecessary.

- Building Placement – Side (Side Street) (Page 269)

The TDDP Standard requires 100% minimum A Street, Pedestrian Street, or Promenade and 60% Minimum B Street for the side street building placement.

A modification is requested to validate existing conditions related to the fact that there is an existing retaining wall along the frontage of Constitution Avenue that wraps around the corner of Democracy Avenue (both of which are private driveways), which dictates the location of proposed building. Again, this project is unique as it seeks to raze only a portion of the existing garage and re-purpose it with the proposed multifamily building. As such, there are practical and avoidable constraints that limit the ability to strictly conform to all of the TDDP Standards, as the property is not a green-field, and not a complete ground up redevelopment. Instead, the applicant is forced to address and accommodate certain existing development and construction limitations. The existing retaining wall is no different, as it cannot be touched since it holds back grade that support Constitution Avenue and points south. Thus, it is an impossibility to strictly comply with the 60% minimum side Street standard. This modification will not impair the implementation of the TDDP, as the modification will facilitate the ability to redevelop a portion of the existing parking garage with needed multifamily units at the Town Center, while also ensuring that the existing development is not impacted – due to the removal or disturbance of an existing retaining wall.

~~-Miscellaneous (Page 269) (Figure 27)~~

~~—— The TDDP Standard (Miscellaneous No. 2) requires that no planting strips be allowed between the sidewalk and building unless specified on proposed street sections. A modification is requested to validate the existing condition related to that portion of the remaining half of the existing garage, as a planting strip along the face of the building exists. While the applicant is redesigning and accommodating a new tree and furnishing zone — meeting current development standards along the redeveloped portion of the multifamily building along Toledo Road — the existing frontage of portion of the parking garage will remain as is. Notwithstanding, the applicant's design along the frontage will create consistency along the block. The requested modification is to validate existing conditions related to the existing planting strip along the retained portion of the garage. This modification will not impair the implementation of the TDDP, as the existing planting strip was constructed pursuant to the prior TDDP and the ultimate design of the frontage of Toledo Road is generally consistent with the TDDP. To require a complete demolition of the garage to accommodate this development standard would be impractical and unnecessary.~~

In response to a meeting with City Planning Staff and Technical Staff, the applicant has redesigned various components of the frontage – resulting in the ability to withdraw this previously requested modification to the development district standards, as the DSP now complies.

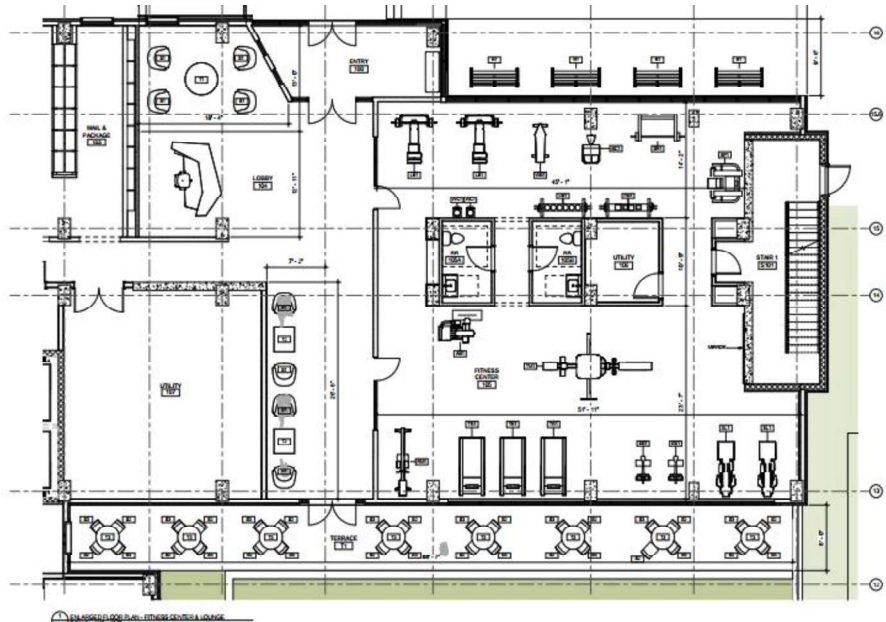
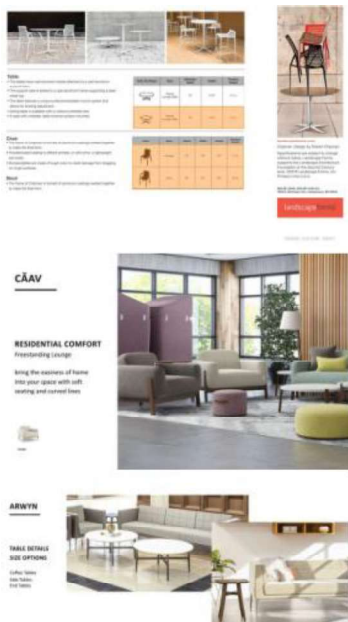
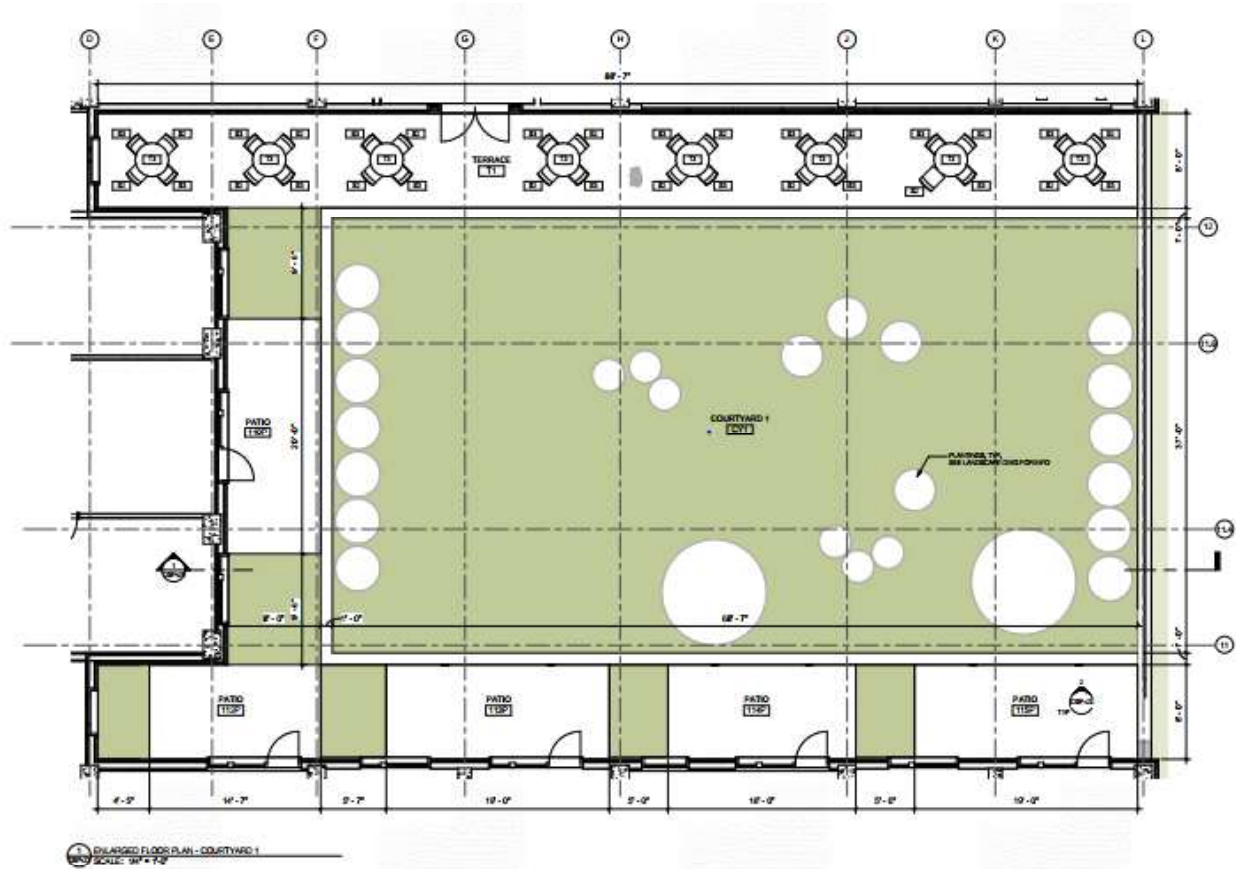
- Miscellaneous (Page 269) (Figure 27)

The TDDP Standard (Miscellaneous No. 4) requires that any buildings wider than 50' shall be designed to be seen as a series of building fronts no wider than 50' each. A modification to this standard is requested. The basis for this modification is once again related to the unique aspects of the proposed development, which seeks to retain half of the existing parking garage while re-purposing the other half with a new multifamily building. Thus, it is impossible for the applicant to strictly comply with this standard since half of the existing parking garage will be retained. Notwithstanding, the design of the new multifamily building uses other architectural techniques to break up the façade. Specifically, the design of the multifamily building façade is purposeful to incorporate visual presence so that it is not dominated by the large existing garage façade. To require a complete demolition of the garage to accommodate this development standard would be impractical and unnecessary. This modification will not impair the implementation of the TDDP, as half of the existing parking garage is to remain and the ultimate design of the frontage of Toledo Road is generally consistent with the TDDP.

XII. PRIVATE RECREATIONAL FACILITIES

The applicant intends to provide an outdoor lounge, two courtyards and a fitness center. The outdoor lounge includes a hardscape covered space with casual seating and small tables. The courtyards will feature extensive landscaping with integrated lighting with patios and table and chairs. The fitness center will be a fully equipped gym with free weights, benches, weight machines, treadmills, ellipticals, spinning bikes, rowing machines, exercise balls and resistance equipment. Details of these amenities are provided on the DSP submitted herewith. The total

amenity cost is approximately \$481,121, and the required recreation value for the development is \$193,043.




In addition, it should be noted that the subject property is catty-corner to the M-NCPPC Community Center located at 6600 Adephi Road, Hyattsville.

XIII. CONCLUSION

Based on the foregoing, as well as all of the development plans filed in conjunction with this application, the applicant respectfully requests the approval of DSP-01002-04.

Respectfully submitted,
MCNAMEE HOSEA, P.A.

By: 
Matthew C. Tedesco, Esq.
Attorney for the Applicant/Owner

Date: ~~July 17, 2023~~
~~(First Pre-Review Submittal)~~
~~September 8, 2023~~
~~(Second Pre-Review Submittal)~~
December 19, 2023
(Post SDRC)



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Historic Preservation Section

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680

October 27, 2023

MEMORANDUM

TO: Te-sheng Huang, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division **TWG**

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

SUBJECT: DSP-01002-04 Library Apartments

The subject property comprises 2.86 acres and is located on the south side of Toledo Road, approximately 265 feet west of its intersection with Adelphi Road. The subject property is Zoned Regional Transit-Oriented, High-Intensity Core (RTO-H-C) and located within the 2016 *Approved Prince George's Plaza Transit District Development Plan* area. The subject application proposes to raze half of the existing parking garage and construct a seven-story, multi-family building, in its place, while retaining the other half of the existing parking garage.

The 2016 *Approved Prince George's Plaza Transit District Development Plan* includes goals and policies related to historic preservation (pp. 54-56 and pp. 102-109). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites, indicate the probability of archeological sites within the subject property is low. A Phase I archeology survey will not be recommended. 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 Prince George's County Historic Sites, historic resources, or known archeological sites. The Historic Preservation Section staff recommends approval of DSP-01002-04, Library Apartments, with no conditions.



December 22, 2023

MEMORANDUM

TO: Emery Huang, Planner III, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Planner IV, Long-Range Planning Section, Community Planning Division *DAG*

FROM: N. Andrew Bishop, Planner III, Placemaking Section, Community Planning Division *NAB*

SUBJECT: DSP-01002-04, Library Apartments

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c) of the Prior Zoning Ordinance, this Detailed Site Plan application includes requests for amendments to the mandatory requirements of the Transit District Overlay Zone will benefit the proposed development and the Transit District and will not substantially impair the 2016 *Approved Prince George's Plaza Transit District Development Plan* (TDDP) because the proposed multifamily use is consistent with the desired density and high-quality urban design needed to complement the Prince George's Plaza Metro Regional Transit Districts.

BACKGROUND

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

Planning Area: 68

Community: City of Hyattsville

Location: On the South side of Toledo Road, approximately 265 feet east of its intersection with Adelphi Road.

Size: 2.78 Acres.

Existing Use: Currently improved with a six-level parking garage.

Proposal: Raze a portion of an existing parking garage for the development of approximately 209 multi-family residential units.

GENERAL PLAN, MASTER/TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: Plan 2035 places this application in the Prince George's Plaza Metro Regional Transit Districts, which is one of the County's eight Regional Transit Districts (page 18)" These medium- to high-density areas

are envisioned to feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as Metro, bus, light rail, bike and car share, and promote walkability,” (page 19).

The property is also within a designated Employment Area. Employment Areas are areas commanding the highest concentrations of economic activity in four targeted industry clusters: healthcare and life sciences; business services; information, communication, and electronics; and the Federal Government (page 19).

Further the property is within one of three downtowns identified by the plan (page 22). Downtowns are areas best positioned to develop—in the near-term—into vibrant, walkable, regional-serving centers; each will have a robust economic and employment base, a distinct sense of place and identity, a varied housing stock, a multimodal transportation network, and diverse, mixed-income communities (page 23)

Master/Transit District Development Plan:

The 2016 Approved Prince George's Plaza Transit District Development Plan (TDDP) amends Plan 2035 by redefining the boundaries of the Prince George's Plaza Regional Transit District to incorporate all the properties within the Prince George's Plaza Transit District Overlay Zone. Pursuant to Section 27- 548.04(b) of the Prince George's County Zoning Ordinance, this TDDP is the applicable area master plan for the Prince George's Plaza Regional Transit District. (p. 6)

The TDDP recommends mixed use on the subject property (Page 74). The property is in the Downtown Core (Page 71) and is envisioned as the Transit District's central activity hub, with a mix of residential, retail, and office development framing lively walkable streets (Page 70). The proposed use is consistent with the recommended land use of the TDDP. In addition, the Transit District Development Plan also makes the following recommendations that affect the subject property. The applicant should consider the following goals, policies, and strategies.

Land Use | Downtown Core Policies and Strategies

POLICY LU4 Concentrate medium- to high-density development in the Downtown Core.

Strategy LU4.1: Frame streets in the Downtown Core with mixed-use buildings containing active ground uses, such as retail, community spaces, and institutions to enliven these key routes.

Strategy LU4.2: Explore opportunities to collocate or relocate public facilities and community services to the Downtown Core to help catalyze redevelopment in the Transit District.

Strategy LU4.3: Concentrate the largest buildings at key intersections and near the Metro station.

(page 76)

Economic Prosperity | Areawide Economic Prosperity Policies and Strategies

POLICY EP3 Promote and strengthen existing and start-up service business and retail establishments while supporting, where desired, their adaptive conversion to alternative uses in response to changing market opportunities.

Strategy EP3.1: Ensure flexibility in land use and design recommendations to allow commercial uses to transition to residential uses should market forces justify such a change.

Strategy EP3.2: Market the Transit District to a broader array of retailers to meet the shopping needs and desires of current and future residents, workers, and visitors.

Strategy EP3.4: Create a dynamic community and lifestyle attractive to highly-skilled and entrepreneurial professionals by diversifying retail, restaurant, and entertainment/cultural options; incorporating and programming new public spaces; and leveraging proposed public facilities.

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

Strategy EP4.1: Enhance surrounding established neighborhoods by supporting property maintenance and renovation programs, neighborhood-watch efforts, and other community-driven initiatives.

Strategy EP4.2: Incorporate environmentally sustainable features into the design and construction of residential developments to capitalize on the growing demand for green housing.

Strategy EP4.3: Identify incentives to encourage developers to offer a mix of housing types and unit sizes at different price points, including two- and three-bedroom units.
(page 78)

Transportation and Mobility | Goals

- An efficient multimodal transportation network that provides a variety of convenient and safe nonautomotive means of travel to and within the Transit District, and between the Transit District and nearby destinations such as the University of Maryland, College Park, with convenient transfers between modes.
- A robust and easily navigable system that supports pedestrian activity, while providing circulation and mobility options for bicyclists, transit users, and motorists.
- A network of well-marked and safe pedestrian/ bicycle connections that link the Transit District to the regional trail network, thereby encouraging active recreation and bicycle commuting.
- Improved connections between different transportation modes and increased reliability and convenience of transit options.
- A comprehensive parking plan that addresses demand for visitor and shopper park-and-walk opportunities while providing sufficient daily and overnight vehicle storage for residents and workers.
(page 79)

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

Strategy TM1.1: As large parcels are subdivided and redeveloped, seek opportunities to create new streets and pedestrian connections across existing superblocks, including the Mall at Prince Georges

property. Use smaller blocks to improve circulation, make walking and bicycling easier, and better distribute the flow of local traffic, reducing congestion on major roads.

Strategy TM1.3: Ensure that all streets and paths provide continuous nonmotorized access even where auto access may not be provided.

Strategy TM1.4: Provide ample sidewalks and protected bicycle facilities that give travelers multiple options through the corridor and can reduce vehicle trips. Sidewalks should, where appropriate, provide room for outdoor dining and shopping in addition to street furniture, queuing, and gathering.

Strategy TM1.5: Provide street trees to make streets more pedestrian-friendly and reduce urban heat island effects. Street trees should be part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street.

Strategy TM1.6: Provide a visually distinct wayfinding system for pedestrians, bicyclists, transit riders and drivers to help them reach destinations within the Transit District more easily and conveniently.

Strategy TM1.7: Provide attractive and durable street furniture such as benches, waste and recycling bins, and tables on all streets.

Strategy TM1.8: Provide new or upgraded pedestrian crossings at all intersections and mid-block crosswalks throughout the Transit District that are highly visible to motorists, pedestrians, and bicyclists and provide full pedestrian/bicycle access at all corners of each intersection. Crosswalks should be a minimum of 12 feet wide and use highly visible markings, advance warning signage, and/or or decorative alternative paving material.

Strategy TM1.9: Provide continuous pedestrian scale lighting throughout the Transit District.

Strategy TM1.10: Clearly identify locations along Transit District streets where snow should be plowed and/or stored to avoid blocking sidewalks, bicycle paths, or crosswalks with plowed snow. (page 80)

Strategy TM1.12: The horizontal footprints of existing streets should not be expanded beyond their curb-to-curb width as it existed on July 19, 2016.

Strategy TM1.14: Exclusive right turn lanes for site access are discouraged. Right turns should be made from the existing travel lanes.

Strategy TM1.15: Evaluate appropriate traffic calming measures in neighborhoods surrounding the Transit District to discourage or eliminate potential cut-through traffic. (page 81)

POLICY TM3 Construct the envisioned network of Complete and Green Streets to support the

circulation and urban design goals of the TDDP.

Strategy TM3.1: Extend Toledo Road (P-202) as a two-lane municipal street with on-street parking and bicycle accommodation from its current terminus at Belcrest Road westbound along the existing drive aisle on the northern border of The Mall at Prince Georges to a new terminus at Toledo Terrace. (See Figure 4 for an illustrative section of the new street).
(page 81)

POLICY TM4 Retrofit existing streets to create a street network that makes walking, bicycling, and transit use more comfortable and reliable.
(page 86)

Transportation and Mobility | Areawide Off-Street Bicycle and Pedestrian Policies and Strategies

POLICY TM6 Construct off-street bicycle and pedestrian facilities that are comfortable for bicyclists of all abilities.

Strategy TM6.1: Close gaps in the pedestrian and bicycle network by adding sidewalks and completing trails within the Transit District.

Strategy TM6.2: Use wayfinding signage to direct area users and visitors to bicycle paths, trails, bicycle parking, and ride share locations.

POLICY TM7 Provide off-street bicycle and pedestrian connections between neighboring developments and surrounding communities whenever feasible. All connections should be continuously lit, patrolled regularly by police or other security personnel, and clearly visible by adjacent buildings. Connections through parks or school grounds that must be closed during the nighttime hours due to security and safety considerations should have alternative routes that are accessible 24 hours a day.
(page 88)

Strategy TM7.5: Create a formal pedestrian or bicycle/pedestrian connection between University Town Center and the Hyattsville Public Library

Strategy TM7.6: Construct off-street bicycle and pedestrian facilities presented in Map 18 and Table 16.
(page 89)

Natural Environment | Areawide Natural Environment Policies and Strategies

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

Strategy NE1.3: Require a variety of urban water capture methods in new and redevelopment applications to reduce the overall stormwater volume leaving each site. Encourage the use of cisterns, rain barrels, or other stormwater capture methods that can facilitate the reuse of the water onsite.

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

Strategy NE3.1: Require street trees to be planted on all new and existing streets as development occurs. Ensure the new trees are provided the necessary design features, such as proper spacing, adequate soil volumes, and water infiltration, to ensure their longevity.

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

Strategy NE4.1: Encourage the attainment of green building certifications for all new buildings.

Strategy NE4.2: Encourage each new building to incorporate at least three green building techniques or features such as the use of local building materials; low impact paints and products; rain collection and gray water systems, green or reflective roofs; or renewable energy-based heating, cooling, and power-generation systems.

Strategy NE4.3: Require the use of full cut-off optic lighting fixtures that reduce overall energy consumption, light spillover, and sky glow.

Strategy NE4.4: Encourage the installation of solar panels, wind turbines, or other renewable energy sources where appropriate.

Strategy NE4.5: Plant trees in strategic locations to shade buildings and mechanical equipment, thereby cooling them and reducing overall energy consumption.

Strategy NE4.6: Encourage the provision of electric vehicle-charging stations in appropriate locations.

POLICY NE5 Address adverse impacts of transportation-related noise.

Strategy NE5.1: Locate uses where people sleep or congregate for long periods—such as buildings, plazas, transit stops, etc.—outside the identified 65 dBA Ldn noise contours or ensure proper noise mitigation measures are provided.

Strategy NE5.2: Encourage new development to reduce the impacts of transportation-related noise on sensitive land uses.
(page 99)

Community Heritage, Culture, and Design | Areawide Community Form Policies and Strategies

POLICY HD1 Redevelop the Transit District at a walkable scale, with a network of Complete and Green Streets as its backbone.

Strategy HD1.1: Limit the size of blocks to 500 feet maximum; smaller blocks are strongly encouraged.

Strategy HD1.2: Permit the highest densities closer to the Metro station and the intersection of Belcrest Road and MD 410 (East West Highway).

Strategy HD1.3: Create a hierarchy of new Complete and Green Streets to provide connectivity and allow for all buildings to front directly onto the street network. Require sidewalks on both sides of all streets. Retrofit existing streets to meet Complete and Green Streets standards. Require separation of blocks by streets, and encourage the subdivision of blocks by streets, public open spaces, or pedestrian promenades.

Strategy HD1.4: Encourage infill redevelopment in the Downtown Core to precede residential redevelopment in the Neighborhood Edge.

Strategy HD1.5: Prohibit culs-de-sac or other truncated streets in the Downtown Core, except where topography necessitates.

Strategy HD1.7: To present a consistent street wall, all buildings within blocks in the Downtown Core should be attached to neighboring buildings. (See also Strategy LU4.3 and Policies TM1, TM2, TM3, and TM4.)

POLICY HD2 Create or preserve natural barriers and build transitions between the Transit District and surrounding residential communities.

Strategy HD2.1: Preserve and enhance all existing parkland and natural resource areas.

POLICY HD3 Redevelop the Transit District to the urban scale appropriate for a designated Regional Transit District.

Strategy HD3.1: Permit and encourage residential densities in excess of 40 units per acre.

Strategy HD3.2: Permit and encourage commercial development in excess of 3.0 floor area ratio (FAR).

Strategy HD3.4: Ensure that single-story buildings are constructed at a scale that creates a sense of enclosure appropriate for a downtown street, while permitting such buildings as necessary to meet unique tenant or market demands.

(page 104)

Community Heritage, Culture, and Design | Areawide Placemaking Policies and Strategies

POLICY HD5 Create significant urban design features at signature sites that establish a distinct identity of place, create symbolic gateways and significant points of interest, and contribute to the visual and architectural character of the Transit District.

Strategy HD5.1: Termini and visually interesting features are recommended at the end of critical sight lines within the Transit District. Such features can range from building articulations in the form of towers, unique architectural design of entrances and bays, as well as components of public art integrated into the design of buildings. Work with property owners to develop architecturally memorable buildings or other landmark features at the following visual termini:

- North end of existing Mall entrance.
- Western end of the Metro platform.
- At the intersection of America Boulevard
- Extended and Toledo Terrace Extended.
- At both termini of Northwest Drive.

Strategy HD5.3: Building façades should be located to terminate a vista created by the centerline of a street or open space. When building façades terminate a vista, they should be designed to have a significant architectural feature located on axis with the vista.

Strategy HD5.4: Special corner buildings are recommended around key intersections within the Transit District. Such buildings should visually address the corner, which can be achieved by orienting the building entrance at a diagonal facing the corner; articulating the building as a tower or a corner bay that fronts the intersection; or by setting back the building to create a small urban plaza at the ground floor. A range of strategies are encouraged around each of these key intersections to create visual interest.

POLICY HD6 Create opportunities for artistic and cultural expression and events.

Strategy HD6.1: Work with stakeholders to create and manage opportunities for artistic expression, including, but not limited to, sculpture and other public art, architectural enhancements, special landscape treatments, art studios, murals, and art displays within the public realm. Public displays of works of art, architectural enhancements, or special landscape treatments should take into account appropriateness to the site, permanence of the work relative to environmental conditions, maintenance requirements and cost, and nature of the artistic statement.

POLICY HD7 Encourage a variety of modern signs, facilitating opportunities for property owners to utilize signage as artistic expression as well as appropriate marketing and wayfinding.

Strategy HD7.1: Signage materials should be coordinated and complementary with the architectural language of the building to which they are attached.

Strategy HD7.2: Signage lighting sources or elements should complement the building's architecture.

POLICY HD8 Limit regulation of architecture, encouraging property owners to respond to market demands with visually appealing and cutting-edge architectural amenities.

Strategy HD8.1: Encourage architectural treatments at the expression line.
(pages 106-108)

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

SMA/TDOZMA/Zoning: The Transit District Overlay Zoning retained the subject property in the Mixed-Use Transportation Oriented (M-X-T) Zone and the Transit District Overlay (T-D-O) zone.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Sectional Map Amendment ("CMA") which reclassified the subject property from Mixed Use Transportation Oriented (M-X-T) Zone to Regional Transit - Oriented, High - Intensity – Core (RTO-H-C) Zone effective April 1, 2022.

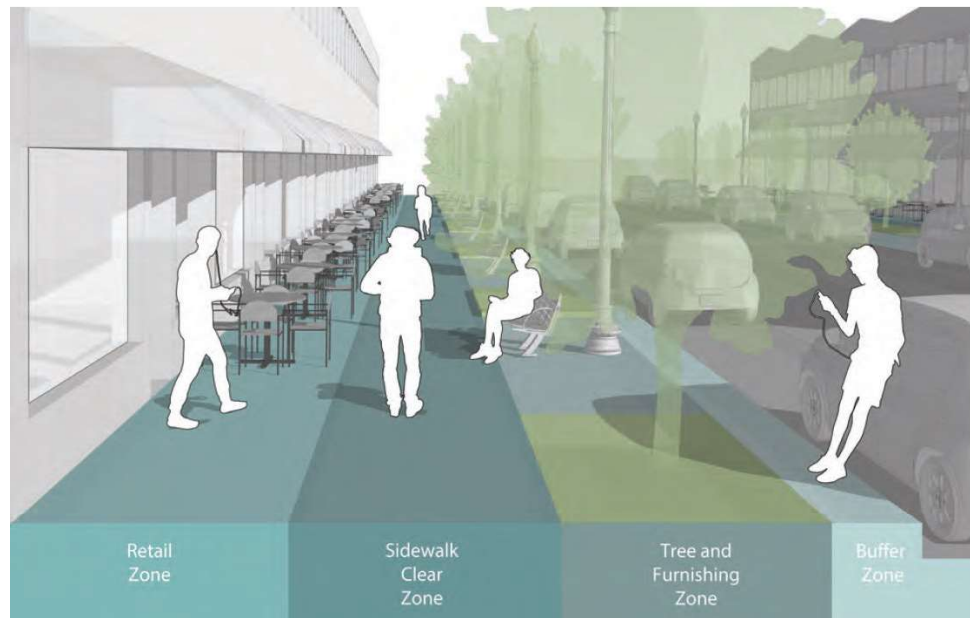
TRANSIT DISTRICT MANDATORY STANDARDS (properties in TDOZ)

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(2)(A), this application is not in strict conformance with the mandatory requirements of the Transit District Development Plan. This application does not conform to the following Transit District Standards:

Streets and Frontage | Streets (page 208) Standards

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

- A Streets
- B Streets
- Pedestrian Streets
- Promenades
- Alleys

Figure 7. Downtown Core Frontage Zones

- All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville's Street Design Standards.
- All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.
- Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.
- Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.
- Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3.
- Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.
- Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.
- Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

Requested Amendments to the TDDP Standards

The need to deviate from five transit district development zone standards have been submitted with this application to accommodate the proposed development. Justification for the modification of these standards of the TDDP has been submitted and will be further evaluated during the review of this application. The amendments to the TDDP standards are discussed below and include an analysis from the Community Planning Division in *italics* as follows:

Streets and Frontage | Frontage Zones (page 208)

The applicant is requesting a modification to this standard. The TDDP Standard requires sidewalks on both sides of A and B Streets.

The site plan has designed Democracy Avenue as a street to the extent possible but is not providing a sidewalk on both sides of the entire roadway. The existing footings and the structural elements of the garage being partially razed are proposed to remain. Further, the elevation and grade change on the eastern side of Democracy Avenue limit the location of the sidewalk adjacent to the roadway. Due to these unique circumstances and the site layout maintain the existing grid pattern established by the TDDP to provide opportunities to improve the vehicular and pedestrian realm to the extent possible the applicant's justification for the amendment is supportable.

Streets and Frontage | Build-to Lines and Zones (page 211) - (Table 42)

The TDDP Standard requires the minimum frontage zone depth/build-to line, on all existing "B" Streets, to be 15' and the maximum frontage zone depth/build-to line to be 20'. A modification is requested as the applicant proposes building frontage that varies from 9' - 23' deep. The applicant states that the modification is necessary because the existing footings and superstructure are being repurposed.

**Table 42. Downtown Core (DC) and Neighborhood Edge (NE) Frontage/Build-To Zone Standards:
Existing Public Streets**

CONTEXT	DOWNTOWN CORE				NEIGHBORHOOD EDGE			ALL
	MD 410 (East West Highway) (A)	Belcrest Road * (A)	Toledo Road (A)	Toledo Terrace (A)	Adelphi Road (A)	Northwest Drive (A)	Dean Drive (A)	All Existing (B)
Building Orientation (Entrance location)	Front	Front, side	Front, side	Front, side	Front	Front	Front	Front, side
Minimum Frontage Zone Depth/Build-To Line								
Tree and Furnishing Zone (Required)	6'	6'	6'	6'	7'	7'	7'	5'
Sidewalk Clear Zone (Required)	6'	6' East Side 5' West Side	6'	6'	8'	8'	8'	5'
Retail, Residential, and/or Buffer Zones (Total)	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed	Varies as needed***
Total Frontage Minimum Depth Requirement/ Minimum Build-To Line	20'	20' East Side 28' West Side*	20'	20'	18'	18'	18'	15'
Maximum Frontage Zone Depth/Build-To Line								
Total Frontage Maximum Depth Requirement/ Maximum Build-To Line	25'	5' East Side 33' West Side	25'	25' South/ East Side 30' North/ West Side	28'	28'	28'	20'

The variation of the building depth allows the building to provide areas for open space and landscaping and will break up the building mass to provide visual interest. The creation of additional green space, stormwater management, and courtyards created provide a unique opportunity to repurpose the existing garage and the requested modification will not impair the implementation of the TDDP.

Street Lights (Page 234)

The TDDP Standard requires street light fixtures to be spaced a maximum of 40' apart in the Downtown Core area. The applicant is requesting a modification to this standard because the existing streetlights are proposed to remain and are located between 40 to 45 feet apart.

It would be impractical to modify the existing streetlights to strictly conform to the standard and finds that the modification will not impair the implementation of the TDDP.

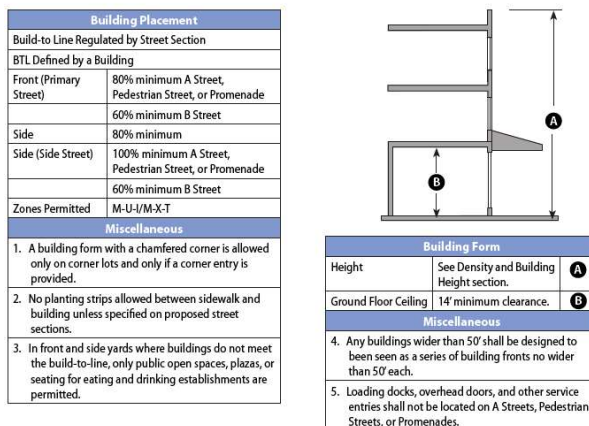
Building Form (Page 269)

The TDDP Standard requires the ground floor ceiling to have a minimum of 14-foot clearance. A modification is requested to allow 11'6" clearance. The applicant is requesting a modification to this standard because of the unique circumstances of the proposed development.

Re-purposing the existing footings of the parking garage creates the need for the modification to ensure that the first floor of the proposed multi-family building aligns with the first floor of the existing garage, and does not meet the height requirement. The modification of the standard is acceptable and will not impair the implementation of the TDDP.

Building Placement – Side (Side Street) (Page 269)

Figure 27. Downtown Core Multistory: Commercial, Residential, Institutional Standards



The TDDP Standard requires 100% minimum A Street, Pedestrian Street, or Promenade and 60% Minimum B Street for the side street building placement. A modification is requested to validate existing conditions. The application proposes to raze a portion of the existing garage and construct a multifamily building.

Due to the location of the existing garage proposed to be repurposed it limits the ability to strictly conform to the TDDP standards. Therefore, the proposed multifamily building cannot meet the minimum building frontage along Toledo or Democracy Roads. The site plan and building are designed to incorporate open space, plazas, and first floor balconies that will be visible from the public realm. These provide opportunities for the activation of the streetscape and the applicant's modification to the standard is acceptable and will not impair the implementation of the TDDP.

Miscellaneous (Page 269) (Figure 27)

The TDDP Standard (Miscellaneous No. 4) requires that any buildings wider than 50's shall be designed to been seen as a series of building fronts no wider than 50' each. The applicant is requesting a modification to this standard and notes that this modification is needed due to the unique aspects of the proposed development.

Due to the spatial constraints created by repurposing the existing building it is not possible to strictly conform to this standard. The architectural treatments and design of the multifamily building incorporate techniques to break up the façade and provide visual interest. The vertical banding and the changes in building material and color break up the building mass and reduce the scale of the building. This modification will not impair the implementation of the TDDP.

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

OTHER TRANSIT DISTRICT OVERLAY ZONE CONFORMANCE ISSUES:

None

CC: Long-range Agenda Notebook

Adam Dodgshon, Planning Supervisor, Placemaking Section Community Planning Division



Countywide Planning Division
Environmental Planning Section

301-952-3650

December 22, 2023

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Planner III, Urban Design Section, DRD

VIA: Thomas Burke, Supervisor, Environmental Planning Section, CWPB *TB*

FROM: Marc Juba, Planner III, Environmental Planning Section, CWPB *MJ*

SUBJECT: **Library Apartments; DSP-01002-04 and TCP2-050-2023**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan (DSP-01002-04) and Type 2 Tree Conservation Plan (TCP2-050-2023) accepted for review on October 6, 2023. Comments were provided to the applicant at the Subdivision and Development Review Committee (SDRC) meeting on October 27, 2023. Revised plans and documents were received in response to these comments on December 20, 2023. The EPS recommends approval of DSP-01002-04 and TCP2-050-2023, with recommended findings and conditions listed 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
CSP-00024	TCPI/035/00	District Council	Approved	1/8/2001	00-195
CSP-00024-01	TCPI/035/00	Planning Board	Approved	11/15/2001	01-248
4-01022	TCPI/035/00	Planning Board	Approved	5/10/2001	01-110
4-01092	TCPI/035/00	Planning Board	Approved	3/25/2004	02-62
DSP-00052	TCPII/15/01	Planning Board	Approved	1/4/2001	01-04
DSP-00052-01	TCPII/15/01	Planning Director	Approved	5/26/2001	NA
DSP-00052-02	TCPII/15/01	Planning Director	Approved	4/10/2003	NA
DSP-00052-03	TCPII/15/01	Planning Director	Approved	8/28/2003	NA
DSP-00052-04	TCPII/15/01	Planning Director	Approved	3/10/2004	NA
DSP-01001	TCPII/15/01	Planning Board	Approved	5/24/2001	01-117
DSP-01001-01	TCPII/15/01	Staff	Approved	5/9/2002	NA
DSP-01001-02	TCPII-015-01	Planning Director	Approved	4/10/2003	NA
DSP-01001-03	TCPII-015-01	Planning Director	Approved	7/29/2009	NA
DSP-01002	TCPII-015-01	Planning Board	Approved	5/24/2001	01-118

DSP-01002-01	TCPII-015-01	Planning Director	Approved	10/31/2002	NA
DSP-01002-02	TCPII-015-01	Planning Director	Approved	9/10/2003	NA
DSP-01002-03	TCPII-015-01	Planning Board	Approved	10/7/2004	04-237
DSP-03037	TCPII-015-01	Planning Board	Approved	3/3/2004	03-254
DSP-03037-01	TCPII-015-01	Planning Board	Approved	2/5/2004	04-23
DSP-03037-02	TCPII-015-01	Planning Board	Approved	4/28/2005	05-108
DSP-03037-03	TCPII-015-01	Planning Director	Approved	1/24/2006	NA
DSP-03037-04	TCPII-015-01	Planning Board	Approved	7/13/2006	06-173
DSP-03037-05	TCPII-015-01	Planning Director	Approved	6/16/2006	NA
DSP-03072	TCPII-015-01	Planning Board	Approved	5/13/2004	04-109
DSP-03072-01	TCPII-015-01	Planning Director	Approved	9/26/2005	NA
DSP-03072-02	TCPII-015-01	Planning Board	Approved	2/15/2007	07-48
DSP-05041	TCPII-015-01	Planning Board	Approved	10/24/2005	05-220
DSP-05041-01	TCPII-015-01	Planning Director	Approved	3/22/2007	NA
DSP-05084-02	TCPII-015-01-01	District Council	Approved	11/18/2013	NA
DSP-05041-02	TCPII-015-01	Planning Director	Approved	2/8/2017	NA
DSP-21006	TCPII-015-01-01	Planning Board	Approved	11/18/2021	2021-138
NA	TCPI-035-00	Staff	Approved	2/26/01	NA
NA	TCP1-035-00-03	Staff	Pending	Pending	Pending
NA	NRI-181-2022	Staff	Approved	11/16/2022	NA
4-22004	TCP1-004-2023	Planning Board	Approved	3/16/2023	2023-33
DSP-01002-04	TCP2-050-2023	Planning Board	Pending	Pending	Pending

Note: The above grey highlighted cases apply to other sections of the overall conceptual site plan (CSP) with no relevant conditions to this PPS application.

PROPOSED ACTIVITY

The current application is to raze half of an existing parking garage and construct a seven-story multifamily building in its place while retaining the other half of the existing parking garage. The current zoning for the site is Regional Transit – Oriented, High – Intensity – Core (RHO-H-C); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transportation Oriented (M-X-T) Zone.

GRANDFATHERING

This project is not grandfathered with respect to the environmental regulations contained in Subtitle 25 and prior Subtitles 24 and 27 because the project was subject to a new preliminary plan of subdivision.

REVIEW OF PRIOR APPROVALS

CSP-00024-01

There are no relevant environmental conditions of approval associated with this site on the previously approved Conceptual Site Plan CSP-00024-01.

4-22004

There are no relevant environmental conditions of approval associated with the previously approved Preliminary Plan of Subdivision 4-22004.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

The application included an approved Natural Resources Inventory Plan (NRI-181-2022), which correctly shows the existing conditions of the property. According to the approved NRI, no specimen or historic trees are associated with this site. This site is not associated with regulated environmental features (REF) such as streams, wetlands, or associated buffers. However, the site is associated with a primary management area (PMA), comprised entirely of developed County regulated 100-year floodplain (0.11 acre) situated along the northern edge of the site. The DSP is consistent with the approved NRI.

Woodland Conservation

This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the 2018 *Environmental Technical Manual* because the application is for a new DSP. A revision (-03) to the previously approved Type 2 Tree Conservation Plan (TCP2-015-01-02) is required, since a new proposed Type 2 Tree Conservation Plan (TCP2-050-2023) matching the boundaries of the previously approved preliminary plan of subdivision (4-22004) and Type 1 Tree Conservation Plan (TCP1-004-2023), was submitted with the subject application.

The first original approved TCP2-015-01 covered a larger area than the current application, consisting of two subareas shown as Subarea 2 and Subarea 3. The current application is located within Subarea 3. The original TCP2 showed a separate worksheet for each subarea, and it was intended for the subareas to be processed as separate TCP2s. A separate TCP2 was processed for Subarea 3, which did not include Subarea 2 in determining the woodland conservation requirement. Subsequently, a new TCP1 and TCP2 were approved for Subarea 2 area (TCP1-005-2019 and TCP2-042-2019).

At the time of approval of the original TCP2, all of Subarea 3 was mapped within the M-X-T Zone, and the TCP2 worksheet was calculated using the 1989 standard woodland conservation threshold (WCT) and afforestation threshold (AFT) values, which were both 10 percent. Subsequently, the zoning within Subarea 3 changed from M-X-T to a mixture of the M-X-T, M-U-I, and R-55 Zones. Under subsequent requirements, each of these zones had greater WCT and AFT values than was originally calculated under TCP2-015-01. Areas within the M-X-T and M-U-I Zone had a WCT and AFT of 15 percent, and areas within the R-55 Zone had a WCT of 20 percent and an AFT of 15 percent. With the subdivision of 4-22004, the area was separated from the existing TCPI (TCPI-035-00-02) as a new TCP1 (TCP1-004-2023), so the remainder of Subarea 3 was able to retain its grandfathered status, and the overall woodland conservation requirement would not be increased across all of Subarea 3. Similarly, to avoid undue hardship to adjoining property owners, TCP2-015-012-02 needs to be revised to remove the area of DSP-01002-04 from the prior TCP2 plan and worksheet, allowing the remaining area within Subarea 3 to maintain its grandfathered status. This separation will be required to be processed and approved through the Environmental Planning Section as a standalone revision to TCP2-015-01-02 prior to certification of DSP-01002-04 and TCP2-050-2023. The grandfathered worksheet on this plan shall be modified by removing all the area associated with this DSP application from the worksheet and modifying the footnote beneath accordingly. The new limits of the Subarea 3 boundary must clearly be drawn on the plan.

The approval block needs to be revised on the plan by typing in all previous approval information and typing in all relevant information related to each revision.

The applicant submitted TCP2-050-2023 for review with this application, which shows the limited area associated with the current DSP application. The TCP worksheet incorrectly calculated a WCT of 20 percent and the AFT requirement of 15 percent for the M-X-T Zone for the 2.87 acres. The correct thresholds are both 15 percent. However, the total woodland conservation requirement based on the zoning, the net tract area, and the amount of clearing proposed is correctly shown as 0.41 acre on the worksheet. The requirement is proposed to be satisfied with 0.41 acre of off-site woodland conservation credits; 0.28 acre of which has been previously met off-site with TCP2-015-01 (which must be noted beneath the worksheet). The current worksheet template must be used on the plan. Since the prior M-X-T zoning is being applied to this application, only that zone shall be shown in the TCP2 worksheet. The correct WCT and AFT percentages must be used, which are both 15 percent. In order to determine how much off-site mitigation has already been provided for the area within the current DSP under TCP2-015-01, staff determined that the woodland conservation requirement for this 2.87-acre area would have been 0.28 acres, which would have been met as part of the overall 2.62 acres of off-site woodland conservation provided for Subarea 3. The worksheet on TCP2-050-2023 shall have a footnote added that states 0.28 acre of the overall 0.41 acre woodland conservation requirement for DSP-01002-04 has been previously met off-site with TCP2-015-01.

Specimen Trees

The approved NRI-181-2022 indicates that no specimen, champion, or historic trees have been identified on the subject property, and no further information is required with this application.

Preservation of Regulated Environmental Features/Primary Management Area

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 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 preliminary plan, the Planning Board approved the applicant's request for 2,332 square feet (0.053 acre) to REF already fully impacted for the redevelopment of an existing multistory parking structure with a multifamily building. The request was for validation of existing conditions while also facilitating the construction of a new multifamily building on a portion of a significantly underutilized parking garage. The REF and impacts to PMA are entirely comprised of developed floodplain. These impacts were previously approved with PPS 4-22004 (PGCPB Resolution No. 2023-33).

No additional impacts are proposed with this application. Staff finds that the REF has been preserved and/or restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 27-285(b)(4).

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 Issue-Urban land complex, occasionally flood, and Urban land-Russett-Christiana complex (0-5 percent slopes).

No soil containing Marlboro clay is mapped on or within the immediate vicinity of this site; however, unsafe soils containing Christiana complexes have been identified on and within the immediate vicinity of this property. The soils containing Christiana complexes are contained in previously disturbed urban soils on relatively flat slopes. There are no geotechnical concerns with this project.

Stormwater Management

An approved stormwater management (SWM) concept plan (24001-2022-0) was submitted with this application from the Department of Permitting, Inspections and Enforcement (DPIE). The proposed plan shows the installation of two micro-bioretenment facilities to treat and release stormwater leaving the site. No further information is required at this time regarding SWM with this DSP application.

Erosion and Sediment Control

The County requires the approval of an Erosion and Sediment Control Plan. Erosion and sediment control plans are reviewed for conformance with the Maryland Standards and Specifications for soil erosion and sediment control by the Prince George's County Soil Conservation District.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS recommends approval of DSP-01002-04 and TCP2-050-2023, subject to the following findings and conditions.

Recommended Findings:

1. Based on the level of design information available at the present time, the regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance as previously approved by the Planning Board on March 16, 2023, with PPS 4-22004 (PGCPB Resolution No. 2023-33).
2. The application area does not contain any specimen, champion, or historic trees.

Recommended Conditions:

1. Prior to certification of the detailed site plan, approval of a stand-alone TCP2 revision of TCP2-015-01 will be required with the following revisions:
 - a. Remove the area associated with DSP-01002-04 from the TCP2 worksheet.
 - b. Revise the footnote under the TCP2 indicating that 2.87 acres were removed from the site with DSP-01002-04.
 - c. Revise the Environmental Planning Section approval block to indicate that 2.87 acres were removed from the TCP2 for this revision, and type in all previous approval information including signatures.
 - d. Add a boundary for the new limits of Subarea 3 to the plan.
2. Prior to certification of the detailed site plan, TCP2-050-2023 shall be revised as follows:
 - a. Add the TCP2 number and DRD case number to the approval block.
 - b. Make the following revisions to the TCP2 worksheet:

- i. Update the worksheet on the plan using the current TCP2 worksheet template.
- ii. Revise the zoning to reflect only the zoning being used with this DSP application (prior M-X-T Zone).
- iii. Add a footnote under the TCP2 worksheet stating that 0.28 acre of the overall 0.41 acre woodland conservation requirement has been previously met off-site with TCP2-015-01.
- iv. Make the entirety of the limits of disturbance clearly identifiable on the plan.




Countywide Planning division
Transportation Planning Section

January 2, 2024

MEMORANDUM

TO: Emery Huang, Development Review Division

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


VIA: *NS* Noelle Smith, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-01002-04 – Library Apartments**

Proposal

The subject Detailed Site Plan (DSP) application proposes the construction of 209 multifamily dwelling units. The site is located along Toledo Road, west of its intersection with Democracy Avenue. The transportation planning section's review of the referenced DSP application was evaluated using standards of Section 27 of the prior Zoning Ordinance.

Prior Conditions of Approval

The subject property falls under the purview of Conceptual Site Plan (CSP) CSP-00024, CSP-00024-01, Detailed Site Plan DSP-01002 – DSP-01002-03, Certificate of Adequacy ADQ-2022-055, and Preliminary Plan of Subdivision 4-22004. The relevant conditions of approval have been provided below.

ADQ-2022-055

1. Total development within the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 87 AM peak-hour trips and 100 PM peak-hour vehicle trips.

Comment: The subject application proposes 209 multifamily dwelling units. The trip cap established under ADQ-2022-055 was approved for 209 multifamily dwelling units. Staff finds that the subject DSP is within the trip cap established with ADQ-2022-055.

2. Prior to the acceptance of the detailed site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-055 consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations.

Comment: The bicycle and pedestrian improvement shown on the submitted BPIS and DSP illustrate the location, limits, specifications, and details of the pedestrian and bicycle adequacy

improvements as required by this condition. Staff find the applicant's submission is in conformance with this requirement.

3. The applicant shall provide a network of on-site pedestrian and bicycle facilities, consistent with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the Detailed Site Plan submission.

Comment: The subject application displays on-site pedestrian and bicycle facilities which are consistent with the subdivision regulations. Staff finds the applicant's submission satisfies condition 3 of ADQ-2022-055.

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, in accordance with Section 24-4506 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:

- a. Along the south side of Toledo Road, as detailed in Exhibit B-2 of the applicant's BPIS submission:
 - i. Upgrade to three ADA-compliant pedestrian ramps.
 - ii. Install a bus shelter and bench along Toledo Road in the vicinity of the library.
 - iii. Install bicycle route signage (D11-1) and wayfinding signage (D1-2b) directing eastbound cyclists to Adelphi Road and the Hyattsville Library and directing westbound cyclists to the Hyattsville Crossing Metro Station and Mall at Prince George's Shopping Center, in accordance with the City of Hyattsville sign standards.
- b. Along the east side of Adelphi Road at its intersection with Beechwood Road, as detailed in Exhibit B-3 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.
- c. Along the west side of Adelphi Road at the north point of vehicle access at University Park Church of Christ (6420 Adelphi Road), as detailed in Exhibit B-4 of the applicant's BPIS submission; upgrade to two ADA-compliant pedestrian ramps.
- d. Along the east side of Adelphi Road at its intersection with Van Buren Street, as detailed in Exhibit B-5 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.
- e. Along the west side of Adelphi Road at the north point of vehicle access at Northwest High School (7000 Adelphi Road), as detailed in Exhibit B-6 of the applicant's BPIS submission; install a thermoplastic crosswalk along the west leg.

Comment: The above referenced condition remains and will be addressed at the time of building permit unless modified by the operating agency with written correspondence.

4-22004

11. The following facilities shall be shown on the detailed site plan:

- a. A five-foot wide marked bicycle lane along the property frontage of Toledo Road, consistent with the 2016 Approved Prince George's Plaza Transit District Development Plan (TDDP), unless modified by the operating agency with written correspondence or provided as part of another development.
- b. A minimum six-foot sidewalk and a six-to-eight-foot landscape amenity panel along the property frontage of Toledo Road, consistent with the 2016 Approved Prince George's Plaza Transit District Development Plan (TDDP), The final width shall be determined by the operating agency with written correspondence.
- c. A interconnected network of pedestrian facilities with minimum five-foot-wide sidewalks and associated ADA curb ramps onsite.
- d. Long and short-term bicycle parking consistent with *Guide for the Development of Bicycle Facilities (AASHTO)* to accommodate residents and visitors.
- e. Waste, recycling bins, and street furniture such as benches or tables along the property's frontage of Toledo Road.

Comment: The detailed site plan accurately displays the above-listed improvements. Staff finds the applicant's submission to be in conformance with condition 11 of 4-22004.

Master Plan Compliance

Master Plan Right of Way

The subject property has frontage on Toledo Road (P-202) along the northern bounds of the site. Per the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2016 *Approved Prince George's Plaza Transit District Development Plan (TDDP)*, the portion of Toledo Road that fronts the subject property is designated as a two-lane primary roadway with an ultimate right-of-way of 60 feet. The DSP submission displays the existing configuration of Toledo Road along the property's frontage with a right-of-way of 60 feet, which is consistent with MPOT and sector plan recommendations. This portion of Toledo Road has already been constructed, and as such, no additional right-of-way dedication is being pursued with this application.

The subject property also has frontage on Democracy Avenue along its eastern bounds. Democracy Avenue does not have any right-of-way recommendations per the MPOT or TDDP. The applicant proposes Democracy Avenue as a one-way northbound private access driveway. Staff would note that there is currently a point of vehicle entry from the existing parking garage along the portion of Democracy Avenue that fronts the subject property. This point of vehicle entry would be replaced by the construction of the multifamily building, leaving one location along Toledo Road for all site parking. Staff supports this design feature as it consolidates all parking on-site to one access point. Additionally, the one-way vehicular directional movement along Democracy Avenue limits the likelihood of vehicular conflict while establishing a more pedestrian friendly road frontage along the site's eastern bounds.

Master Plan Pedestrian and Bike Facilities

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

Planned Shared Roadway: Toledo Road

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

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.

Additionally, the site is subject to the 2016 *Approved Prince George's Plaza Transit District Development Plan* (TDDP) which recommends the following facilities:

Toledo Road – On-road bicycle lane – Entire length

The TDDP contains several policies and strategies provided to improve bicycle and pedestrian mobility in the plan area. The TDDP strategies relevant to the subject application are copied below:

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

Strategy TM1.4: Provide ample sidewalks and protected bicycle facilities that give travelers multiple options through the corridor and can reduce vehicle trips. Sidewalks should, where appropriate, provide room for outdoor dining and shopping, in addition to street furniture, queuing, and gathering.

Strategy TM1.5: Provide street trees to make streets more pedestrian-friendly and reduce urban heat island effects. Street trees should be part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street.

Strategy TM1.6: Provide a visually distinct wayfinding system for pedestrians, bicyclists, transit riders and drivers to help them reach destinations within the Transit District move easily and conveniently.

Strategy TM1.7: Provide attractive and durable street furniture such as benches, waste and recycling bins, and tables on all streets.

Policy TM3: Construct the envisioned network of Complete and Green Streets to support circulation and urban design goals of the TDDP.

Policy TM4: Retrofit existing streets to create a street network that makes talking, bicycling, and transit use more comfortable and reliable.

Strategy TM4.3: Add the following on-street bicycle accommodations to existing streets:

Comment: The TDDP recommends a bicycle lane along the entire length of Toledo Road, which encompasses the subject property's frontage. A prior approved development, 6400 America Boulevard (4-21006) included a condition that required the installation of a marked bicycle lane along Toledo Road between Belcrest and Adelphi Roads prior (condition 4b). Therefore, the recommended bicycle lane will be installed with future development and meets the intent of the master plan.

Transportation Planning Review

Zoning Ordinance Compliance

Section 27-283 of the Prince George's County Zoning Ordinance (Ordinance) provides guidance for detailed site plans. The section references the following design guidelines described in Section 27-274(a):

(2) Parking, loading, and circulation

(I) 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 to enhance the visual unity of the site.

Comment: The applicant proposes one consolidated point of vehicle entry along Toledo Road, which is an existing point of entry for the municipal parking garage. Improved sidewalks are shown along all frontages of the site. Crosswalks are shown crossing the drive aisle at the point of vehicle access. As discussed above, a bicycle lane along the site's frontage of Toledo Road is required per the BPIS recommendations of a nearby property, 4-21006. Short-term bicycle parking is shown along the site's frontage of Toledo Road As well as long-term bicycle parking

provided indoors. Staff finds that the site access and circulation are sufficient and meet the required findings of section 27-274(a)(2)(c) of the Ordinance which examines vehicular and pedestrian circulation as part of a detailed site plan.

Additionally, pursuant to Section 27-548.06(d)(1) of the prior Zoning Ordinance, 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 applicant has provided a parking tabulation displaying the proposed use and associated parking within the overall site approved under DSP-01002. The subject site and the focus of DSP-01002-04 only applies to Garage A, which currently houses 1,455 parking spaces. The applicant's proposal would result in a reduction of 728 spaces to construct the multifamily building, thereby leaving 727 spaces upon its completion.

Per staff request, the applicant has also provided an assessment of the parking demand to determine how the proposal will impact parking in Garage A. The applicant has provided a report using data compiled over the month of February 2022, showing that the highest number of parked cars within Garage A over the course of an entire day was 308. The applicant also notes that this number includes Kaiser Permanente staff who had been directed to park in Garage A while the new Kaiser Permanente facility was under construction at the West Hyattsville Metro Station. The applicant's parking memo uses the Institute of Traffic Engineers (ITE) parking generation which estimated that 262 spaces would be required to accommodate 200 multifamily units. The applicant's proposal has since been increased to 209 multifamily units, which would increase the minimum number of spaces to 274 to accommodate the 209 units. Using the 308 maximum daily parking spaces, combined with the 274 parking spaces needed for residents of the site, an estimated 582 spaces would be needed within Garage A, of which 727 would be available after construction of the multifamily building. Staff does not have any objections to the applicant's proposal.

Conclusion

Based on the findings presented above, staff concludes that transportation facilities will exist to serve the subject application as required under Subtitle 27 and will conform to the 2009 *Countywide Master Plan of Transportation* and the 2016 *Approved Prince George's Plaza Transit District Development Plan*.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

December 26, 2023

MEMORANDUM

TO: Te-Sheng (Emery) Huang, Planner III, Urban Design Section

VIA: Mridula Gupta, Planner IV, Subdivision Section *MG*

FROM: Eddie Diaz-Campbell, Planner III, Subdivision Section

SUBJECT: DSP-01002-04; Library Apartments

The subject property considered in this detailed site plan (DSP-01002-04) is known as Parcel H in the Prince George Center development, as recorded in a plat of subdivision among the Land Records of Prince George's County in Plat Book REP 196 at plat no. 29. Parcel H is 2.87 acres and is located in the Regional Transit Oriented, High Intensity-Core (RTO-H-C) Zone. The development is, however, proposed to be reviewed under the prior Zoning Ordinance and Subdivision Regulations. Under the prior zoning, the property was in Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zone for the *Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. This DSP amendment proposes to raze half of an existing parking garage and replace it with a multifamily building of 209 dwelling units.

Parcel H is subject to a preliminary plan of subdivision (PPS) 4-22004, which was approved by the Prince George's County Planning Board on March 16, 2023 (PGCPB Resolution No. 2023-33(C)). 4-22004 approved one parcel for development of 209 multi-family dwellings.

PPS 4-22004 was approved subject to 11 conditions, of which the conditions relevant to the review of this proposed amendment are listed below in bold text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. **In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.**
4. **The on-site 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 and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

The applicant proposes on-site recreational facilities which include seating located near the entrance lobby, a fitness center, and seating on a terrace adjacent to an internal courtyard. It is not clear how entry and terrace seating would provide recreation to the residents. The floor plans do not show any other furniture or storage in these areas, which could be used to make games, arts and crafts, audio/video, or other passive recreational amenities available to the users. The Recreational Facilities Calculation table on the cover sheet of the DSP also includes a water cooler, plantings, "SOG", and expense of preparing the interior spaces of the fitness center and the lounge for use. These items do not provide recreation in themselves; though they are typically provided in lounges and fitness rooms to support their activities. It is also not clear what is meant by "SOG". There is no amenity shown on the enlarged recreation plan (sheet DSP-22) which is labeled as "SOG". The applicant should provide details for this recreational amenity. The Urban Design Section should evaluate whether the recreational facilities proposed with this DSP are adequate and meet the requirements of the *Parks and Recreation Facilities Guidelines*.

6. **Development of this subdivision shall be in compliance with an approved Type 1 tree conservation plan (TCP1-004-2023). 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 (TCP1-004-2023), or as modified by a future 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 Conservation/Tree Preservation Policy."

The Environmental Planning Section should review the DSP with the TCP1 for conformance with this condition.

9. **Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along the public right-of-way, in accordance with the approved PPS.**

10-foot-wide public utility easements (PUEs) are shown along the public rights-of-way in accordance with 4-22004.

10. **Development of this site shall be in conformance with the approved Stormwater Management Concept Plan, 24001-2022-0, and any subsequent revisions.**

The applicant submitted an approved Stormwater Management (SWM) Concept Plan (24001-2022-00) and approval letter with the subject DSP. The approved SWM Concept Plan shows a layout approved with the PPS. The Environmental Planning Section should further review the SWM concept plan for conformance to this condition.

11. **The following facilities shall be shown on the detailed site plan:**

- a. **A 5-foot-wide marked bicycle lane along the property frontage of Toledo Road, consistent with the 2016 *Approved Prince George's Plaza Transit District Development Plan*, unless modified by the operating agency with written correspondence, or provided as part of another development.**

- b. **Unless an alternative development standard is requested, a minimum 6-foot-wide sidewalk and a 6- to 8-foot-wide landscape amenity panel along the property frontage of Toledo Road, consistent with the 2016 *Approved Prince George's Plaza Transit District Development Plan*. The final width shall be determined by the operating agency with written correspondence.**
- c. **An interconnected network of pedestrian facilities with minimum 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps on-site.**
- d. **Long and short-term bicycle parking consistent with the 1999 *American Association of State Highway and Transportation (AASHTO) Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.**
- e. **Waste, recycling bins, and street furniture such as benches or tables, along the property's frontage of Toledo Road.**

The Transportation Planning Section should review the DSP for conformance with this condition.

The property is subject to Certificate of Adequacy ADQ-2022-055, approved March 7, 2023. This ADQ is valid for 12 years from the date of approval of the associated 4-22004, subject to the additional expiration provisions of Section 24-4503(c) of the Subdivision Regulations. This ADQ was approved subject to five conditions, of which the conditions relevant to the review of this proposed amendment are listed below in bold text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

- 1. **Total development within proposed the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 87 AM peak-hour trips and 100 PM peak-hour vehicle trips.**

The development proposed with this DSP amendment is consistent with the development evaluated with the PPS, and therefore this condition should be met. However, the Transportation Planning Section should evaluate the proposed development and conformance with this condition.

- 2. **Prior to the acceptance of the detailed site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-055 consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations.**

The applicant provided a bicycle and pedestrian facilities plan with the DSP submittal. The Transportation Planning Section should review the plan for conformance with this condition.

- 3. **The applicant shall provide a network of on-site pedestrian and bicycle facilities, consistent with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the Detailed Site Plan submission.**

The DSP shows on-site pedestrian and bicycle facilities and their details which include bicycle parking, accessible ramps, sidewalks, and handrails. The Transportation Planning Section should review the DSP for conformance with this condition.

Additional Comments

1. Though not included in the Subdivision Regulations, there are maximum block length requirements and street design standards of the T-D-O Zone (TDOZ) which apply to this site, and which were previously discussed at the time of 4-22004 (see page 10 of PGCPB Resolution No. 2023-33(C)). With this DSP, the applicant proposes to improve Democracy Boulevard (currently contained within a 28-foot-wide access easement recorded in Book 16693 page 721 of the Prince George's County Land Records) to meet the design standards of a B street as set by the TDOZ and has provided justification for modification from the TDOZ street or promenade standards. The Urban Design Section and Transportation Planning Section should review the proposed design and modifications requested by the applicant for conformance with the T-D-O standards.
2. The property is known as Parcel H of Prince George Center, recorded in Plat Book REP 196 page 29. This plat is associated with prior PPS 4-01092. A new final plat will be required following approval of this DSP amendment.

Recommended Conditions

None.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. 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 subdivision issues at this time.

From: [Thompson, Ivy](#)
To: [Huang, Te-sheng \(Emery\)](#)
Cc: [Holley, Edward](#)
Subject: DSP-01002-04 Library Apartments - DPR LMES comments
Date: Wednesday, October 25, 2023 9:23:05 AM
Attachments: [Outlook-01b01aak.png](#)
[Outlook-lffur5h4.png](#)
[Outlook-uep4gmsq.png](#)
[Outlook-qig2mzx0.png](#)
[Outlook-ax5b4t2u.png](#)
[Outlook-miz31fom.png](#)
[Outlook-1giu5cul.png](#)
[Outlook-d0k4vmd4.png](#)

Hello Emery,

DPR staff reviewed and evaluated DSP-01002-04 for conformance with the requirements considered as they pertain to public parks and recreation. This approximately 2.859-acre parcel, zoned Regional Transit Oriented, High Intensity (Core) (RTO-H-c), is located on the south side of Toledo Road, approximately 265 feet from the intersection of Toledo Road and Adelphi Road. This application is for the development of 209 multifamily units. The 2016 Approved Prince George's Plaza TDDP does not include any park and recreation specific recommendations for the subject property. The subject property is located within the Park Service Area 2 (SA 2). The proposed private recreation amenities - an outdoor lounge, two courtyards and a fitness center - provide both active and passive recreation for future residents. DPR-LMES staff has no objection to the private recreational facilities as proposed. DPR has no additional comments.

Thank you for the opportunity to provide comments. - Ivy

Ivy R. Thompson, AICP, Planner III

Land Management and Environmental Stewardship

M-NCPPC, Department of Parks and Recreation, Prince George's County

Park and Recreation Administration Building

6600 Kenilworth Avenue, 3rd Floor, Riverdale, MD 20737

Office: 301-699-2540 | Mobile: 202-430-2106

Ivy.Thompson@pgparks.com

Stay connected:





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

November 13, 2023

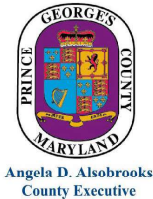
MEMORANDUM

TO: Emery Huang, Planner III, Urban Design Section

FROM: Alice Jacobs, Planning Technician III, Permit Review Section *ary*

SUBJECT: DSP-01002-04 – Library Apartments

1. The dimensions of the remaining portion of the existing garage should be shown on the site plan.
2. Permit Review Section offers no further comments on this application at this time.



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



MEMORANDUM

November 3, 2022

TO: Emery Huang, Urban Design Section
Development Review Division, M-NCPPC

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

RE: Library Apartments (Toledo Road Garage Redevelopment)
DSP-01002-04

CR: Toledo Road, (City of Hyattsville)
CR: Adelphi Road

This is in response to the Detailed Site Plan DSP-01002-04 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The proposed subdivision is located at 3325 Toledo Road, Hyattsville, on the south side of Toledo Road, approximately 265 feet from the intersection of Toledo Road and Adelphi Road.
- The applicant proposes to raze half of the existing parking garage and construct a 7-story multi-family building in its place while retaining the other half of the existing parking garage. A new subdivision is proposed to include one lot for the development of 209 multifamily dwelling units.
- Floodplain study FPS 200135 governs. Floodplain easements are required.
- DSP-01002-04 is consistent with the Site Development Concept Plan 24001-2022.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) The exact acreage of impervious areas has been provided in the concept plan.
 - b) Proposed grading is shown on plans.

- c) Delineated drainage areas at all points of discharge from the site have been provided in the concept plan.
- d) Stormwater volume computations have been provided with the concept plan.
- e) Erosion/sediment control plans that contain the construction sequence, any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in this submittal.
- f) Provide a stream restoration plan, if applicable, associated with ESD practices.
- g) A narrative in accordance with the Code has been provided.

DPIE Traffic Comments

- The site fronts Toledo Road (maintained by the City of Hyattsville) and private roads (Democracy Avenue and Constitution Drive). As such, DPIE defers comments on these roadways to the City of Hyattsville.

DPIE Water and Sewer Unit Comments

- The 2018 Water and Sewer Plan designates Parcel H in Water and Sewer Category 3, inside the Sewer Envelope, in the Growth Tier, and within Tier 1 under the Sustainable Growth Act, approved for public sewer service.
- Water and sewer lines exist in Toledo Road, Constitution Drive, Democracy Avenue, and abut Parcel H.
- Water and sewer line extensions or an on-site system are required to serve the proposed development and must be approved by the Washington Suburban Sanitary Commission before the final plat recordation.
- Parcel H is currently developed as a parking garage facility.

If you have any questions or require additional information, please contact Mr. Steve Snyder, P.E., the District Engineer for the area, at (301) 883-5710.

cc: Reynaldo de Guzman, P.E., Chief, S/RPRD, DPIE
 Rene Lord-Attivor, Traffic Chief, S/RPRD, DPIE
 Shirley Branch, W/S Coordinator, S/RPRD, DPIE
 Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
 Applicant: The Bernstein Companies 3299 K Street, NW, Washington, DC 20007
 Agent: McNamee Hosea, 6411 Ivy Lane Suite 200, Greenbelt, MD 20770

From: [Reilly, James V](#)
To: [Huang, Te-sheng \(Emery\)](#)
Cc: [PPD-PGReferrals](#); [Hogan, Bryan J.](#); [Reilly, James V](#)
Subject: RE: CORRECTION: ACCEPTANCE of: DSP-01002-04 (Library Apartments)
Date: Wednesday, December 20, 2023 4:42:29 PM
Attachments: [image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Afternoon Emery,

The DSP drawing provided for this case located in the referral folder dated 12/20/23 addresses and closes all of the comments listed below. The Fire/EMS Department has no additional comments. Regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department

Note new address:

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: jvreilly@co.pg.md.us

To pay for a fire inspection by credit card go to:

<https://www.velocitypayment.com/client/princegeorges/fire/index.html>

From: Reilly, James V <JVReilly@co.pg.md.us>

Sent: Friday, October 27, 2023 12:41 AM

To: Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>

Cc: PGReferrals <pgcreferrals@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; Hogan, Bryan J. <bjhogan@co.pg.md.us>

Subject: FW: CORRECTION: ACCEPTANCE of: DSP-01002-04 (Library Apartments)

Importance: High

Good Evening Emery,

Sorry for the last minute response. The Office of the Fire Marshal has reviewed the referral for DSP-01002-04 Library Apartments. We have the following comments:

1. Please show the paved width of the driveway to the east.
2. Please show the proposed FDC which must be on the front/address side of the building.
Please label all proposed and existing hydrants. Hydrants must be provided within 500' of the most remote portion of the building. This measurement should include any accessible areas between the proposed building and the existing garage.

Regards. Jim

James V. Reilly

Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department

Note new address:

9400 Peppercorn Place, Fifth Floor, Largo, MD 20774

Office: 301-583-1830

Direct: 301-583-1838

Cell: 240-508-4931

Fax: 301-583-1945

Email: jvreilly@co.pg.md.us

To pay for a fire inspection by credit card go to:

<https://www.velocitypayment.com/client/princegeorges/fire/index.html>

From: Townsend, Donald <Donald.Townsend@ppd.mncppc.org>

Sent: Friday, October 6, 2023 9:45 AM

To: Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Gross, Thomas <thomas.gross@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Chisholm, Amelia <Amelia.Chisholm@ppd.mncppc.org>; Rotondo, Chris <Chris.Rotondo@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A <davida.green@ppd.mncppc.org>; Albrecht, Jill <Jill.Albrecht@ppd.mncppc.org>; Hancock, Crystal <crystal.hancock@ppd.mncppc.org>; Ryan, Benjamin <Benjamin.Ryan@ppd.mncppc.org>; Gupta, Mridula <Mridula.Gupta@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Holley, Edward <Edward.Holley@Pgiparks.com>; Brooke E. Larman <brooke.larman@ppd.mncppc.org>; Hughes, Michelle <Michelle.Hughes@ppd.mncppc.org>; PPD-EnvDRDreferrals <ppd-envdrdreferrals@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Nichols, Page <Page.Nichols@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; SLToth@co.pg.md.us; Gullickson, Amanda M <AMGullickson@co.pg.md.us>; Giles, Mary C. <mcgiles@co.pg.md.us>; Lord-Attivor, Rene <rlattivor@co.pg.md.us>; Snyder, Steven G. <SGSnyder@co.pg.md.us>; Abdullah, Mariwan <MABdullah@co.pg.md.us>; Formukong, Nanji W. <nwformukong@co.pg.md.us>; Tayyem, Mahmoud <mtayyem@co.pg.md.us>; Beckert, Erv T. <ETBeckert@co.pg.md.us>; Mazzara, Kate

<KMazzara@co.pg.md.us>; SYuen@co.pg.md.us; tltolson@pg.co.md.us; SRLAND@CO.PG.MD.US; ECBROWN@CO.PG.MD.US; Thweatt, Susan W. <swthweatt@co.pg.md.us>; Adepoju, Adebola O. <aoAdepoju@co.pg.md.us>; #DSG Intake <DSGIntake@wsscwater.com>; De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Edelen, William K. <WKEdelen@co.pg.md.us>; Russel, Jahid <jrusssel@co.pg.md.us>

Cc: Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>; Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Dorlester, Andrea <Andrea.Dorlester@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Shelly, Andrew <Andrew.Shelly@ppd.mncppc.org>; Alston, Tricia <Tricia.Alston@ppd.mncppc.org>; Petroske, Kristin <Kristin.Petroske@ppd.mncppc.org>; Windsor, Theresa <Theresa.Windsor@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Celestin, Ashley <Ashley.Celestin@ppd.mncppc.org>

Subject: CORRECTION: ACCEPTANCE of: DSP-01002-04 (Library Apartments)

Importance: High

CAUTION: This email originated from an external email domain which carries the additional risk that it may be a phishing email and/or contain malware.

Importance: High

Greetings

This is an ACCEPTANCE of DSP-01002-04 (LIBRARY APARTMENTS- TOLEDO ROAD GARAGE REDEVELOPMENT) to be reviewed at the **PLANNING BOARD level.**

This case was officially accepted on, **OCTOBER 6, 2023**

MAJOR ISSUES DATE: **OCTOBER 20, 2023**

REFERRAL DUE DATE: **NOVEMBER 13, 2023**

CORRECTION SDRC DATE: **OCTOBER 27, 2023**

Planning Board Pending: DECEMBER 14, 2023

**Please submit ALL comments to assigned reviewer, Te-sheng (Emery) Huang
Tesheng.Huang@ppd.mncppc.org and PGCReferrals@ppd.mncppc.org**

DROPBOX LINK:

<https://www.dropbox.com/scl/fo/6rtlmd4hfexrrdqs86hnr/h?rlkey=r2jgwet7qlafow0d16hm9eu24&dl=0> 9-29-2023

Donald R. Townsend

Planning Technician II / Applications Section / Development Review Division



14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 / donald.townsend@ppd.mnccppc.org



This E-mail and any of its attachments may contain Prince George's County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.



Division of Environmental Health/Disease Control

Date: October 30, 2023

To: Te-sheng (Emery) Huang, Urban Design, M-NCPPC

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

Re: DSP-01002-04, Library Apartments

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 and the alternative compliance request for the Library Apartments located at 3325 Toledo Road in Hyattsville (42-A2) and has the following comments/recommendations:

1. A raze permit should be obtained prior to the demolition of half of the existing parking garage. Raze permits may be obtained online through the Department of Permits Inspection and Enforcement (DPIE) website at DPIE Online Applications Link: <https://www.princegeorgescountymd.gov/1577/Applications>.
2. The detailed site plan proposes the construction of a fitness center. The fitness center should have result in positive health outcomes for the community when utilized.
3. Health Department permit records indicate there are 15 + existing carry-out/convenience store food facilities and three markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.
4. During the demolition/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.
5. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- 6.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Division of Environmental Health/Disease Control

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



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

1 - General Comments

Status as of 10/30/2023 02:52 PM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/30/2023 02:52 PM

Type: Department Review

State: DSD - Project Manager

1. A proposed site development project was previously submitted to WSSC (DA7639Z23) and has been returned to the applicant with second review comments. Contact Matt Snyder at (301) 206-8813 or Matthew.Snyder@WSSCwater.com for information.
2. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Section at (301) 206-8650 for submittal requirements or view our website.
3. Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development.
4. WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.
5. Submit an Excavation Support System (ESS) Plan to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of design plan submission. If, however, the excavation support work will be done before the design plan submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.
6. Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit. Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.
7. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Section at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.
8. Geotechnical and Corrosion Submittal will be required. It appears that possible sources of stray current have been identified within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20.

----- 0 Replies -----

2 - Intake Comments

Status as of 10/30/2023 02:55 PM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/30/2023 02:55 PM

Type: Department Review

State: DSD - Project Manager

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301) 206-8650 or visit our website at MASTER - HPA Checklist for ePlan.xlsx (wsscwater.com) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

3 - Sewer

Status as of 10/30/2023 02:55 PM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/30/2023 02:55 PM

Type: Department Review

State: DSD - Project Manager

1. Existing sewer mains shown on plan should be labeled with correct pipe size, material and

WSSC contract number.

2. Service connections to WSSC sewer mains 15-inch up to 27-inch require special review and approval. Contact the WSSC Permit Services Section at (301) 206-4003 for application procedures. Service connections to WSSC sewer mains 30-inch or larger are not allowed.
3. A 10-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Section at (301) 206-8650 for details regarding applying for service connections or visit our website.
4. Realign sewer service connection(s) to connect to the 10-inch gravity sewer. The connection shall avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.
5. For sewer pipelines 12-inch and smaller in diameter, provide a minimum separation from a building or dwelling the greater of the following: 15 feet horizontal separation or a distance on a 1:1 slope from the bottom of the foundation of the existing or proposed building or dwelling to the bottom edge of the pipeline trench
6. Show and label easement limits on plan for all existing and proposed sewer mains.
7. Revise the plan to realign any sewer pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual.
8. If elevations do not allow gravity sewer, onsite pumping with ejector or grinder pumps may be required for sewer service.

----- 0 Replies -----

4 - Water

Status as of 10/30/2023 02:59 PM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/30/2023 02:59 PM

Type: Department Review

State: DSD - Project Manager

1. This site is currently being served by existing and active water connection. The submitted HPA abandons this existing water house connection. Such work and related expenses will be the responsibility of the applicant. The applicant must take all necessary and appropriate steps to ensure continuous and uninterrupted service to existing WSSC customers.
2. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. A 10-inch water main is available to serve the proposed site. Contact the Permit Services Section at (301) 206-8650 for details regarding applying for service connections or visit our website.
4. A water loop may be required to provide a second feed for system outage. This will be determined with WSSC Hydraulic Planning Analysis
5. Realign water service connection(s) to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.
6. Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.
7. Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

----- 0 Replies -----

5 - Meter

Status as of 10/30/2023 03:00 PM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/30/2023 03:00 PM

Type: Department Review

State: DSD - Project Manager

1. Condominiums in Prince George's County. Pursuant to State law, condominium or cooperative ownership projects in Prince George's County may not be served by a master meter. Each unit must have a separate meter, account and shutoff valve in accordance with the WSSC 2021 Plumbing and Fuel Gas Code. See WSSC 2022 Development Service Code 702.5.1
2. In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince George's County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 112.5.8.2 and 112.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2021 Plumbing & Fuel Gas Code 112.5.8
3. Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George's County, each residential unit must be metered separately. See 2021 Plumbing & Fuel Gas Code 112.5.8.1
4. OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2021 Plumbing & Fuel Gas Code 112.5.7 & 603.4.1
5. A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

----- 0 Replies -----

6 - Easements

Status as of 10/30/2023 03:03 PM

Type: Department Review

State: DSD - Project Manager

Page: 1

Created by: Matt Snyder

On: 10/30/2023 03:03 PM

Type: Department Review

State: DSD - Project Manager

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., except for allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case-by-case basis and if allowed, will require execution of a special agreement and/or Hold

Harmless Agreement between WSSC and the developer.

2. Private Street & Alley Easement Requirements. Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

- a) All separation requirements in the WSSC 2017 Pipeline Design Manual (PDM) must be met.
 - b) A 10-foot Public Utility Easements (PUE) shall be provided on both sides of the private street -and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
 - c) Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
 - d) Dry utilities are to be in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
 - e) The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.
3. WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20 feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30 feet. Installation of deep or large water/sewer will require additional easement width.
4. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15 feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40 feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.
5. Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.
6. Additional 5-foot wide gratis easement conveyed to WSSC may be required parallel and contiguous to existing sewer mainline abutting or traversing property.

----- 0 Replies -----



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

August 29, 2023

The Bernstein Companies
3299 K Street, NW
Washington, DC 20007

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-22004
Library Apartments

Dear Applicant:

Enclosed please find a Corrected Resolution for the above referenced case. The purpose of this Corrected Resolution is to correct a minor administrative error in the subject decision. The mail out of this Corrected Resolution does not change the action of the Planning Board, nor does it affect notice and appellate rights.

Please direct any future communication or inquiries regarding this matter to the Development Review Division at (301) 952-3530.

Very truly yours,

Retha Pompey-Green

Retha Pompey-Green
Development Review Division

Enclosure: PGCPB No. **2023-33(C)**

cc: Persons of Record



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2023-33(C)

File No. 4-22004

C O R R E C T E D R E S O L U T I O N

WHEREAS, New Town Parking, LLC is the owner of a 2.87-acre parcel of land known as Parcel H, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Regional Transit-Oriented, High Intensity–Core (RTO-H-C); and

WHEREAS, on December 6, 2022, The Bernstein Companies, Inc. filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-22004 for Library Apartments was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 16, 2023; and

WHEREAS, new Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, pursuant to Section 24-1900 of the Subdivision Regulations, subdivision applications submitted before April 1, 2024, may be reviewed and decided in accordance with the prior Subdivision Regulations; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed the application under the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code in existence prior to April 1, 2022; and

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

WHEREAS, on March 16, 2023, 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 *~~[TCP1-007-2023]~~ TCP1-004-2023, and further APPROVED Preliminary Plan of Subdivision 4-22004, for one parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to remove the bike room from the recreational facilities included, to satisfy the mandatory dedication of parkland requirements in the general notes.

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

2. In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.
3. Prior to submission of the final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original executed private recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department for construction of on-site recreational facilities, for approval. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records, and the book and page of the RFA shall be noted on the final plat, prior to plat recordation.
4. The on-site 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 and proper siting, in accordance with the Parks and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.
5. Prior to approval of building permits for residential development, 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 recreational facilities.
6. Development of this subdivision shall be in compliance with an approved Type 1 tree conservation plan (*~~TCP1-007-2023~~ TCP1-004-2023). 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 (*~~TCP1-007-2023~~ TCP1-004-2023), or as modified by a future 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 Conservation/Tree Preservation Policy.”
7. Prior to signature approval of the PPS, Type I Tree Conservation Plan TCPI-035-00-03 shall be revised as follows:
 - a. Remove the area associated with PPS 4-22004 from the TCPI worksheet.
 - b. Revise the footnote under the TCPI indicating that 2.87 acres was removed from the site with PPS 4-22004.

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

- c. Revise the approval block to indicate that 2.87 acres were removed from the TCPI for this revision, and type in all previous approval information including signatures.
 - d. Add a boundary for the new limits of Subarea 3 on the plan.
- 8. Prior to signature approval of the PPS, Type 1 Tree Conservation Plan *~~[TCP1-007-2023]~~ TCP1-004-2023 shall be revised as follows:
 - a. Add the TCP1 number and Development Review Division case number to the approval block.
 - b. Make the following revisions to the TCP1 worksheet:
 - (1) Update the worksheet on the plan using the current TCP1 worksheet template.
 - (2) Revise the zoning to reflect only the zoning being used with this PPS application (Mixed Use-Transportation Oriented (M-X-T)).
 - (3) Add a footnote under the TCP1 worksheet stating that 0.28 acre of the overall 0.41-acre woodland conservation requirement has been previously met off-site with TCPI-035-00.
 - c. Make the entirety of the limits of disturbance clearly identifiable on the plan.
 - d. Update the plan and legend to show only one symbol used for all steep slopes greater than 15 percent. Make sure these slopes render beneath all other layers in the drawing.
- 9. Prior to approval of a final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement along the public right-of-way, in accordance with the approved PPS.
- 10. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan, 24001-2022-0, and any subsequent revisions.
- 11. The following facilities shall be shown on the detailed site plan:
 - a. A 5-foot-wide marked bicycle lane along the property frontage of Toledo Road, consistent with the 2016 *Approved Prince George's Plaza Transit District Development Plan*, unless modified by the operating agency with written correspondence, or provided as part of another development.

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strikethrough~~ indicate deleted language

- b. Unless an alternative development standard is requested, a minimum 6-foot-wide sidewalk and a 6- to 8-foot-wide landscape amenity panel along the property frontage of Toledo Road, consistent with the 2016 *Approved Prince George's Plaza Transit District Development Plan*. The final width shall be determined by the operating agency with written correspondence.
- c. An interconnected network of pedestrian facilities with minimum 5-foot-wide sidewalks and associated Americans with Disabilities Act curb ramps on-site.
- d. Long and short-term bicycle parking consistent with the 1999 *American Association of State Highway and Transportation (AASHTO) Guide for the Development of Bicycle Facilities* to accommodate residents and visitors.
- e. Waste, recycling bins, and street furniture such as benches or tables, along the property's frontage of Toledo Road.

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 Parcel H, recorded on a plat for Prince George Center in Plat Book REP 196 page 29. The property is 2.87 acres and is located in the Regional Transit-Oriented, High-Intensity-Core (RTO-H-C) Zone. However, this preliminary plan of subdivision (PPS) was reviewed pursuant to the prior Prince George's County Zoning Ordinance and the prior Prince George's County Subdivision Regulations, in accordance with Section 24-1900 of the Subdivision Regulations. The site is subject to the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones under the prior Zoning Ordinance and is evaluated in accordance with the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP/TDOZ)*, and other applicable master plans, as outlined in this resolution.

This PPS includes one parcel for development of 209 multifamily dwelling units. The subject property is currently improved with a five-story parking garage, the eastern half of which is proposed to be razed and a multifamily building constructed in its place. The western part of the garage will remain and provide parking for the new multifamily development and for the surrounding town center. In accordance with Section 24-1904(c) of the Subdivision Regulations, this PPS is supported by and subject to approved Certificate of Adequacy ADQ-2022-055.

3. **Setting**—The subject property is located on Tax Map 42, in Grids A2 and B2, and is within Planning Area 68. The site is located on the south side of Toledo Road, approximately 265 feet west of Adelphi Road, in the City of Hyattsville, in a mixed-use development known as University Town Center. Commercial and multifamily development, also within the town center,

abut the subject site to the west and south and share the same current and prior zoning as the subject property. Toledo Road abuts the site to the north, with multifamily and commercial uses approved for development beyond in the RTO-H-C Zone (formerly in the Mixed Use-Infill (M-U-I) and T-D-O Zones). Institutional uses in the Residential, Single Family-65 Zone abut the site to the east and southeast (formerly in the One-Family Detached Residential (R-55) and Development District Overlay Zones). The University Town Center properties includes a grid network of internal private driveways and easements that provide circulation to the various buildings, two of which abut the subject property to the west and south. One access driveway is also located within the subject property, along the eastern boundary, which connects to the other internal private rights-of-way.

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

	EXISTING	APPROVED
Zone	RTO-H-C	RTO-H-C (Reviewed in accordance with M-X-T and T-D-O)
Use(s)	Commercial	Residential/Commercial (Parking)
Acreage	2.87	2.87
Dwelling Units	0	209
Gross Floor Area	N/A Parking Garage only	0 Parking Garage only
Parcels	1	1
Lots	0	0

Pursuant to Section 24-119(d)(2) of the prior Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on December 23, 2022.

5. **Previous Approvals**—The site has a previously approved Conceptual Site Plan, CSP-00024, which was approved by the Prince George’s County Planning Board on October 19, 2000, and later affirmed by the Prince George’s County District Council on January 8, 2021. The property is also the subject of a prior PPS, 4-01092, approved by the Planning Board on April 25, 2002 (PGCPB Resolution No. 02-62). Both the CSP and PPS included a larger land area (47.7 acres and 25.12 acres, respectively) in which the subject property, Parcel H, was included. The subject property was developed and platted in accordance with the CSP and PPS and is currently improved as a parking garage. Approval of this PPS will supersede PPS 4-01092 for Parcel H. Pursuant to the general applicability and administrative section of the TDDP, conformance with the CSP and its conditions of approval is not required for the new multifamily development.

The property is also subject to multiple detailed site plans (DSPs) which were approved for development of the University Town Center over the years. The proposed multifamily development will be subject to a new DSP approval when the review for conformance with

applicable TDOZ standards and the requirements of the Prince George's County Zoning Ordinance will be further analyzed. A new DSP will be required to reflect the new multifamily development.

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

Plan 2035

This property is located in the Prince George's Plaza Metro Downtown area, as designated in Plan 2035, which is also one of the County's eight Regional Transit Districts. Regional transit districts are characterized as medium- to high-density areas that should feature high-quality urban design, incorporate a mix of complementary uses and public spaces, provide a range of transportation options—such as metro, bus, light rail, bike and car share, and promote walkability,” (page 19).

TDDP Conformance

The TDDP recommends a mix of land uses on the subject property. The property is in the Downtown Core Character Area. The TDDP provides policies and strategies to promote pedestrian and bicycle-friendly, transit supportive development, and residential density concentrated in Downtown Core area. Conformance with the TDDP transportation related standards is discussed further in the Transportation finding of this resolution.

Pursuant to Section 24-121(a)(5) of the prior Subdivision Regulations, this PPS conforms to the land use recommendation of the TDDP.

7. **Stormwater Management**—An application for a major subdivision must include an approved stormwater management (SWM) concept plan, or indication that an application for such approval has been filed with the appropriate agency or the municipality having approval authority. A proposed SWM concept plan was submitted with this PPS, which is pending approval by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) under Permit No. 24001-2022-0. The proposed plan shows the installation of two micro-bioretenion facilities to treat and release stormwater leaving the site. An approved SWM concept plan will be required, as part of the application, at the time of DSP review. No further information is required at this time regarding SWM with this PPS.

Development of the site, in conformance with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs, satisfies the requirements of Section 24-130 of the prior Subdivision Regulations.

8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements and recommendations of Plan 2035, the TDDP, the *Land Preservation, Parks and Recreation Plan for Prince George's County*, the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, and the Subdivision Regulations, as they pertain to public parks and recreation and facilities.

The proposed development aligns with the TDDP's intention to provide a comprehensive network of attractive programmed and passive public open spaces that create destinations for recreation, reflection, social interaction, commerce, and events. The Prince George's County Department of Parks and Recreation (DPR) is developing a multigenerational community center within walking distance of the subject site that includes aquatics, fitness, gymnasium, and multipurpose components.

Park and recreation amenities serving the subject property include the Prince George's Plaza Community Center, located north of the subject property, and the Northwest Stream Valley Park which is within 1.5 miles of the subject property. These DPR facilities include a community center, playground, gymnasium, and trails.

Sections 24-134 and 24-135 of the prior Subdivision Regulations relate to the mandatory dedication of parkland. These sections provide for the dedication of land, the payment of a fee-in-lieu, and/or the provision of recreational facilities as possible means of meeting the requirement. Per Section 24-135, the Planning Board may approve the provision of recreational facilities, in place of parkland dedication.

The applicant will provide private on-site recreational facilities to address the mandatory dedication of parkland requirement for the proposed residential development. Recreational facilities are proposed to include fitness spaces, lounge areas, and outdoor courtyard area. The proffered recreational facilities were evaluated in accordance with the Prince George's County *Park and Recreation Facilities Guidelines*, and it was found that the applicant's proposal to provide private on-site recreational facilities meets the requirements of Section 24-135(b) of the prior Subdivision Regulations. However, the bike room is not considered a recreational amenity and shall be removed as such.

The on-site recreational facilities shall be reviewed in further detail for adequacy and proper siting, in accordance with the *Park and Recreation Facilities Guidelines*, with the review of the DSP.

Based on the preceding finding, the mandatory dedication of parkland, Section 24-134, will be met through the provision of on-site private recreational facilities in accordance with Section 24-135(b).

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

Master Plan Right-of-way

The subject property has frontage on Toledo Road (P-202) along the northern bounds of the site. Per the MPOT and the TDDP, the portion of Toledo Road that fronts the subject property is designated as a 2-lane primary roadway with an ultimate right-of-way of 60 feet. The PPS displays the existing configuration of Toledo Road along the property's frontage with a right-of-way of 60 feet, which is consistent with MPOT and TDDP recommendations. This

portion of Toledo Road has already been constructed, and as such, no additional right-of-way dedication is required with this PPS.

Master Plan Pedestrian and Bike Facilities

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

- Planned Shared Roadway: Toledo Road

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

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.

In addition, the site is subject to the TDDP. The TDDP contains several policies and strategies provided to improve bicycle and pedestrian mobility in the plan area. The TDDP strategies relevant to the subject PPS are copied below:

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

Strategy TM1.4: Provide ample sidewalks and protected bicycle facilities that give travelers multiple options through the corridor and can reduce vehicle trips. Sidewalks should, where appropriate, provide room for outdoor dining and shopping, in addition to street furniture, queuing, and gathering.

Strategy TM1.5: Provide street trees to make streets more pedestrian-friendly and reduce urban heat island effects. Street trees should be part of an overall streetscape plan designed to provide both canopy and shade and to give special character and coherence to each street.

Strategy TM1.6: Provide a visually distinct wayfinding system for pedestrians, bicyclists, transit riders and drivers to help them reach destinations within the Transit District move easily and conveniently.

Strategy TM1.7: Provide attractive and durable street furniture such as benches, waste and recycling bins, and tables on all streets.

Per the above TDDP policy and strategies, the property's frontage shall be improved with a minimum 6-foot landscape amenity panel to provide a separation between pedestrian facilities and the roadway to enhance pedestrian travel and circulation. In addition, the property's frontage shall be improved with waste and recycling bins as well as street furniture such as benches or tables. This enhanced frontage will complement the site and add a more pedestrian-friendly streetscape, as envisioned in the TDDP. The improvements mentioned above shall be shown on the DSP.

In addition, the applicant has provided wayfinding signage directing bicyclists and pedestrians to the Hyattsville Library, the Hyattsville Crossing Metro Station, and the Mall at Prince George's shopping center. Wayfinding signage is further discussed on the Certificate of Adequacy (ADQ-2022-055) transportation referral.

Policy TM3: Construct the envisioned network of Complete and Green Streets to support circulation and urban design goals of the TDDP.

Policy TM4: Retrofit existing streets to create a street network that makes walking, bicycling, and transit use more comfortable and reliable.

Strategy TM4.3: Add the following on-street bicycle accommodations to existing streets:

Toledo Road – On-road bicycle lane – Entire length

The TDDP recommends a bicycle lane along the entire length of Toledo Road, which is along the subject property's frontage. In examining the area surrounding the subject site, it was determined that a bicycle lane along the entirety of Toledo Road was conditioned as part of a bicycle and pedestrian impact statement improvement for another site. Specifically, the property at 6400 America Boulevard, which was approved under PPS 4-21006, contained a condition of approval (Condition 4b; PGCPB Resolution No. 2021-137) for installation of a marked bicycle lane along the Toledo Road, between Belcrest Road and Adelphi Road, prior to approval of building permit.

Given that the site is subject to the policies and recommendations of the TDDP, the subject site frontage shall be improved with a marked bike lane, subject to modification of the operating agency and dependent on the facility being constructed by another developer.

Transportation Planning and Access Review

Due to the single point of vehicular access for the development, staff requested that the applicant provide a queuing analysis to demonstrate that no additional roadway improvements along Toledo Road would be needed to support the development. The applicant submitted a queuing analysis which considered the intersection of the site access point and Toledo Road using the 95th percentile queuing as a metric to measure the vehicular calculated queue length at this location. The analysis determined that queueing at the site access point along Toledo Road will operate at an acceptable level and will not result in excessive queueing with traffic accessing the site from Toledo Road or from vehicles departing the site onto Toledo Road. Based on the results of the queueing analysis, the location of the site access point along Toledo Road does not change the operations of this roadway.

The TDOZ standards require the block of Toledo Road on which the subject property sits to be divided by a street (A, B or pedestrian street, or a promenade) into a block of 500 feet or less (page 208). The TDDP also provides new street standards (page 213). There are multiple private rights-of-way that have not been designed as streets, in accordance with the TDDP standards within the University Town Center. The subject property is situated along Toledo Road, between the private street America Boulevard (A Street) and public street Adelphi Road, within an approximate total block length of 765 linear feet. Democracy Avenue is an existing access driveway along the eastern boundary of the site, subject to a 28-foot-wide access easement recorded in Liber 16693 at folio 721, which continues and provides access connection to the abutting parcels south of the subject site with the University Town Center. Democracy Avenue divides the block length between America Boulevard and Adelphi Road, but does not meet the design standards of a street or promenade, in accordance with the TDDP standards. The TDDP provides Strategy TM3.2 to achieve conformance with the block length requirement as follows:

Strategy TM3.2: Pursuant to the Transit District Standards, which establish the maximum block size of 500 feet, and requires individual blocks to be separated by streets, construct new streets to connect MD 410 (East West Highway) and Belcrest Road with Toledo Terrace. Construct these connections as portions of the current Mall at Prince Georges site is redeveloped. If north-south connections are constructed as part of a redevelopment of the property between Toledo Terrace and the Mall at Prince Georges, connect and align new streets on the current Mall at Prince Georges property with these streets to create the desired grid, and vice versa: if the current mall property redevelops first, connect and align new north-south streets between the mall property and Toledo Terrace. To create the desired grid pattern, the following general locations are encouraged (see Map 17):

Map 17 shows Democracy Avenue as a connection, to achieve the desired grid pattern, along the east side of the subject property. The portion of Democracy Avenue within the subject site will be required to be designed to conform to the standards of the TDDP at the time of DSP, unless otherwise modified, in accordance with Section 27-548.08(c)(3) of the prior Zoning Ordinance and/or the City of Hyattsville's street design standards.

Based on the findings presented above, multimodal transportation facilities will exist to serve the proposed subdivision, as required under Subtitle 24, and will conform to the MPOT and TDDP.

10. **Public Facilities**—This PPS was reviewed for conformance to the TDDP, in accordance with Section 24-121(a)(5). The TDDP contains a Public Facilities Section (page 112) in Chapter 3 (Plan Elements). The primary goal and vision of this section include:

Vision: A safe, inviting community with public services and resources within easy walking distance.

Goal: Accessible, state-of-the-art public facilities that efficiently serve the Transit District and surrounding communities.

The development will not impede achievement of any of the above-referenced goals. There are no police, fire and emergency medical service facilities, public schools, parks, or libraries proposed on the subject property. The analysis provided in approved ADQ-2022-055 illustrates that, pursuant to adopted tests and standards, public safety facilities are adequate to serve the proposed development.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

The 2018 Water and Sewer Plan placed this property in the water and sewer Category 3, Community System. Category 3 comprises all developed land (platted or built) on public water and sewer, and undeveloped land with a valid PPS approved for public water and sewer. In addition, the property is within Tier 1 of the Sustainable Growth Act. Tier 1 includes those properties served by public sewerage systems. Adequate water and sewer systems exist to serve the subject property.

11. **Use Conversion**—The total development included in this PPS is for 209 multifamily dwelling units and part of an existing commercial parking garage, which is to remain. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS, prior to approval of any building permits.
12. **Public Utility Easement**—Section 24-122(a) of the prior Subdivision Regulations requires that when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for public utility easements (PUEs) is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on the public right-of-way of Toledo Road to the north and the required PUE has been delineated on the PPS.

13. **Historic**—The TDDP includes goals and policies related to historic preservation (pages 54-56 and 102–109). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. A Phase I archeology survey is not required. 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 Prince George’s County historic sites, historic resources, or known archeological sites.
14. **Environmental**—This PPS (4-22004) and a Type 1 Tree Conservation Plan (*~~TCPI-007-2023~~ TCPI-004-2023) were accepted for review on December 6, 2022. Comments were provided to the applicant at the SDRC meeting on December 23, 2022. Revised plans and documents were submitted by the applicant on January 19, 2023, in response to these comments. The following applications and associated plans have been previously reviewed for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
CSP-00024	TCPI/035/00	District Council	Approved	1/8/2001	00-195
CSP-00024-01	TCPI/035/00	Planning Board	Approved	11/15/2001	01-248
4-01022	TCPI/035/00	Planning Board	Approved	5/10/2001	01-110
4-01092	TCPI/035/00	Planning Board	Approved	3/25/2004	02-62
<u>DSP-00052</u>	<u>TCPII/15/01</u>	<u>Planning Board</u>	<u>Approved</u>	<u>1/4/2001</u>	<u>01-04</u>
<u>DSP-00052-01</u>	<u>TCPII/15/01</u>	<u>Planning Director</u>	<u>Approved</u>	<u>5/26/2001</u>	<u>NA</u>
<u>DSP-00052-02</u>	<u>TCPII/15/01</u>	<u>Planning Director</u>	<u>Approved</u>	<u>4/10/2003</u>	<u>NA</u>
<u>DSP-00052-03</u>	<u>TCPII/15/01</u>	<u>Planning Director</u>	<u>Approved</u>	<u>8/28/2003</u>	<u>NA</u>
<u>DSP-00052-04</u>	<u>TCPII/15/01</u>	<u>Planning Director</u>	<u>Approved</u>	<u>3/10/2004</u>	<u>NA</u>
<u>DSP-01001</u>	<u>TCPII/15/01</u>	<u>Planning Board</u>	<u>Approved</u>	<u>5/24/2001</u>	<u>01-117</u>
<u>DSP-01001-01</u>	<u>TCPII/15/01</u>	<u>Staff</u>	<u>Approved</u>	<u>5/9/2002</u>	<u>NA</u>
<u>DSP-01001-02</u>	<u>TCPII-015-01</u>	<u>Planning Director</u>	<u>Approved</u>	<u>4/10/2003</u>	<u>NA</u>

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
DSP-01001-03	TCPII-015-01	Planning Director	Approved	7/29/2009	NA
DSP-01002	TCPII-015-01	Planning Board	Approved	5/24/2001	01-118
DSP-01002-01	TCPII-015-01	Planning Director	Approved	10/31/2002	NA
DSP-01002-02	TCPII-015-01	Planning Director	Approved	9/10/2003	NA
DSP-01002-03	TCPII-015-01	Planning Board	Approved	10/7/2004	04-237
DSP-03037	TCPII-015-01	Planning Board	Approved	3/3/2004	03-254
DSP-03037-01	TCPII-015-01	Planning Board	Approved	2/5/2004	04-23
DSP-03037-02	TCPII-015-01	Planning Board	Approved	4/28/2005	05-108
DSP-03037-03	TCPII-015-01	Planning Director	Approved	1/24/2006	NA
DSP-03037-04	TCPII-015-01	Planning Board	Approved	7/13/2006	06-173
DSP-03037-05	TCPII-015-01	Planning Director	Approved	6/16/2006	NA
DSP-03072	TCPII-015-01	Planning Board	Approved	5/13/2004	04-109
DSP-03072-01	TCPII-015-01	Planning Director	Approved	9/26/2005	NA
DSP-03072-02	TCPII-015-01	Planning Board	Approved	2/15/2007	07-48
DSP-05041	TCPII-015-01	Planning Board	Approved	10/24/2005	05-220
DSP-05041-01	TCPII-015-01	Planning Director	Approved	3/22/2007	NA
DSP-05084-02	TCPII-015-01-01	District Council	Approved	11/18/2013	NA
DSP-05041-02	TCPII-015-01	Planning Director	Approved	2/8/2017	NA
DSP-21006	TCPII-015-01-01	Planning Board	Approved	11/18/2021	2021-138
NA	TCPI-035-00	Staff	Approved	2/26/01	NA
NA	TCPI-035-00-03	Staff	Pending	Pending	Pending
NA	NRI-181-2022	Staff	Approved	11/16/2022	NA
4-22004	*[TCPI-007-2023] <u>TCPI-004-2023</u>	Planning Board	Approved	2/16/2023	2023-33

Note: The above grey highlighted cases apply to other sections of the overall CSP, with no relevant conditions to this PPS.

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in the prior Subtitle 24 and current Subtitle 25 because this is a new PPS.

Plan 2035

The site is located within the Prince George's Plaza Metro Regional 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.

Designated Centers are areas targeted for development and redevelopment on existing infrastructure, where the economic benefits of development help the entire county prosper. These areas represent a unique opportunity for attracting economic development, capitalize on investments in mass transit facilities, and provide opportunities for mixed-use and transit-oriented development.

TDDP Conformance

The site is located within the Downtown Core Land Use Character Area of the TDDP. The Natural Environment section of the TDDP contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the TDDP and the plain text provides comments on plan conformance.

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

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

This project has an unapproved SWM Concept Plan (24001-2022-0) currently under review with DPIE. DPIE will review and enforce site conformance with state and local SWM design.

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

Conformance with the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) and the Prince George's County Tree Canopy Coverage Ordinance will be evaluated with the review of the DSP.

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

The use of green building and energy conservation techniques should be used as appropriate. The use of alternative and renewable energy sources, such as solar, wind and hydrogen power, are also encouraged. Electric vehicle and bike charging stations are

encouraged to be incorporated in the design of this site for use by residents and the public.

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

The subject property is not abutting any master plan arterial or higher classification rights-of-way. The abutting road, Toledo Road, is identified as a primary roadway by the MPOT, which does not typically generate sufficient noise requiring regulatory review during the subdivision process. In addition, the proposed use is not anticipated to cause adverse noise impacts. The existing record plat shows a 65 dBA Ldn noise contour horizontally through the property. However, based on the level of classification of Toledo Road and the existing speed limit of 25 miles per hour, it is not estimated that traffic-generated noise from this roadway would result in 65 dBA Ldn or greater noise levels on the subject property. The TDDP further states that noise issues related to transportation uses are limited to roadways designated as arterial and greater and are associated with MD 410 and Adelphi Road (page 52), which are adjacent to but not abutting the subject property. The property is more than 200 feet from either of these noise generating roadways. A new final plat for the subject property will be required subsequent to this PPS and will not carry forward any delineated noise contour on the subject property.

Countywide Green Infrastructure Plan

The entire site is outside of the designated network of the 2017 *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The site was previously cleared, graded, and developed. The remaining vegetation on-site is comprised of existing landscaping or open grown trees. No woodlands exist on-site, per the approved Natural Resources Inventory (NRI-181-2022). The proposed development will not impact any County regulated environmental features except for a small area of primary management area (PMA) entirely comprised of previously impacted and developed Prince George's County regulated 100-year floodplain on-site along the northern property boundary.

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

Environmental Review

Natural Resources Inventory/Existing Conditions

According to the approved NRI-181-2022, no specimen or historic trees are associated with this site. This site is not associated with regulated environmental features, such as streams, wetlands, or associated buffers. However, the site is associated with PMA, comprised entirely with developed County regulated 100-year floodplain (0.11 acre) situated along the northern edge of the site. The PPS is consistent with the approved NRI. Prior to signature approval of the PPS and TCP1, a copy of the approved NRI must be submitted by the applicant to the Development Review Division for the official case file.

Woodland Conservation

This site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the 2018 Environmental Technical Manual because this is a new PPS. A revision (-03) to the previously approved TCPI-035-00-02, and a new proposed ~~*[TCP1-007-2023]~~ TCP1-004-2023 matching the boundaries of this new PPS, was submitted by the applicant.

The first original approved TCPI-035-00 covered a larger area than the current PPS, consisting of two subareas Subarea 2 and Subarea 3. The current PPS is located within Subarea 3. The original TCPI showed a separate worksheet for each subarea, and it was intended for the subareas to be processed as separate Type 2 tree conservation plans (TCP2s). A separate TCP2 was processed for Subarea 3, which did not include Subarea 2 in determining the woodland conservation requirement. Subsequently, a new TCP1 and TCP2 were approved for Subarea 2 area (TCP1-005-2019 and TCP2-042-2019).

At the time of approval of the original TCPI, all of Subarea 3 was mapped within the M-X-T Zone, and the TCPI worksheet was calculated using the 1989 standard woodland conservation threshold and afforestation threshold values, which were 10 percent respectively. Subsequently, the zoning within Subarea 3 changed from M-X-T to a mixture of the M-X-T, M-U-I, and R-55 Zones. Under subsequent requirements, each of these zones had greater woodland conservation threshold and afforestation threshold values than was originally calculated under TCPI-035-00. Areas within the M-X-T and M-U-I Zones had a woodland conservation threshold and afforestation threshold of 15 percent, and areas within the R-55 Zone had a woodland conservation threshold of 20 percent and an afforestation threshold of 15 percent. With this subdivision, if the area of PPS 4-22004 is separated from the existing TCPI-035-00-02 as a new TCP1, the remainder of Subarea 3 will retain its grandfathered status, and the overall woodland conservation requirement would not be increased across all of Subarea 3. To avoid undue hardship to adjoining property owners, TCPI-035-00-02 has been revised to remove the area of PPS 4-22004 from the prior TCPI plan and worksheet, allowing the remaining area within Subarea 3 to maintain its grandfathered status.

The applicant submitted two separate TCP1s with this PPS. The first, TCPI-035-00-03, is a revision to the existing TCPI-035-00-02, showing the proposed development of Subarea 2 superimposed on the plan and was supposed to have adjusted the Subarea 3 worksheet by deducting the acres associated with PPS 4-22004 from this TCP1.

The second, ~~*[TCP1-007-2023]~~ TCP1-004-2023, is limited to the area of the current PPS. The TCP1 worksheet calculated for the 2.87-acres area used a woodland conservation threshold of 20 percent and the afforestation threshold requirement of 15 percent for the M-X-T Zone, which is not the correct thresholds. The total woodland conservation requirement based on the zoning,

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

the net tract area, and the amount of clearing proposed is 0.41 acre on the worksheet. The requirement is proposed to be satisfied with 0.41 acre of off-site woodland conservation credits.

The applicant shall make the following revisions to each of the associated TCPs:

1. **TCPI-035-00-03:** The grandfathered worksheet on this plan shall be modified by removing all the area associated with this PPS from the worksheet and modifying the footnote beneath it indicating that 2.87 acres (instead of 1.22 acres as currently shown) were removed from the site with PPS 4-22004 and ~~*[TCP1-007-2023]~~ TCP1-004-2023. The new limits of the Subarea 3 boundary must clearly be drawn on the plan. The approval block needs to be revised on the plan by typing in all previous approval information and typing in all relevant information related to each revision (with the correct amount of area (2.87 acres) being deducted from the TCP1 also referenced in the “Reason for Revision” portion of the approval block).
2. ~~*[TCP1-007-2023]~~ **TCP1-004-2023:** The current worksheet template must be used on the plan. Since the previous M-X-T zoning was applied to this PPS, only that zone shall be shown in the TCP1 worksheet. Also, the correct woodland conservation threshold and afforestation threshold percentages must be used, which are both 15 percent respectively. Add the assigned TCP1 number to the approval block. In order to determine how much off-site mitigation has already been provided for the area within the current PPS under TCPI-035-00, the woodland conservation requirement for this 2.87-acre area would have been 0.28 acre, which would have been met as part of the overall 2.62 acres of off-site woodland conservation provided for Subarea 3. The worksheet on ~~*[TCP1-007-2023]~~ TCP1-004-2023 shall have a footnote added that states 0.28 acre of the overall 0.41-acre woodland conservation requirement for PPS 4-22004 has been previously met off-site with TCPI-035-00.

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

Soils

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Issue-Urban land complex, occasionally flood, and Urban land-Russett-Christiana complex (0–5 percent slopes).

No soils containing Marlboro clay are mapped on or within the immediate vicinity of this site; however, unsafe soils containing Christiana complexes have been identified on and within the immediate vicinity of this property. The soils containing Christiana complexes are contained in

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

previously disturbed urban soils on relatively flat slopes. There are no geotechnical concerns with this project.

Preservation of Regulated Environmental Features

Section 24-130(b)(5) of the prior Subdivision Regulations requires the following finding:

“The Planning Board shall require that proposed subdivisions conform to the following: 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.”

A statement of justification (SOJ) dated January 9, 2023, was received with the current PPS for impacts to the PMA.

The applicant requested 2,332 square feet (0.053 acre) of impacts to regulated environmental features already fully impacted for the redevelopment of an existing multi-story parking structure with a multifamily building. The request is a validation of existing conditions while also facilitating the construction of a new multifamily building on a portion of a significantly underutilized parking garage. The regulated environmental features are impacts to PMA associated and entirely comprised of developed floodplain.

DPIE will be required to grant a floodplain fill waiver for impacts to allow for filling and grading within the floodplain.

Because the site has been previously developed and the proposed redevelopment will require SWM approval with the required floodplain controls, resulting in improved water quality controls over what exists on-site, these impacts are approved.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the SOJ for Impacts to Regulated Environmental Features and associated exhibits from Bohler dated January 9, 2023, providing for one impact totaling 2,332 square feet (0.053 acre).

Specimen, Champion, or Historic Trees

Approved NRI-181-2022 indicates that no specimen, champion, or historic trees have been identified on the subject property. No further information is required with this PPS.

Erosion and Sediment Control

DPIE requires the approval of an erosion and sediment control plan. Erosion and sediment control plans are reviewed for conformance with the Maryland standards and specifications for soil erosion and sediment control.

15. **Urban Design**—Given the applicant’s election to file this development proposal in accordance with the prior Zoning Ordinance and prior Subdivision Regulations, this PPS is reviewed for conformance to Section 27-548 of the prior Zoning Ordinance, for requirements of the M-X-T Zone, as applicable. The portion of the garage to remain, however, is exempt from the TDOZ standards or DSP review (page 198 of the Prince George’s Plaza TDDP).

Conformance with the Requirements of the Prince George’s County Zoning Ordinance and TDOZ Standards of the 2016 Prince George’s Plaza TDDP

The site is located within the “Downtown Core” character area of the TDDP. In accordance with the TDDP, the TDOZ standards replace comparable standards and regulations required by the Zoning Ordinance. Wherever a conflict between the TDDP and the Zoning Ordinance or Landscape Manual occurs, the TDDP shall prevail. For development standards not covered by the TDDP, the Zoning Ordinance or Landscape Manual shall serve as the requirements, as stated in Section 27-548.04(a) of the prior Zoning Ordinance. Specifically, the mixed-use development will be subject to DSP approval and will be reviewed for conformance with applicable TDOZ standards and the requirements of the Zoning Ordinance, at that time. Prior DSP-01002 and its amendments (-01, -02, and -03) are applicable to the subject site. An additional amendment to this DSP will be required to reflect the new development.

The TDOZ standards specifically applicable to this site will be reviewed for conformance at the time of DSP, and are provided for informational purposes as follows:

- a. The TDOZ standards in Table 42 (page 211) have specific requirements for building orientation, and minimum frontage zone depth for development fronting on the existing public streets system which includes Toledo Road. The applicant should make certain that the following requirements can be accommodated:

	Toledo Road
Building Orientation	Front, side
Tree and Furnishing Zone (Required)	6 feet
Sidewalk Clear Zone (Required)	6 feet
Total Frontage Minimum Depth Requirement/ Minimum Build-To Line	20 feet
Total Frontage Maximum Depth Requirement/ Maximum Build-To Line	25 feet
New Off-Street Parking Access	No
New Driveway permitted	No

- b. Primary entrances shall be located at the front façade of the buildings. The primary entry to the building shall be located on Toledo Road, with service entrances located at the rear of the building (TDDP, page 210).
- c. Any alleys shall have a Sidewalk Clear Zone, which are required to be a minimum of 4 feet wide and a maximum of 8 feet wide (TDDP, page 231).

- d. The review of the density, building height, and architecture will be carried out at the time of DSP, to ensure conformance with these building related requirements and the rest of applicable TDOZ standards. The TDDP allows a maximum building height of 10 stories in this location, and a maximum floor area ratio of 0.40, or up to 8.0 with optional methods of development. Private on-site recreation facilities for the proposed residential development and the overall parking analysis will need to be provided with the DSP.

Conformance with the 2010 Prince George's County Landscape Manual

The TDOZ standards provide a section entitled “Landscape” specifically discussing the applicability of each section of the Landscape Manual within the TDDP area. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement (page 194). It should be noted that Section 4.7, Buffering Incompatible Uses, does not apply within the TDDP. This project’s conformance with the applicable landscape standards will be reviewed at the time of DSP.

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 for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and requires a grading permit. Properties in the prior M-X-T Zone are required to provide a minimum of 10 percent of the gross tract area, which equals to approximately 0.286 acre for this property, to be covered by tree canopy. Compliance with this requirement will be evaluated at the time of DSP.

16. **Referral to Municipalities**—The subject property is located *within the municipal boundaries of the City of Hyattsville and is within one mile of the municipal boundaries of University Park and Riverdale Park. This PPS was referred to both the City of Hyattsville and adjacent municipalities for review and comments on December 6, 2022. No correspondence was received from University Park or Riverdale Park. The City Council for the City of Hyattsville voted to support the PPS, subject to nine conditions, in a meeting held on February 21, 2023. The City provided a memorandum dated February 28, 2023, incorporated by reference herein. The applicant also provided a response to the City’s recommendations in a memorandum dated February 21, 2023 (Tedesco to City of Hyattsville), and incorporated by reference herein. The nine conditions recommended by the City are listed below in **BOLD** text, while evaluation of each is provided in plain text.

1. **At the time of Detailed Site Plan for any bicycle wayfinding signage proposed, the applicant shall utilize the City’s bicycle wayfinding signage as recommended in the 2018 Hyattsville Transportation Study and included in the City’s Exhibit A.**

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~striketrough~~ indicate deleted language

Bicycle wayfinding signage is conditioned as part of satisfying the off-site bicycle and pedestrian impact statement (BPIS) requirements approved with the Certificate of Adequacy (ADQ-2022-055), in accordance with the City of Hyattsville's standards. Therefore, this recommendation has been addressed.

2. **At time of Detailed Site Plan, the applicant shall demonstrate compliance with the 2016 *Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* street section for Toledo Road, as modified (if necessary) at the time of Detailed Site Plan, in accordance with Section 27-548.08(c)(3) of the Zoning Regulations or a comparable Prince George's County Department of Public Works and Transportation Urban Street Design standard.**

Conformance with the TDDP is required at the time of DSP, in accordance with Sections 27-548.08(c)(2) and 27-548.08(c)(3) of the prior Zoning Ordinance. The frontage improvements are also consistent with those conditioned herein and, as such, the above recommendation was not necessary to carry forward as a condition of this PPS approval.

3. **At the time of Detailed Site Plan, to ensure on-site pedestrian and bicycle adequacy as required by 24-4506(c) of the Prince George's County Subdivision Regulations and to support the 20% vehicular trip reduction credits requested with the PPS, the applicant shall provide locations, limits, specifications, and details of on-site pedestrian and bicycle amenities and improvements including but not be limited to the following:**
 - a. **ADA-compliant pedestrian facilities provided along the full length of Democracy Avenue and to/through/across Constitution Drive at the areas conceptually shown in red on the City's Exhibit B. One option is to close to vehicular traffic the portion of Constitution Drive and Democracy Avenue shown in blue on the City's Exhibit B; another option is to include a public arcade within the structure along the southern façade. Locations of and specifications for short- and long-term on-site bicycle parking. The style, design, spacing, and location submitted by the Applicant shall be coordinated with M-NCPPC and City of Hyattsville staff;**
 - b. **Removal of brick paver crosswalks onsite and within the site frontage along Toledo Road, and reconstruction of crosswalks to include stamped asphalt and/or 10-foot-wide continental style, to be coordinated with the City of Hyattsville.**
 - c. **Removal of existing brick paver sidewalks and reconstruction of ADA-compliant sidewalk zones along the full frontage of Toledo Road.**

The provision of on-site BPIS facilities, in accordance with Section 24-5406(c) of the Subdivision Regulations, is conditioned as approved with Certificate of Adequacy ADQ-2022-055. Details of the on-site facilities will be further evaluated with the DSP, and the applicant is encouraged to continue working with the City on the optional design of details of the proposed improvements to be provided.

4. **If the applicant proposes development that will exceed the maximum parking ratios at time of Detailed Site Plan, the applicant shall provide a comprehensive transportation demand management strategy and program including incentives for non-automobile travel, implementation timing and phasing, and financial assurances, per Prince George's Plaza TDDP Parking and Loading Standards on page 258.**

The above recommendation is not relevant to approval of a PPS, as parking requirements are reviewed at the time of DSP. In addition, applicants may seek amendments to parking standards at the time of DSP, if necessary, with appropriate justification.

5. **The applicant shall provide an easement and dedicated space for a bike share docking station (the vendor of the bike share must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T)) on the subject site. The conceptual location of the station should be indicated on the preliminary plan of subdivision and the final location of this docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible, convenient, and well-lit location that is publicly accessible. The location requires at least four hours of solar exposure per day, year-round. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations. In the event an appropriate location cannot be located on-site that meets bike share siting criteria or a vendor cannot be procured, the applicant will allow the City to install bicycle racks within the easement as a permanent or interim condition.**

This is not a BPIS or PPS requirement. The location of a bike share station and any associated easement may be further discussed and/or shown on the DSP, as agreed to by the applicant and City of Hyattsville, which may be modified, as necessary, along with other site design details.

6. **At time of Detailed Site Plan, a Phase II noise report shall be submitted for any residential components on the property with noise levels in excess of 65 dBA and if unmitigated noise levels exceed 65 dBA, the report shall demonstrate that the interior of the units impacted by the same can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas with noise levels in excess of 65dBA can be mitigated to 65 dBA Ldn or less.**

7. **Prior to approval of building permits for a residential building located within the unmitigated 65 dBA Ldn noise contour of Toledo Road, 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.**

The existing record plat shows a 65 dBA Ldn noise contour over the property which is not consistent with the current TDDP. The TDDP states the following:

“Noise issues related to transportation uses are limited to roadways designated as arterial and greater, which produce enough noise to result in noise levels above the accepted standard (page 52).”

The subject property fronts on Toledo Road, which is designated as a primary roadway, and a lesser designation than an arterial roadway. The TDDP also states the following:

“MD 410 (East West Highway) and Adelphi Road are the only roadways within the Transit District that generate sufficient traffic to result in noise levels of 65 dBA Ldn outside of their rights-of-way. The noise model predicts that the 65 dBA Ldn noise contour for both roadways occurs approximately 106 feet from the centerline of both roadways.”

The subject property is located more than 200 feet from MD 410 and Adelphi Road, and therefore, is not anticipated to be impacted by noise exceeding 65 dBA Ldn. A new final plat for the subject property will be required subsequent to this PPS and will not carry forward any delineated noise contour on the subject property.

8. **Development of the site shall be in conformance with an approved Stormwater Management Concept Plan (24001-2022) or any subsequent revisions.**

This recommendation is consistent with those adopted by the Planning Board.

9. **Prior to Planning Board approval of the Detailed Site Plan, the applicant shall provide a Letter of Intent (LOI) to the City of Hyattsville that includes, at a minimum, the following provisions:**

- a. **Provision of public access easements to the City for any sidewalk along Toledo Road that is not located in the public right-of-way.**
- b. **Acknowledgement of responsibility for maintenance of pedestrian light fixtures, landscaping, and sidewalks.**
- c. **Restrictions related to construction staging and hours of operation, if needed.**

d. If feasible, provision of an outdoor public art feature.

The above recommendations relate to details that will be reviewed at the time of DSP, and not based on requirements that must be met or conditioned with a PPS. The letter of intent to the City may be addressed by the applicant as a separate matter.

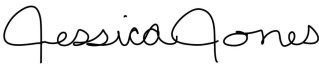
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

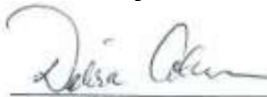
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Shapiro voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, March 16, 2023, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of April 2023, and was corrected administratively on August 23, 2023.


Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:AH:jah


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 3/31/23


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 8/23/23

*Denotes Correction

Underlining indicates new language

[Brackets] and ~~strike through~~ indicate deleted language

CASE NO: 4-22004
CASE NAME: TOLEDO ROAD GARAGE
PARTY OF RECORD: 14
PB DATE: 03-16-2023



\$ 1.83

MIRA GANTZERT
BOHLER
16701 MELFORD BOULEVARD SUITE 310
BOWIE MD 20715
(CASE NUMBER: 4-22004)

MICHAEL LENHART
LENHART TRAFFIC
645 B&A BOULEVARD SUITE 214
SEVERNA PARK MD 21146
(CASE NUMBER: 4-22004)

MR.AMIR CANELA
6506 AMERICA BOULEVARD SUITE 503
HYATTSVILLE MD 20782
(CASE NUMBER: 4-22004)

MS.BSRAT MEZGHEBE
6506 AMERICA BOULEVARD SUITE 411 6506
AMERICA BOULEVARD, APT 411
HYATTSVILLE MD 20782
(CASE NUMBER: 4-22004)

MATTHEW TEDESCO
MCNAMEE HOSEA, P.A.
6411 IVY LANE SUITE 200
GREENBELT MD 20770
(CASE NUMBER: 4-22004)

MCNAMEE HOSEA
6411 IVY LANE SUITE 200
GREENBELT MD 20770
(CASE NUMBER: 4-22004)

MR.VINOD GAGLANI (**Return Mail**)
~~6252 BELCREST ROAD~~ 6525 BELCREST ROAD
~~HYATTSVILLE MD 20782~~
(CASE NUMBER: 4-22004)

JOSEPH JAKUTA
4113 29TH STREET
MOUNT RAINIER MD 20712
(CASE NUMBER: 4-22004)

JIM CHANDLER
CITY OF HYATTSVILLE
4310 GALLATIN STREET
HYATTSVILLE MD 20781
(CASE NUMBER: 4-22004)

MS.HOLLY SIMMONS
CITY OF HYATTSVILLE
4310 GALLATIN STREET
HYATTSVILLE MD 20781
(CASE NUMBER: 4-22004)

ELIN NGUYEN
VARENHORST ARCHITECTS
230 NORTH 21ST STREET
PHILADELPHIA PA 19103
(CASE NUMBER: 4-22004)

STEPHEN VARENHORST
VARENHORST ARCHITECTS
230 NORTH 21ST STREET
PHILADELPHIA PA 19103
(CASE NUMBER: 4-22004)

MOIRA DHALIWAL
555 13TH STREET NORTHWEST SUITE 400W
WASHINGTON DC 20004
(CASE NUMBER: 4-22004)

THE BERNSTEIN COMPANIES
3299 K STREET NORTHWEST
WASHINGTON DC 20007
(CASE NUMBER: 4-22004)

Certificate of Adequacy

ADQ-2022-055

General Information

Project Name: Library Apartments
Case Number: ADQ-2022-055
Associated Preliminary Plan of Subdivision or Final Plat: 4-22004
Use Type: Residential addition to existing Parking Garage (part of which is to remain)
Dwelling Unit Type and Number: 209 Multifamily dwelling units Gross Floor Area (nonresidential): N/A

Project Location

Project Location: The south side of Toledo Road approximately 265 feet east of Adelphi Road.
Lot/Parcel: Parcel H Tax Account: 3503430
Property Zone: RTO-H-C Council District: 02
Planning Area: 68 Municipality: Hyattsville
Election District: 17 Transportation Service Area: 1
Police District: I School Cluster Area: 2

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 1 and designated boundaries of 1	LOS "E" (Critical Lane Volume of 1451-1600)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	Yes	Yes
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	Yes	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	Yes	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	Yes	No
Fire and Rescue—Residential Use	7 minutes travel time	Yes	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	Yes	Yes

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Ryan to Heath, February 9, 2023)*
- *Special Projects Section (Ray to Heath, March 7, 2023)*
- *Department of Parks and Recreation (Thompson to Heath, January 23, 2023)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☒ Approved with the conditions (indicated here):

☐ Denied

1. Total development within proposed the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 87 AM peak-hour trips and 100 PM peak-hour vehicle trips.
2. Prior to the acceptance of the detailed site plan, the applicant shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the pedestrian and bicycle adequacy improvements approved with ADQ-2022-055 consistent with Section 24-4506(c)(G) of the Prince George's County Subdivision Regulations.
3. The applicant shall provide a network of on-site pedestrian and bicycle facilities, consistent with Section 24-4506(c)(1)(A) of the Prince George's County Subdivision Regulations. The details of the on-site facilities shall be provided as part of the Detailed Site Plan submission.
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, in accordance with Section 24-4506 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:
 - a. Along the south side of Toledo Road, as detailed in Exhibit B-2 of the applicant's BPIS submission:
 - i. Upgrade to three ADA-compliant pedestrian ramps.
 - ii. Install a bus shelter and bench along Toledo Road in the vicinity of the library.
 - iii. Install bicycle route signage (D11-1) and wayfinding signage (D1-2b) directing eastbound cyclists to Adelphi Road and the Hyattsville Library and directing westbound cyclists to the Hyattsville Crossing Metro Station and Mall at Prince George's Shopping Center, in accordance with the City of Hyattsville sign standards.
 - b. Along the east side of Adelphi Road at its intersection with Beechwood Road, as detailed in Exhibit B-3 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.
 - c. Along the west side of Adelphi Road at the north point of vehicle access at University Park Church of Christ (6420 Adelphi Road), as detailed in Exhibit B-4 of the applicant's BPIS submission; upgrade to two ADA-compliant pedestrian ramps.
 - d. Along the east side of Adelphi Road at its intersection with Van Buren Street, as detailed in Exhibit B-5 of the applicant's BPIS submission; install a thermoplastic crosswalk along the east leg.
 - e. Along the west side of Adelphi Road at the north point of vehicle access at Northwest High School (7000 Adelphi Road), as detailed in Exhibit B-6 of the applicant's BPIS submission; install a thermoplastic crosswalk along the west leg.
5. Pursuant to Section 24-4510(c) of the Subdivision Regulations, the applicant and the applicant's heirs successors and/or assignees shall pay the school facilities surcharge in accordance with the requirements of Section 10-192.01 of the Prince George's County Code prior to approval of a building permit.

SIGNATURE

Checkley, Andree

Planning Director

Digitally signed by Checkley, Andree
Date: 2023.03.07 14:57:55 -05'00'

03/07/2023

Date of Approval

This certificate of adequacy is valid for 12 years from the date of approval, subject to the additional expiration provisions of Section 24-4503(c).

From: [Matthew C. Tedesco](#)
To: [Huang, Te-sheng \(Emery\)](#)
Cc: [Garland, Hyejung](#); [Kosack, Jill](#); [Hunt, James](#); [Hurlbutt, Jeremy](#); [Ryan, Benjamin](#); [Smith, Noelle](#); [Hancock, Crystal](#)
Subject: RE: Potential parking options for future tenant of DSP-01002-04 Library Apartments
Date: Monday, January 8, 2024 2:49:08 PM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Emery

So as to be as responsive as possible, please see below, but please understand that we are meeting internally on Wednesday morning to discuss these in more detail. Also, I believe the information in the SOJ, on the DSP Plan sets, and in the point by point response(s) post SDRC are responsive to all comments and facilitate findings for a favorable recommendation in the TSR. Notwithstanding, and again, in the meantime, I offer the responses below in red and will follow-up once I am able to meet with the owner and design team.

One thing to point out, which might be being missed, is that the owner and the applicant, although separate entities are the same. The owner (New Town Parking, LLC) is a subsidiary of the applicant (The Bernstein Companies). Thus, the applicant controls the garage, notwithstanding a different owner name and applicant name. I hope the responses below prove useful/helpful.

Matt



Matthew C. Tedesco

*Principal**

We've Moved!

McNamee Hosea

6404 Ivy Lane, Suite 820 ☎ 301.441.2420
Greenbelt, Maryland 20770 ☎ 301.982.9450

[Facebook](#) | [mhlawyers.com](#)

**Admitted in Maryland*

The information contained herein is confidential and intended for the exclusive use of the addressee(s). If you are not the intended recipient, you are hereby notified that any review, use, dissemination, distribution or copying of this message is strictly prohibited. If you received this e-mail in error, please notify the sender immediately and delete the message.

Disclosure Required by IRS Circular 230: In accordance with IRS requirements, we wish to inform you that, to the extent this communication contains tax advice, it is not intended or written to be used for the purpose of 1) avoiding tax penalties that may be imposed on the taxpayer by the Internal Revenue Service, or 2) promoting, marketing or recommending to another party any transaction or matter addressed herein.

From: Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>

Sent: Thursday, January 4, 2024 4:33 PM

To: Matthew C. Tedesco <mtedesco@mhlawyers.com>

Cc: Garland, Hyojung <hyojung.garland@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Ryan, Benjamin <Benjamin.Ryan@ppd.mncppc.org>; Smith, Noelle <Noelle.Smith@ppd.mncppc.org>; Hancock, Crystal <crystal.hancock@ppd.mncppc.org>

Subject: Potential parking options for future tenant of DSP-01002-04 Library Apartments

Hello Matt,

Good afternoon and Happy New Year. Hope this email finds you well and that you had a great break, spending time with family and friends.

We have some questions regarding DSP-01002-04 Library Apartments and hope that you could provide us additional information and materials. Because the subject site is located in the T-D-O zone, there is no minimum requirement for parking spaces. And your team did submit an analysis showing that that parking spaces in the remaining half of the parking spaces will accommodate the need of the proposed development (209 units) and the area. Below are our questions to you:

1. Your earlier responses indicated that no parking spaces in the remaining parking garage will be reserved for future tenants of the proposed development. And these parking spaces are open to the public, which are also for the use of future tenants. **This is correct. The garage will be open to the public and to the future tenants.** Is the remaining parking garage open 24/7? **Yes.** What is the daily parking fee? **\$16 per day \$95 per month.** Are you aware of that if your clients have discussions with owners who own parking spaces in the area for potential leasing provided to future tenants of the development? **Again, the owner and the applicant, although separate entities, are the same. The owner (New Town Parking, LLC) is a subsidiary of the applicant (The Bernstein Companies). Thus, the applicant controls the garage, notwithstanding a different owner name and applicant name. Any additional information regarding other lease obligations, if any, will be discussed during my meeting on Wednesday morning.** We would like to know more about the operation of the remaining parking garage. Please share any information you have and can obtain. **The owner/applicant contract with a 3rd party operator for the garage, which will continue as is. The garage currently, and in the future, will operate on a first come, first serve basis.**

2. There is a growing demand for EV charging stations. The Planning Board has been request such installations. Do you know if there any EV parking spaces located in the remaining parking garage? **No, there are currently no EV chargers in the existing garage.** Also are there any share-ride parking spaces in the garage? **No, there are no existing share-ride spaces in the garage.** If not, would your client consider to discuss with the owner(s) of the remaining parking garage in order to install EV parking spaces and share-ride parking spaces? **Infrastructure for EV chargers is proposed. See response in CRL dated December 19, 2023.**
3. The subject site is in proximity to a metro station. To promote alternative transportation, Is there any way to include a parking pad for electric scooters to address micro-mobility in addition to the bike racks proposed? **Please refer to the CRL dated December 19, 2023. Although a parking pad for micro-mobility is not proposed, the applicant would highlight the fact that within the immediate area of the subject property, there are a number of bike share stations: immediately to the east, the Hyattsville Library has a bike share stations with 15 docks; at Belcrest and the Mall of Prince Georges', there is a bike share station that provides for 17 docks; and finally, at Northwestern High School, there is a bike share station with 15 docks.**
4. For our presentation to the Planning Board, we would like to add two slides showing (a) the location and number of the existing parking spaces in the Prince Geroge's Plaza as well as any EV parking in the area that can available for the public and future tenants of the development and (b) the location of bike share and other methods for micro-mobility. **Discussing on Wednesday during our internal meeting.**

The intent of these questions is to understand the potential parking options as well as EV parking spaces in the area that are ready available to future tenants of the development. Information you provide will better serve to present this application in front of the Planning Board. Thank you.

Best,

Emery

Te-Sheng (Emery) Huang

Planner III | Urban Design Section | Development Review Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department

1616 McCormick Drive, Largo, MD 20774

301-952-4534 | Tesheng.Huang@ppd.mncppc.org



WE'VE MOVED!

The M-NCPPC's Prince George's County Planning Department has relocated to our new

Largo headquarters! Our new address is 1616 McCormick Drive, Largo, MD 20774. Learn more about Largo HQ at <http://largohq.com/>

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

From: [Matthew C. Tedesco](#)
To: [Huang, Te-sheng \(Emery\)](#)
Cc: [Garland, Hyejung](#); [Kosack, Jill](#); [Hunt, James](#); [Warner, David](#); [Elin Nguyen](#); [Mira Gantzert](#); [Nicholas Speech](#); [Christopher Rizzi](#)
Subject: RE: About DSP-01002-04 Library Apartments, continuing to 02/22 from 01/25
Date: Monday, January 29, 2024 4:41:11 PM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[2024-01-29 LIBRARY APTS - Additional DSP Diagrams.pdf](#)
[RE Potential parking options for future tenant of DSP-01002-04 Library Apartments.msg](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Emery:

In response to the items you requested below, we offer the following in addition to the attached exhibit (first attachment titled: 2024-01-29 Library Apts – Additional DSP Diagrams) and the prior responses to the prior email questions, dated January 8, 2024 (second attachment):

1. Additional information regarding parking/loading issues and other traffic-relate issues is needed for staff's analyses and findings. Other than those questions I sent you the other day, could you also provide explanations about how future tenants move into the building without any loading space being proposed? Where will their moving trucks be located temporarily?

Thank you.

As you know, a loading space is not required by code. Solely from an operational standpoint, the applicant intends to instruct future residents to load via the existing garage, as the same is equipped with elevators to each floor of the residential units. It is important to note that the proposed breakdown of units consists of 103 studios (49%), 93 one-bedroom units (45%), and 13 two- bedroom units 6%). In other words 94% of the units are studios and one-bedroom units. Thus, the applicant expects that for the vast majority of its residents moving in, that accessing the garage will not be an issue given the limited space per unit – as the unit sizes are predominately to facilitate studios and one bedroom units. On the rare occasion that a resident will not be able to access the garage to move into their respective unit, the applicant will direct those limited residents to access the tower off of Constitution Drive. The attached additional diagrams depicts, Sheet DSP-34, the location of said tower, and convenient access to the elevators in the garage that will facilitate access to every level of the proposed new apartment building.

2. The City of Hyattsville will present this application to their city council on Tuesday, January 16. It might take some time for us to get the City Council's final decision, which will be included in the staff's report. The applicant is in communication with the City's planning staff and will continue to be responsive to any information the City may need.
3. Other issues: potential opposition.. Noted

Regarding the attached email dated January 8, 2024, in addition to the responses previously provided therein, the applicant offers the following additional responses:

- Question No. 2, in addition to providing the infrastructure for EV chargers (*see* response in CRL dated December 19, 2023), the applicant will provide two (2) Level 2 charges in the garage (i.e., four plugs or four spaces), and with the already proffered commitment to provide infrastructure, will be able to add more charges to the portion of the garage that will remain, as demand increases. In addition, and as depicted on the attached additional DSP diagrams, there are a number of existing chargers in the immediate area.
- Question No. 4, please see the attached additional DSP diagrams that depict EV parking in the area and the location of bike share locations in the area. It should be noted that the attached diagrams do not include any bike share or EV locations that may be associated with recently approved developments in the immediate area, including, but not limited to the Dewey Property and 6400 America Blvd.

Please let me know if anything else is needed.

Thanks, Matt



Matthew C. Tedesco

*Principal**

We've Moved!

McNamee Hosea

6404 Ivy Lane, Suite 820 ☎ 301.441.2420
Greenbelt, Maryland 20770 📠 301.982.9450

[Facebook](#) | mhlawyers.com

**Admitted in Maryland*

The information contained herein is confidential and intended for the exclusive use of the addressee(s). If you are not the intended recipient, you are hereby notified that any review, use, dissemination, distribution or copying of this message is strictly prohibited. If you received this e-mail in error, please notify the sender immediately and delete the message.

Disclosure Required by IRS Circular 230: *In accordance with IRS requirements, we wish to inform you that, to the extent this communication contains tax advice, it is not intended or written to be used for the purpose of 1) avoiding tax penalties that may be imposed on the taxpayer by the Internal Revenue Service, or 2) promoting, marketing or recommending to another party any transaction or matter addressed herein.*

From: Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>
Sent: Tuesday, January 9, 2024 9:47 AM
To: Matthew C. Tedesco <mtedesco@mhlawyers.com>
Cc: Garland, Hyojung <hyojung.garland@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Warner, David <david.warner@mncppc.org>
Subject: About DSP-01002-04 Library Apartments, continuing to 02/22 from 01/25

Hello Matt,

Good morning. For the following reasons, DSP-01002-04 Library Apartments needs to be continued to February 22, 2024 from January 25, 2024.

1. Additional information regarding parking/loading issues and other traffic-relate issues is needed for staff's analyses and findings. Other than those questions I sent you the other day, could you also provide explanations about how future tenants move into the building without any loading space being proposed? Where will their moving trucks be located temporarily?
Thank you.
2. The City of Hyattsville will present this application to their city council on Tuesday, January 16. It might take some time for us to get the City Council's final decision, which will be included in the staff's report.
3. Other issues: potential opposition..

Once you confirm with your client tomorrow, please send us a continue request. All additional time and information will allow staff to analyze materials receive and make compelling findings to the Planning Board.

Best,

Emery

Te-Sheng (Emery) Huang

Planner III | Urban Design Section | Development Review Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

1616 McCormick Drive, Largo, MD 20774
301-952-4534 | Tesheng.Huang@ppd.mncppc.org



WE'VE MOVED!

The M-NCPPC's Prince George's County Planning Department has relocated to our new Largo headquarters! Our new address is 1616 McCormick Drive, Largo, MD 20774. Learn more about Largo HQ at <http://largohq.com/>

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

From: [Matthew C. Tedesco](#)
To: [Huang, Te-sheng \(Emery\)](#)
Cc: [Garland, Hyejung](#); [Kosack, Jill](#); [Hunt, James](#); [Warner, David](#); [Elin Nguyen](#); [Mira Gantzert](#); [Nicholas Speech](#); [Christopher Rizzi](#); [Coleman, Delisa](#)
Subject: RE: About DSP-01002-04 Library Apartments, continuing to 02/22 from 01/25
Date: Thursday, February 1, 2024 1:20:35 PM
Attachments: [image016.png](#)
[image017.png](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)
[image025.png](#)
[image026.png](#)
[image027.png](#)
[image028.png](#)
[image029.png](#)
[image030.png](#)
[image031.png](#)
[image001.png](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

There are trash chutes on each floor for tenants to drop their trash in from the floors above into the compactors. The compactors on the first floor will compress the trash into regular bins on wheels. The door to the trash room opens into the garage. The maintenance staff will wheel the bins up the parking ramp from the first floor in the garage to the second floor and out the doors of the stair/elevator tower. Trash is collected from Constitution – where the other existing buildings have their associated dumpsters. See sketch below:



LEVEL 1 FLOOR PLAN



McNamee Hosea
Attorneys & Advisors

Matthew C. Tedesco

*Principal**

We've Moved!

McNamee Hosea

6404 Ivy Lane, Suite 820
Greenbelt, Maryland 20770

☎ 301.441.2420
✉ 301.982.9450

[Facebook](#) | mhlawyers.com

**Admitted in Maryland*

The information contained herein is confidential and intended for the exclusive use of the addressee(s). If you are not the intended recipient, you are hereby notified that any review, use, dissemination, distribution or copying of this message is strictly prohibited. If you received this e-mail in error, please notify the sender immediately and delete the message.

Disclosure Required by IRS Circular 230: In accordance with IRS requirements, we wish to inform you that, to the extent this communication contains tax advice, it is not intended or written to be used for the purpose of 1) avoiding tax penalties that may be imposed on the taxpayer by the Internal Revenue Service, or 2) promoting, marketing or recommending to another party any transaction or matter addressed herein.

From: Huang, Te-sheng (Emery) <Tesheng.Huang@ppd.mncppc.org>

Sent: Thursday, February 1, 2024 12:35 PM

To: Matthew C. Tedesco <mtedesco@mhlawyers.com>

Cc: Garland, Hyojung <hyojung.garland@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Warner, David <david.warner@mncppc.org>; Elin Nguyen <elin@varenhorst.com>; Mira Gantzert <mgantzert@bohlereng.com>; Nicholas Speach <nspeach@bohlereng.com>; Christopher Rizzi <crizzi@bohlereng.com>; Coleman, Delisa <delisa.coleman@mncppc.org>

Subject: RE: About DSP-01002-04 Library Apartments, continuing to 02/22 from 01/25

Hello Matt and all,

Apologize, it is 98 inches (8'2") – not 98 feet.

Best,

Emery

Te-Sheng (Emery) Huang

Planner III | Urban Design Section | Development Review Division

301-952-4534 | tesheng.huang@ppd.mncppc.org



From: Huang, Te-sheng (Emery)

Sent: Thursday, February 1, 2024 12:30 PM

To: Matthew C. Tedesco <mtedesco@mhlawyers.com>

Cc: Garland, Hyojung <hyojung.garland@ppd.mncppc.org>; Kosack, Jill

<Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Warner, David <david.warner@mncppc.org>; Elin Nguyen <elin@varenhorst.com>; Mira Gantzert <mgantzert@bohlereng.com>; Nicholas Speach <nspeach@bohlereng.com>; Christopher Rizzi <crizzi@bohlereng.com>; Coleman, Delisa <delisa.coleman@mncppc.org>

Subject: RE: About DSP-01002-04 Library Apartments, continuing to 02/22 from 01/25

Hello Matt,

Good morning. The maximum height of the entrance to Garage A is approximately 98 feet. A standard trash truck will not be able to enter the garage for trash pickup. Could you provide some details how trash will be picked up on the trash pick-up dates? Thank you.

Best,

Emery

Te-Sheng (Emery) Huang

Planner III | Urban Design Section | Development Review Division
301-952-4534 | tesheng.huang@ppd.mncppc.org



Robert S. Croslin
Mayor



Tracey E. Douglas
City Administrator

February 6, 2024

Honorable Peter A. Shapiro
Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: Library Apartments Detailed Site Plan (DSP-01002-04)

Dear Chairman Shapiro:

On Tuesday, February 5, 2024, the Hyattsville City Council reviewed the application for: Library Apartments Detailed Site Plan (DSP-01002-04).

The City Council voted in **support** of the applicant's proposed Detailed Site Plan (DSP-01002-04) application subject to conditions that we believe will provide long-term benefits to the property and its users:

The City supports the applicant's request for the following modifications:

1. The City Supports the applicant's request for a modification from the design standards to locate transformers above-ground along Democracy Ave where TDDP standards require that on A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground, if applicable.
2. The City Supports the applicant's request for a modification from the design standards for building frontage that varies from 9' - 23' deep where the requirement for minimum frontage zone depth/build -to line, on all existing "B" Streets, is 15' and the maximum frontage zone depth/build-to line is 20'.
3. The City Supports the applicant's request for a modification from the design standards for street light fixtures to be spaced between 40' to 45' apart where a maximum of 40' is required.
4. The City Supports the applicant's request for a modification from the design standards to allow ground floor ceiling to maintain an 11'6" clearance where TDDP Standards requires the ground floor ceiling to have a minimum 14' clearance.

5. The City Supports the applicant's request for a modification from the design standards for buildings wider than 50' shall be designed as a series of building fronts no wider than 50'. The applicant is requesting a deviation from this standard due to the unique elements and structural constraints of the proposed development which seeks to re-purpose 50% of an existing parking garage to incorporate a multifamily building.
6. The City Supports the applicant's request for a modification from the design standards for building placement that requires 100% minimum A street, Pedestrian Street, or Promenade and 60% Minimum B street for the side street building placement. The applicant is requesting to validate the existing conditions due to the unique nature of repurposing of an existing parking garage to incorporate a multi-family building which is further constrained by an existing retaining wall.

The City recommends the following conditions of approval:

1. All transformers associated with this development shall be located subgrade within the southern courtyard pending the approval by PEPCO. Alternatively, all transformers shall be relocated further south of the northern most staircase and properly screened as indicated in Sheet DSP-25.
2. Prior to issuance of building permit, the applicant shall coordinate with the City of Hyattsville to finalize the building elevation along Democracy Avenue to incorporate public art features to mitigate the volume/massing of the three stair cases.
3. The applicant shall further address plans for the designated trash collection area which we believe does not adequately safeguard interactions with pedestrians and vehicular traffic within the garage.
4. Prior to approval of the final plat, the applicant shall provide a public access easement to the City of Hyattsville for any sidewalk along Toledo Road not located in the ROW.
5. During the construction phase, the applicant shall coordinate with the City of Hyattsville as it relates to staging and hours of operation to mitigate noise, traffic and other concerns, as needed.
6. After the construction phase, the applicant's heirs, successors and/or assignees shall be responsible for improvements and maintenance of areas outside of the Toledo Road ROW, which include, but not limited to the maintenance of pedestrian light fixtures, landscaping and sidewalks, unless modified by the operating agency.

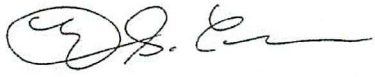
Considerations:

Page 245 of TDDP notes that "Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregated and should be highly visible and accessible." Therefore, the applicant should consider the addition of an outdoor public art feature to further enhance the public street scape.

Note: The applicant will need a permit from the City of Hyattsville prior to work in Toledo Road ROW.

In closing, we are supportive of this detailed site plan application and are appreciative of the applicant's intent to invest in our community. We thank the Planning Board in advance for consideration of these requested conditions and look forward to your decision.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Croslin", with a stylized circular flourish at the beginning.

Robert Croslin
Mayor

cc: City Council
Hyattsville City Council

Additional Back-up

For

DSP-01002-04

**Library Apartments (Toledo
Road Garage Redevelopment)**



TOWN OF UNIVERSITY PARK

MAYOR
Joel Biermann

COMMON COUNCIL
Ralph Dubayah
Mary Gathercole
Laurie Morrissey
Nathaniel Morgan
David McGaughey
Grant Godfrey
William Sweet

January 27, 2024

By email to pgcpb@mncppc.org
Honorable Peter A. Shapiro
Chair
Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

RE: TOLEDO ROAD GARAGE/LIBRARY APARTMENTS DETAILED SITE PLAN DSP-01002-04

Dear Chairman Shapiro:

At its February 20, 2024, meeting, the Common Council of the Town of University Park voted to support the above-referenced project subject to the conditions and staff positions as recommended by the City of Hyattsville. In particular, the Town supports the position that the applicant should consider the addition of an outdoor public art feature to further enhance the public streetscape and the City's proposed condition that the applicant shall coordinate with the City of Hyattsville as it relates to staging and hours of operation to mitigate noise, traffic and other concerns.

The project was last presented to the Town's Development Overview Committee (DOC) on December 14, 2023, by the Bernstein Companies, Inc., and their team and it was further discussed after the City of Hyattsville took action on the proposed DSP. The DOC and our Council were particularly appreciative of the fact that this redevelopment of a portion of a garage into multi-family housing will provide additional storm water management facilities, which were largely absent from this site. This should assist with control of stormwater that outfalls into that part of Wells Run that is located in the Town.

Sincerely,

A handwritten signature in black ink, appearing to be "JB", with a stylized flourish at the end.

Joel T. Biermann
Mayor