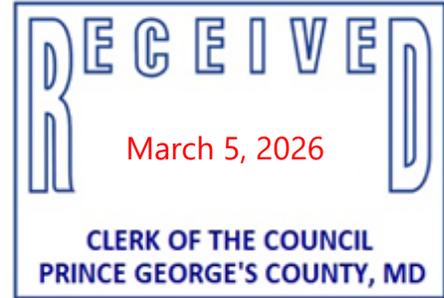




March 5, 2026



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

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-20053-02
West Hyattsville Phase 2 - ETOD
Expedited Transit-Oriented Development Project

Dear Applicant:

This is to advise you that, on **February 26, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

District Council review of this case is required by **Section 27-548.09.01(b) of the prior Prince George's County Zoning Ordinance**.

The applicant or any Person of Record may file a written appeal of the Planning Board's decision with the District Council within 30 days after the date of this final notice (**March 5, 2026**) of the Planning Board's decision, pursuant to Section 27-290.01 of the prior Prince George's County Zoning Ordinance.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
Sherri Conner, Planning Division Chief
Development Review Division

By: *Jill Kosack*
Reviewer

Attachment: PGCPB Resolution No. **2026-011**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2026-011

File No. DSP-20053-02

R E S O L U T I O N

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the applicants, WHPC Block 3, LLC and WHPC Block 4, LLC; submitted an application for approval of a detailed site plan; and

WHEREAS, pursuant to Section 27-1704(a) of the Prince George's County Zoning Ordinance, development approvals approved under the prior Zoning Ordinance prior to April 1, 2022 remain valid for the period of time specified in the prior Zoning Ordinance; and

WHEREAS, pursuant to Section 27-1704(b) of the Zoning Ordinance, unless the period of time under which the development approval remains valid expires, the project may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance; and

WHEREAS, the subject property received prior development approval for Preliminary Plan of Subdivision 4-20040 (PGCPB Resolution No. 2021-122) and Detailed Site Plan DSP-20053 (PGCPB Resolution No. 2021-144), which were reviewed and approved under the Prince George's County Subdivision Regulations effective prior to April 1, 2022 (prior Subdivision Regulations); and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on February 19, 2026, regarding Detailed Site Plan DSP-20053-02 for West Hyattsville Phase 2 - ETOD, the Planning Board finds:

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

A companion departure (DPT-2025-0003) from the design standards of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), for a reduction in the bufferyard provided along the eastern property line, was also approved by the Prince George's County Planning Board (PGCPB Resolution No. 2026-012).

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Multifamily and commercial retail	Multifamily and commercial retail
Gross Acreage	8.04	8.04

	EXISTING	EVALUATED
Commercial Gross Floor Area	3,213 sq. ft.	3,213 sq. ft. (0 proposed)
Total Multifamily Dwelling Units	293	635 (342 proposed)
Studio	-	0
1-Bedroom Unit	-	212
2-Bedroom Unit	-	125
3-Bedroom Unit	-	5

Parcel 2 Parking

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

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

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

Parcel 2 Loading

	REQUIRED	PROPOSED
Loading Spaces*	2	2**

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

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

Parcel 2 Bicycle Parking Spaces

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

3. **Location:** The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and 250 feet west of its intersection with Ager Road, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.
4. **Surrounding Uses:** The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the West Hyattsville TDDP. The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Local Transit–Oriented Core (LTO-C) Zone; to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the LTO-C Zone; and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space (ROS) Zone.
5. **Previous Approvals:** The West Hyattsville TDDP retained the subject property in the T-D-O and Mixed Use-Transportation Oriented (M-X-T) Zones.

The recently adopted 2025 *Approved West Hyattsville-Queens Chapel Sector Plan and Sectional Map Amendment* (West Hyattsville-Queens Chapel Sector Plan) replaces the 2006 West Hyattsville TDDP per the language in Prince George’s County Council Resolution CR-137-2025. However, per Section 27-548.02 of the prior Zoning Ordinance, in each T-D-O Zone, a “Transit District Development Plan must be approved by the District Council.” The Transit District Development Plan must contain: “Transit District Standards intended to implement the goals of the Transit District Development Plan and the T-D-O Zone for physical development within the Transit District” (Section 27-548.07(c)). These development standards can supersede the underlying zone standards, as well as the Landscape Manual and parking and loading standards (Section 27-548.06). The Transit District Development Plan can also alter the uses allowed in underlying zones (Section 27-548.05(a)). Therefore, the 2006 West Hyattsville TDDP is zoning, at least, in that it provides the development standards and permitted uses for the prior T-D-O Zone. As a planning document, the 2025 West Hyattsville-Queens Chapel Sector Plan cannot amend zoning regulations. Therefore, the 2006 West Hyattsville TDDP still applies for this grandfathered application, pursuant to the prior Zoning Ordinance.

The site was the subject of Conceptual Site Plan CSP-05006, approved by the Prince George’s County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Prince George’s County Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant

in that case; however, the project never came to fruition. The conditions of the previous approvals do not apply. It should be noted that a new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01, for Expedited Transit Ordinated Development, of the prior Zoning Ordinance, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

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

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

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

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

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

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

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

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

space and the southern end includes an existing compensatory SWM facility on Parcel 2, as approved with DSP-20053.

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

Architecture

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

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

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

Lighting

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

Signage

A uniform signage plan (shown on Sheets A304 and A305) has been submitted with this DSP that includes signs for the residential use and entrances. The specific sign types and locations have been shown on each elevation of the building complex, and specific sign face areas have also been provided. A summary sign face area calculation table has been provided that shows a total of 395 square feet of signage for the entire project. However, sign lettering, color, style,

materials, and installation details have not been provided and should, prior to certification, as conditioned herein.

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

Recreational Facilities

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

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

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

standards below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the prior Zoning Ordinance.

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

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

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

Amendment to the Preferred Land Use Plan Category (page 36)

To change the Preferred Land Use Plan category from “Structured Parking” and “Townhouses: 2-4 stories” to “Condominiums: 4-6 stories” for the entire subject property.

The West Hyattsville TDDP/TDOZMA divides the area into small blocks, which are shown on Map 13, Block Registration Plan (page 35). The subject property, proposed Parcel 2, consists of Blocks DD, EE, and a portion of CC. These blocks were then designated with preferred land use categories, which determine which uses are permitted within each block. On the Preferred Land Use Plan (Map 14, page 36), Blocks DD and EE are designated as Condominiums: 4-6 stories, while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of Structured parking and Townhouses: 2-4 stories. The proposed development of multifamily dwellings with structured parking and ground-floor nonresidential uses is not in conformance with all of the land use categories on the Preferred Land Use Plan, specifically the Townhouses: 2-4 stories category which does not permit this use. Hence, the applicant requests an amendment to the Preferred Land Use Plan category for the subject property to the Condominiums: 4-6 stories category for the entirety of proposed Parcel 2 with this DSP. The applicant’s proposed amendment to the Preferred Land Use Plan Category reflects the current development pattern of the surrounding property and takes into account the contemporary real estate market and the difficulty of executing the development concept of the West Hyattsville TDDP. The alternative design continues established neighborhood block patterns benefiting the development and meets the vision and goals of the TDDP, in regard to land use, so it does not impair implementation of the TDDP.

For these reasons, the Planning Board finds that the proposed change to the Preferred Land Use Plan will not substantially impair implementation of the TDDP. Accordingly, the Board **approved** of the changes to the Preferred Land Use Plan category for the subject property.

Amendment to the List of Allowed Uses

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

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

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

The applicant also states in the SOJ that attracting retail tenants is currently challenging due to limited residential support and market risks. However, development decisions should align with long-term goals. Ground-floor retail distinguishes urban centers, increases foot traffic, boosts property value, and encourages complementary uses. Without it, the area could become a single-use space, undermining the Transit-Oriented Development strategy. Success relies on early participation from all developers. Allowing opt-outs for retail use would result in no retail at this transit center, preventing plan vision and goals from being realized.

Prior to the Planning Board hearing, the applicant submitted an exhibit modifying the use request and related condition to request a use of multifamily dwellings with ground-floor retail or other referenced nonresidential uses, such as office, trade, service, and community uses. After discussion in which the Board encouraged the applicant to prioritize retail and pursue multiple options for finding a retail tenant, the Board voted to support the proposed revised amendment to the table of permitted uses, as it conforms with the purposes and recommendations of the TDDP. The City of Hyattsville also indicated their agreement to the revised requested use amendment.

The Planning Board recommends to the District Council **approval** of the change to allow multifamily dwellings with ground-floor retail and/or ground-floor nonresidential uses to include any type of office or financial service use, eating or drinking establishment, services and trade, barber or beauty shop, book store, pet grooming establishment, drug store, hardware store, veterinary clinic, department store, dry cleaning or laundry pickup station, food or beverage store, studio for artistic practice, community building, art gallery or cultural center, in addition to retail uses, on proposed Parcel 2, provided such use is not prohibited by Section 27-290.01(b)(3).

Building Envelope and Block Standards

Amendment 1: Ground Floor Retail (page 67)

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

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

As discussed above, the Planning Board supports the revised requested use amendment to allow retail or other commercial uses on the ground floor of the building and has conditioned that retail be added to the development. The Board is in agreement that retail does not need to be provided on all ground-floor elevations, but only in the northwestern corner of the building, adjacent to Little Branch Run and the pedestrian promenade. The retail/commercial space should be focused on this area with the highest foot traffic that is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. Small-scale retail presence in this project would

be consistent with the TDDP vision for this neighborhood. An amendment to support a small amount of ground-floor commercial in the northwest corner of the building will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Board approves this amendment request, as revised by the applicant's exhibit.

Amendment 2: Shared Parking (page 68)

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

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

Amendment 3: Residential Street (page 75)

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

Proposed Parcel 2 has frontage on Little Branch Run and meets the build-to-line requirement for at least 75 percent of the frontage. The street façade is in a single plane, but façade jogs of greater than 24 inches are included. In addition, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. This amendment will benefit

the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

Amendment 4: Residential Street (page 75)

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

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

Streetscape Standards:

Amendment 5: Landscaping of Building Fronts (page 82)

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

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

Amendment 6: Location of Mechanical Equipment (page 82)

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

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

Amendment 7: Streetscape (page 83)

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

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

Amendment 8: Public Street Lighting (page 90)

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

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

Amendment 9: Blocks and Alleys (page 91)

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

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

Amendment 10: Blocks and Alleys (page 91)

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

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

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

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

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

Architecture Standards:

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

1. All Windows:

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

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

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

2. Ground Floor Windows:

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

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

Amendment 14: Signage (page 108)

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

The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Visibility from the Metro station is also desired for placemaking purposes, as the building is not readily accessible from Ager Road.

As a result, some signs will also be internally illuminated. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

Parking Standards

Amendment 15: Off-Street Parking (page 112)

Materials:

The following is a list of permitted and prohibited material:

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

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

Amendment 16: Off-Street Parking (page 113)

- 4. Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian**

safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.

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

Amendment 17: Off-Street Parking (page 114)

- 9. Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.**

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

Amendment 18: Off-Street Parking (page 114)

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

Residential units and the private parking garage share a common elevator. The illumination level of the elevator will comply with this standard; however, the elevator will not be glass enclosed. Pedestrian safety will be provided as the garage and elevators are only accessible to residents, their guests, and staff. As discussed above, the entire design of the building complex, including the parking structure and vertical transportation inside the building, will be in conformance

with the governing building and fire codes. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

Amendment 19: Off-Street Parking (page 115)

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

- a. **One-way pendant uplight fixture, 30- to 72-inch stems, recessed “J” box-style hung from parking structure ceiling**
- b. **Two-way pendant uplight fixture, 30- to 72-inch stems, recessed “J” box-style hung from parking structure ceiling**
- c. **Perimeter or core uplight wall fixture**
- d. **250W metal halide**
- e. **10-foot 6-inch parking structure ceiling**
- f. **Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls**

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

Amendment 20: Parking Space Size in Parking Garage

Section 27-558(a) of the prior Zoning Ordinance governs the size of surface parking spaces and provides that nonparallel standard parking spaces shall measure 9.5 feet by 19 feet, but permits up to one-third of the required spaces to be compact measuring 8 feet by 16 feet. This DSP proposes

the use of 8.5 feet by 18.5 feet parking spaces within the garage for all 370 standard spaces, excluding handicap-accessible parking spaces. No compact parking spaces are proposed.

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

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

The difference between the required standard parking space size and the 8.5-foot by 18.5-foot space, as a universal size, allows for more efficient layout and circulation within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space, as opposed to combining standard and compact-sized spaces, has become more common in modern zoning ordinances. It should also be noted that the same parking space size was requested, approved and constructed within the Phase 1 parking garage.

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

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

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

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

- (A) the subject property is located entirely within a Transit District Overlay Zone (“TDOZ”),**

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

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

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

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

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

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

- (B) Reducing auto dependency and roadway congestion by:**

- (i) Locating multiple destinations and trip purposes within walking distance of one another;**
- (ii) Creating a high quality, active streetscape to encourage walking and transit use;**
- (iii) Minimizing on-site and surface parking; and**

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

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

The subject site is located at the easternmost of the North Park neighborhood right against the WMATA Metro train tracks that makes it not practical to create any vehicular connection to the east of proposed Parcel 2. However, this DSP contributes to creating a high-quality promenade, originally approved with DSP-20053, leading to the existing tunnel to the entrance of the West Hyattsville Metro Station, which helps to create pedestrian scale blocks. The design of the promenade focuses on human scale that makes it comfortable for pedestrians.

(E) Creating pedestrian-friendly public spaces; and

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

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

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

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**
- (e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer**

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

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

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

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

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

With Preliminary Plan of Subdivision (PPS) 4-20040 and Type 1 Tree Conservation Plan TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire primary

management area on-site, which covers 4.73 acres. These impacts have already occurred on-site pursuant to the DSP-20053 and subsequent permit approvals. No new impacts to regulated environmental features (REF) are proposed with this application.

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

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

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

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

- (A) Adult entertainment;**
- (B) Check cashing business;**
- (C) Liquor store;**
- (D) Pawnshop or Pawn Dealer;**
- (E) Cemetery;**
- (F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
- (G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
- (H) Industrial;**

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

None of the above uses are included on this DSP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The proposed development is the second phase of a two-phase development that is oriented mainly toward Little Branch Run, but also fronting on Maryland-National Capital Park and Planning Commission parkland to the south. A promenade is provided between the two phases that provides direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation,

which will integrate with the development of the surrounding neighborhood. The appearance of the project from the Metrorail line is equally important, and a very lively appearance has been achieved through proposed artwork on the garage.

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

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

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

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

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

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

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

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

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

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

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

This finding does not apply to the DSP.

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

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

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

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

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

Section 27-544. Regulations.

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

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

Section 27-547. Uses permitted.

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

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

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

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

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

Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Planning Board finds that the submitted Type 2 Tree Conservation Plan, TCP2-2025-0074, is consistent with the previously approved TCP2 and TCP1.

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

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

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

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

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

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

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

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

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

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

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

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

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

Justification

The subject application is Phase 2 of the overall development in the subdivision entitled West Hyattsville. A similar Alternative Compliance, AC-21021, was approved from Section 4.7 along the eastern property line of Parcel 1, Phase 1 of the development. The subject Phase 2 site is a narrow site and is also an urban infill site built in the floodplain, which limits the amount of planting that can occur. There are several site constraints that prohibit planting trees within the landscape buffer, including the existing floodplain and an existing stormdrain between the proposed shrubs and the property line. The submitted proposal provides less than 50 percent of all 3 requirements, specifically, an average of 28 percent of the required building setback, an average of 35 percent of the required landscape yard, and 37 percent of the required plant units. In addition, no trees are proposed as required plantings, only shrubs are proposed. The abutting

WMATA property contains only a limited number of existing trees, which do not provide adequate buffering as specified by Section 4.7 of the Landscape Manual. Due to the proposed building location, limited buffer yard width, and other site constraints, it is infeasible to provide sufficient additional planting units, especially trees, or other alternative designs such as fencing, berms, etc. The applicant offered no other justification for how the proposed design is equally effective, except that noise impacts will be mitigated by the proposed architecture.

Based on the above analysis, the Planning Board does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.7 of the Landscape Manual, to create a transition between incompatible uses. Therefore, the Board concludes that the proposed alternative design solution fails to meet the approval criteria. The applicant has filed a Departure from Design Standards, DPT-2025-0003, pursuant to Section 1.3(f) of the Landscape Manual and Section 27-239.01 of the prior Zoning Ordinance, which was approved by the Planning Board (PGCPB Resolution No. 2026-012).

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

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

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

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

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

4.98-acre Parcel 2. The applicant has applied the TCC requirement to Parcel 2 only, as the requirement for the remaining acreage was reviewed and approved with DSP-20053. The subject application provides a schedule showing that the 0.50-acre (21,693 square feet) TCC requirement is not met on the subject property. Only 4,095 square feet (1.8 percent) is provided and a waiver from the requirements has been requested, in accordance with Section 25-130(a) of the Tree Canopy Coverage Ordinance, which reads as follows:

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

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

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

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

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

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

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

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

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

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

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

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

- a. **Community Planning**—In a memorandum dated December 24, 2025 (Parks to Kosack), it was stated that, pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that, if amended as conditioned herein, benefit the proposed development and the transit district and does not substantially impair the TDDP.
- b. **Historic Preservation**—In a memorandum dated December 8, 2025 (Stabler to Kosack), it was stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George’s County historic sites or resources. The West Hyattsville TDDP contains minimal goals and policies related to historic preservation, and these are not specific to the subject site or applicable to the proposed development.
- c. **Transportation Planning**—In a memorandum dated December 18, 2025 (Wilson to Kosack), the following discussion was provided:

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

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

Given the analysis of the transit district development standards provided above, the Planning Board finds that the submitted site plan is acceptable and meets the transportation requirements and standards, per Section 27-548.06 of the prior Zoning Ordinance, with a condition included herein.

- d. **Subdivision Review**—In a memorandum dated December 5, 2025 (Monoar to Kosack), a review of this DSP’s conformance with the applicable conditions attached to the approval of PPS 4-20040 was provided and concluded that the proposed DSP is within the development limits of the approved PPS. Relevant conditions have been included herein.
- e. **Environmental Planning**—In a memorandum dated December 19, 2025 (Meoli to Kosack), the following summarized comments were provided:

Preservation of Regulated Environmental Features

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

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

Stormwater Management

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

floodplain, which is pending. Prior to the certification of the DSP, the approved updated floodplain waiver shall be provided.

Soils

In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions at the time of PPS. The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

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

Relevant conditions for technical corrections have been included herein.

- f. **Prince George's County Fire/EMS Department**—In a memorandum dated December 14, 2025, the Fire Department asked that the locations of any proposed fire department connections (FDCs) and fire hydrants be shown on the site plan. Any FDC must be within 200 feet of a fire hydrant as hose is laid, in accordance with Subtitle 4-167 of the Prince George's County Code. The most remote portion of the proposed building must be within 500 feet of a proposed or existing fire hydrant.
- g. **Prince George's County Department of Parks and Recreation (DPR)**—DPR indicated they had no comments on the subject application.
- h. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.
- i. **Prince George's County Health Department**—In a memorandum dated November 20, 2025 (Adepoju to Myerholtz), the Health Department indicated they had completed a desktop health impact assessment and provided four comments on the subject application that have been transmitted to the applicant.
- j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject application.

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

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

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

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

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

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

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

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

The site plan does not show any proposed bike racks outside of the building. Therefore, a condition is included herein requiring the plan to be revised to provide a minimum of two bike racks on the north side of the building, near the

conditioned retail/commercial uses and in front of the main entrance to the building, to serve customers and visitors.

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

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

1. **Washington Metropolitan Area Transit Authority (WMATA)**—WMATA did not offer comments on the subject application.

- 15. Community Feedback:** Prior to the Planning Board hearing, five exhibits were submitted by citizens regarding the subject application. Citizen exhibits discussed concerns relative to density; parking; access and roadway connections, specifically Nicholson Street; and the removal of the provision of retail uses. The proposed development falls within the density limitations of both the prior M-X-T/T-D-O Zones and the current LTO-C Zone. In addition, the site has a prior approved PPS, and the proposed DSP is in conformance with the PPS, relative to the amount and type of development and access and roadway connections. At the time of PPS, it was determined that the applicant would construct Nicholson Street and Kirkwood Place to the property line within the townhouse community, but that the timing of opening and ultimate construction of the two road connections to the off-site roads would be determined by DPIE and the City of Hyattsville.

The zoning regulations applicable to this DSP have no minimum parking requirement, only a maximum, due to the site's proximity to a Metro station. The proposed development conforms to these regulations, and issues relative to the pricing structures for the parking garage are operational and not subject to the DSP. The provision of retail uses is discussed above and further modified by the applicant's exhibit, which proposes to provide nonresidential uses on the ground floor of the proposed building.

- 16. Planning Board Hearing:** The Planning Board held a public hearing on this application on February 19, 2026. At the hearing, and in rendering its decision, the Planning Board considered all written and oral testimony, along with all exhibits submitted according to the Planning Board's procedures.

Prior to the hearing, the applicant submitted one multi-exhibit document, which they presented to the Planning Board. The applicant's exhibits included revisions to parts A and C of staff's recommendation and Condition 1n, related to providing retail on the ground floor of the building with flexibility to allow other nonresidential uses. A further clarification on the language for part A was read into the record by the applicant to clarify that the use includes multifamily dwellings. The applicant also provided a discussion of retail possibilities and the Board emphasized that the applicant should prioritize a retail tenant above other nonresidential uses. The other applicant exhibits included photographs of the existing mixed-use building in Phase 1,

various images relative to the proposed development within the context of the existing area development and the retail/commercial use location, a 2022 retail market study, and resumes of applicant team experts.

The City of Hyattsville was present at the Planning Board hearing and provided testimony consistent with the City of Hyattsville's submitted exhibit, dated February 13, 2026, which included recommendations that were revised from the original December 30, 2025 document included in the back-up. The City Council did vote in support of both the DSP and DPT, subject to conditions, as discussed above. The February 13, 2026 memorandum included four new conditions which involve issues that are not relevant to this DSP having to do with pricing of parking spaces within the proposed parking garage and roadway improvements within the adjacent Riverfront at West Hyattsville townhouse community, which is not part of this DSP.

A citizen was present at the Planning Board hearing and discussed the need for construction of a roadway connection of Nicholson Street for safety and circulation purposes within the Riverfront at West Hyattsville community. The applicant indicated that they had done everything required of them by prior approvals, such as dedicating the right-of-way, constructing Nicholson Street to the property line, and creating grade establishment plans.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. Recommend to the District Council APPROVAL of the property owner's request to permit the use of multifamily dwellings with ground-floor retail and/or ground-floor nonresidential uses to include any type of office or financial service use, eating or drinking establishment, services and trade, barber or beauty shop, book store, pet grooming establishment, drug store, hardware store, veterinary clinic, department store, dry cleaning or laundry pickup station, food or beverage store, studio for artistic practice, community building, art gallery, or cultural center, in addition to retail uses, on proposed Parcel 2, provided such use is not prohibited by Section 27-290.01(b)(3) of the prior Prince George's County Zoning Ordinance.
- B. APPROVED the following amendments to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*:
 1. **Amendment to the Preferred Land Use Plan category (page 36)**—To change the Preferred Land Use category from Structured Parking and Townhouses: 2-4 stories to Condominiums: 4-6 stories for the entire subject property.

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground-floor retail only in the northwestern corner of the building, adjacent to Little Branch Run and the pedestrian promenade.

2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.
3. **Residential Street - Build-to line (page 75):** To allow various building façade jogs of more than 24 inches, as shown on the detailed site plan.
4. **Residential Street - Rear Yard Line (page 75):** To allow a setback of only 10 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

5. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.
6. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards, to be less than 25 feet from the build-to line, as shown on the detailed site plan.
7. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete.
8. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.
9. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.
10. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro property.
11. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

12. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.
13. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground-floor residential windows to have less than 60 percent surface view for less than 20 feet in depth.
14. **Signage (page 108):** To allow signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

15. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.
 16. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.
 17. **OFF-STREET PARKING - Stairwells (page 114):** To allow the parking garage stairwells to not include glass facades or open risers.
 18. **OFF-STREET PARKING - Elevators (page 114):** To allow the parking garage elevators to not be constructed of glass walls.
 19. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure to use light-emitting diode (LED) lighting and have varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.
 20. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet, 6 inches by 18 feet, 6 inches in the proposed parking garage.
- C. APPROVED Type 2 Tree Conservation Plan TCP2-2025-0074, including a waiver of the tree canopy coverage requirement, and DISAPPROVED Alternative Compliance ACL-2025-0008, and further APPROVED Detailed Site Plan DSP-20053-02 for the above-described land, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:
 - a. Revise General Note 17 to state that a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations was approved with Preliminary Plan of Subdivision 4-20040.
 - b. Revise the landscape plan and schedule to indicate a partial waiver from the Prince George's County Tree Canopy Coverage Ordinance has been approved.
 - c. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Remove the last line entry of the TCP2 Approval History Table (tree conservation plan associated with this DSP-20053-02 application).
 - (2) Correct Line 6 (TCP Number) of the Woodland Conservation Worksheet to "TCP2-2025-0074."

- (3) Update Line 20 (TCP Number for this Phase or Section) of the Woodland Conservation Worksheet to identify the companion tree conservation plan for each of the plan phases.
- d. Revise the loading schedule and plan to indicate two loading spaces required and provided.
- e. Provide layout plans, details, and itemized lists for all proposed private recreational facilities, including proposed furniture, equipment, and features.
- f. Revise the site plan to show the locations of any proposed fire department connections and fire hydrants, in accordance with Subtitle 4 of the Prince George's County Code.
- g. Provide an updated approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.
- h. Provide a continental-style crosswalk and Americans with Disabilities Act curb ramps crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails.
- i. Revise the landscape plan to demonstrate conformance to Section 4.1 of the 2010 *Prince George's County Landscape Manual*.
- j. Revise the design of the promenade to include more seating options, decorative lights, trash receptacles, and a focal feature, such as artwork, a fountain, or a similar feature, to be reviewed by the Urban Design Section as designee of the Prince George's County Planning Board.
- k. Revise the plan to include locations for wayfinding signage within the plaza promenade, consistent with City of Hyattsville design standards, directing all users to local destinations, to be reviewed in coordination with City of Hyattsville staff.
- l. Provide a minimum of two bike racks on the north side of the building, along the promenade and in front of the main entrance to the building.
- m. Revise the signage package to provide details for each proposed sign.
- n. Revise the architecture and site plans to show the provision of no less than 1,000 square feet of ground-floor commercial space in the northwestern corner of the building, adjacent to Little Branch Run and the pedestrian promenade.

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

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, and Barnes voting in favor of the motion at its regular meeting held on Thursday, February 19, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of February 2026.

Darryl Barnes
Chairman


By Jessica Jones
Planning Board Administrator

DB:JJ:JK:ac


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 2/24/26