



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

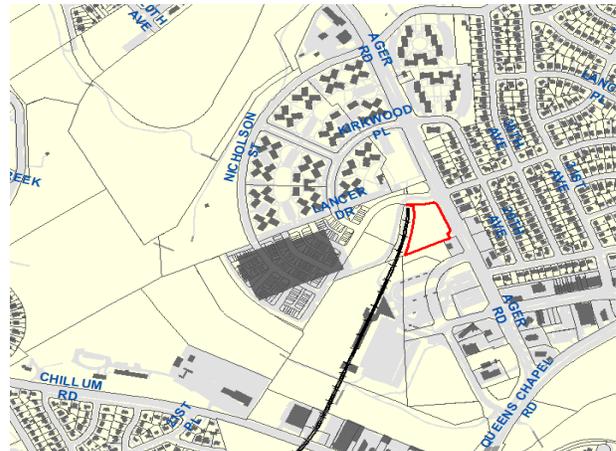
Detailed Site Plan

DSP-20004

Riverfront at West Hyattsville Metro - Parcel 1 ETOD

REQUEST	STAFF RECOMMENDATION
<p>A 44,362-square-foot medical office building and 238-space parking garage.</p> <p>Amend the Land Use Category to Mixed-Use Residential and add medical laboratory and eating and drinking establishment as allowed uses on the subject property.</p>	<p>APPROVAL with conditions</p>

<p>Location: On the west side of Ager Road, at its intersection with Little Branch Run, 135 feet north of Jamestown Road.</p>	
Gross Acreage:	2.02
Zone:	M-X-T & T-D-O
Dwelling Units:	N/A
Gross Floor Area:	44,362 sq. ft.
Planning Area:	68
Council District:	02
Election District:	17
Municipality:	Hyattsville
200-Scale Base Map:	207NE02
<p>Applicant/Address: Robert Gilbane Jr. 1101 North Glebe Blvd. Suite 1000 Arlington, VA 22201</p>	
<p>Staff Reviewer: Jeremy Hurlbutt Phone Number: 301-952-4277 Email: Jeremy.Hurlbutt@ppd.mncppc.org</p>	



Planning Board Date:	05/21/2020
Planning Board Action Limit:	05/29/2020
Staff Report Date:	05/05/2020
Date Accepted:	03/30/2020
Informational Mailing:	02/11/2020
Acceptance Mailing:	03/25/2020
Sign Posting Deadline:	04/21/2020

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

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan for Infrastructure DSP-20004
Type 2 Tree Conservation Plan TCP2-001-2017-01
Riverfront at West Hyattsville Metro - Parcel 1
Expedited Transit-Oriented Development Project

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

EVALUATION

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

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

FINDINGS

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

1. **Request:** A detailed site plan (DSP) for development of a 44,362-square-foot medical office building with a 238-space parking garage. Amend the Land Use category to Mixed-Use Residential and add medical laboratory and eating and drinking establishment as allowed uses on the subject property.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Medical office, medical laboratory, eating and drinking establishment
Gross acreage	1.87	2.02*
Gross Floor Area (GFA)	0	44,362 sq. ft.

Note: *Includes 0.15-acre of surplus Ager Road right-of-way.

Parking Requirements per the Sector Plan

	MAXIMUM PERMITTED	PROPOSED
Retail/Commercial – 44,362 sq. ft. (2 spaces/1,000 sq. ft. of GFA)*	89*	238 (includes 21 handicap-accessible and three electric vehicle spaces)**

Notes: * There is no minimum number of off-street parking or loading spaces within the West Hyattsville TDDP, only a maximum parking ratio, as specified on page 118.

** The applicant is requesting an amendment to the T-D-O Zone parking standard, as well as an amendment to change the standard parking space size from 9.5 by 19 feet to 9 by 18 feet.

Bicycle Spaces per the Sector Plan

Required (1 space per 20 parking spaces)*	12
Provided**	12

Notes: * Bicycle spaces shall be a minimum of 6 feet long and 2.5 feet wide and shall provide an overhead minimum clearance of 7 feet for covered spaces. A minimum 5-foot-wide clear aisle shall be provided between each row of bicycle parking.

**Bicycle parking is provided within the garage and within 50 feet of the entrance to the building. Both have direct access to the public right-of-way.

Loading Spaces

Required Office Building (10,000–100,000 GFA)	1 space
Provided	1 space

3. **Location:** The property is located on the west side of Ager Road, at its intersection with Little Branch Run, 135 feet north of Jamestown Road and the West Hyattsville Metro Station. The subject property is also located in the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP/TDOZMA) area. The property is abutting the north side of the Metro station in Planning Area 68, Council District 2, and within the City of Hyattsville.
4. **Surrounding Uses:** Development surrounding this site is within the Transit District Overlay (T-D-O) Zone and includes a multifamily residential use to the north, beyond Little Branch Run in the Mixed Use-Transportation (M-X-T) Zone; to the west, beyond the Metro railroad tracks is vacant land approved as townhouses, also in the M-X-T Zone; the West Hyattsville Metro Station is to the south; to the East is Ager Road, with one-family detached dwellings and commercial uses in the Residential Townhouse Zone beyond.
5. **Previous Approvals:** The West Hyattsville TDDP/TDOZMA retained the subject property in the T-D-O/M-X-T Zones.

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

On March 7, 2017, the Planning Board approved PPS 4-15020 (PGCPB Resolution No. 17-42), which supersedes the previous approvals and provides an adequacy analysis based on the development proposed herein. It should be noted that a new CSP approval is not required, due to the submittal requirements set forth in Section 27-290.01 of the Prince George’s County Zoning Ordinance, for Expedited Transit Oriented Development, which provides that the elements normally required with a CSP approval should be incorporated into DSP review.

A DSP for infrastructure, DSP-16029, was approved by the District Council on April 25, 2017 for an overall 18.45-acre property, including the subject parcel. DSP-17044 was approved by the Planning Board on July 19, 2018, for architecture for 183 single-family attached townhouse dwelling units for the portion of the riverfront development to the southwest of the subject property.

The site also has an approved Stormwater Management (SWM) Plan, 11905-2016-01, which expires on February 3, 2023.

6. **Design Features:** The subject application proposes a 44,362-square-foot medical office building and 238-space parking garage. The 3-story medical office building, with an accessory ground-floor eating and drinking establishment (coffee shop) and an accessory medical laboratory use, will sit near the intersection of Ager Road and Little Branch Run, in the northeast corner of the property. The 4-level parking garage will sit to the south of the office building and will have access from Ager Road and Little Branch Run. The parking garage will maintain a common building wall along Ager Road with the office building, with an interior drop off area and covered access. Loading, trash, and transformers will all be located on the west side of the building, between it and the Metro tracks.

Architecture

The building will be composed mostly of metal and glass panels with masonry and other materials providing accents. The base of the building will be clad in a copper-colored metal panel with gray metal rainscreen panels above. The main building entrance will face the parking garage and vehicular drop off, but will also be accessible from the sidewalk along Ager Road. The entrance and stairs will be surrounded on two sides with floor-to-roof glass, making it stand out. A large canopy will connect the parking garage to the medical office building. The façade of the office building will have limited fenestration, which will include square windows on the east façade and two horizontal bands of window wrapping the corner of the building at Ager Road and Little Branch Run. The garage architecture continues a similar pattern of copper-colored metal panels on the lowest level and perforated gray metal screens along the upper levels.



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

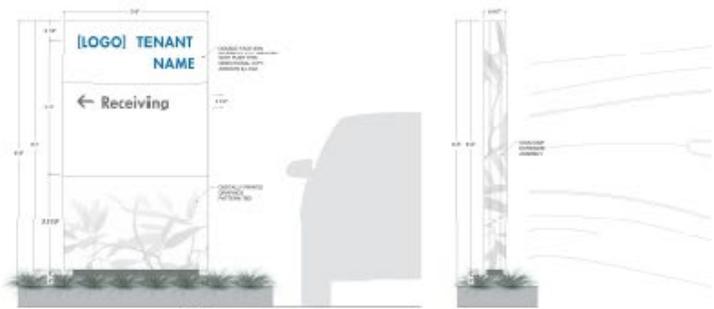


NORTH ELEVATION

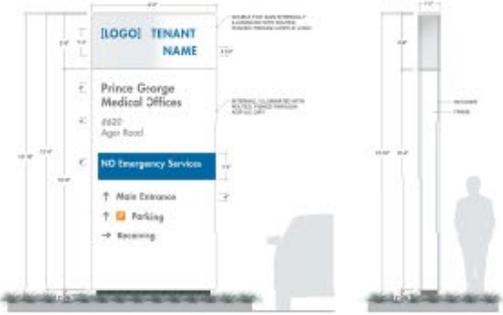
Signage

The building will utilize large graphic elements to add interest, which will include a 3-foot-tall white welcome sign near the entrance to the building, and laser-cut metal panels with a geometric design and trademark logo facing Ager Road. The welcome sign will be one of four freestanding signs proposed for the property. Directional signs will be located at both vehicular access points, one will be 13 feet tall and 6 feet wide, and the other will be 6 feet 5 inches tall and 3 feet 5 inches wide. A monument sign will be located at the corner of Little Branch Run and Ager Road. This sign proposes a 20-foot by 2.5-foot vertical band, with a 12-foot by 7-foot horizontal panel. The site and landscape plans do not show the locations of the proposed signs; therefore, a condition is included herein to add them and ensure they are located outside of the public utility easements (PUEs).

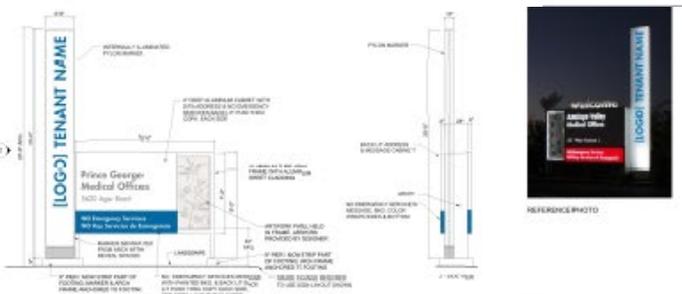
The applicant also proposes three building-mounted signs, each approximately 146 square feet, located on the north, west, and southeast elevations. The proposed building signage includes individual, wall-mounted, white letters, and a company logo. All elements are to be internally illuminated with plastic faces and aluminum returns. Amendments to the West Hyattsville TDDP/TDOZMA standards are requested for all signage.



SIGN A



SIGN B



SIGN C



ART



Lighting

The photometric plan indicates the use of three different light emitting diode (LED) light fixtures on a 14-foot-high pole. Details of the proposed lighting fixture are provided on the plans. The applicant is asking for an amendment to the West Hyattsville TDDP/TDOZMA standards relating to lighting of the proposed alleyway, as discussed in Finding 8 below.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the requirements for Expedited Transit-Oriented Development (ETOD) Projects, and the requirements of the T-D-O Zone, of the Zoning Ordinance.

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

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

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

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

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

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

The West Hyattsville TDDP/TDOZMA recommends a mix of townhouse, 4- to 6-story condominiums, and mixed-use residential on the subject property. The applicant proposes to add a medical office building on the east side of the Metro tracks, just north of the Metro station, which will provide jobs and a live-work environment that is important in any transit-oriented development. The overall Riverfront at West Hyattsville development will ultimately fulfill the vision for the area.

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

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

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

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

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

The proximity of the site to the Metro, and the future anticipated residential and retail development, will encourage activity in the area by the future residents and workers, 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 development is a single medical office use, with accessory commercial and medical laboratory uses, that will complement future uses, such as the approved townhouse development.

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

This medical office use, in relation to the Metro station and residential housing, creates a functional relationship that will provide regional access to the project while creating a local community and economy. The architecture submitted is modern and should blend into the surrounding neighborhood, but the use will stand out. This development can help spur a more complete mixture of uses that will create a more complete transit-oriented development.

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

The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

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

The subject application is proposing a part of the mixed-use development that was envisioned by the West Hyattsville TDDP/TDOZMA.

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

The applicant has requested a number of amendments to the West Hyattsville TDDP/TDOZMA that staff supports to give the applicant freedom of architectural design. Architectural elevations have been conditioned to provide more interest along the street and the parking garage.

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

The 2006 West Hyattsville TDDP/TDOZMA 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;**

In accordance with the section above, the ultimate development of the property will be oriented toward the Ager Road right-of-way to provide an outward orientation, which will integrate and catalyze the development of the surrounding neighborhood. The appearance of the project from the Metro tracks is equally important and, therefore, the applicant will fully screen the service area and has wrapped the parking garage with metal panels.

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

The development in the vicinity is a mixture of residential and commercial uses. The medical office building is 3-stories and separated from any residential uses by Metro tracks or roadways. The project is compatible with the mixed-use nature of the Ager Road corridor and the Metro station.

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

The subject application arrangement is outward and community facing with a building that addresses all sides of the property. The use is compatible with the transit-oriented community that is cohesive in design.

- (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 for a single use and will be constructed in one phase. The development is designed as a self-sufficient entity that will allow for effective integration with future surrounding development.

- (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 and street trees throughout the project. 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 multiple pedestrian paths that will be well-landscaped and include site amenities, such as benches and bike racks. The building will have a clear change in materials to create an expression line and ground the building. Staff has recommended some additional sidewalk and elements to further activate the Ager Road frontage.

- (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 this DSP.

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

PPS 4-15020 was approved on March 7, 2017, pursuant to PGCPB Resolution No. 17-42, in which an adequacy finding was made, and the proposal is consistent with 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.

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

Section 27-544. Regulations.

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

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

Section 27-547. - Uses permitted.

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

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

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

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

- (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 will require a variation at the time of final plat, in order to allow access to Ager Road. The other access point on Little Branch Run was included in the approval of PPS 4-15020.

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

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

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

The subject site is located entirely within the T-D-O Zone. Section 27-290.01 sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects, as follows:

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

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

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

transit station and gradual transition to the adjacent areas;

The subject application is located entirely within one-quarter mile of the West Hyattsville Metro Station. This portion of the proposed development would be considered high-density development, with a floor area ratio of approximately 0.50.

(B) Reducing auto dependency and roadway congestion by:

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

The overall riverfront development, which includes this proposed office use, provides a mixture of uses that allow multiple trips to take place within the community.

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

Landscaping, pedestrian pathways, and building architecture create a quality streetscape along both Ager Road and Little Branch Run. Upgraded sidewalks, street trees, and lighting will create attractive streets leading to the adjacent transit. The high-quality design and materials on the building placed close to the street create an attractive, urban pedestrian-oriented space. Staff recommends that more outdoor seating be provided to activate the street.

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

The 238-space parking structure is proposed, in conformance with the TDDP. The large parking structure has been designed to be fully wrapped with architectural details that are designed to make it look like a unified building with the office building.

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

Carpool, vanpool, and bike racks are provided in the parking structure and the project is adjacent to the Metro station.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind only the sidewalk and PUEs. The parking structure and the building maintain a consistent setback along Ager Road.

(D) Utilizing pedestrian scale blocks and street grids;

Infrastructure DSP-16029 established block lengths and the surrounding street grid.

(E) Creating pedestrian-friendly public spaces; and

This DSP includes a large entrance walkway and plaza element in front of the garage that the applicant may use for events. Staff recommends that café seating be provided along the Ager Road frontage to activate the street and highlight the eating and drinking establishment inside the building.

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

Section 27A-209 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.

The building is as close to the street as possible, forming the space of the street and allowing for an active streetscape.

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

Ager Road has a variety of building forms that include both residential and commercial forms. Across Ager road are two-story, single-family, detached houses and a

one-story commercial building. There are no buildings proposed on the other side of Little Branch Run within this section of Riverfront at West Hyattsville. Sidewalks, the only public space, create the street-space identity. The rest of the property is surrounded by Metro uses.

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

This property is adjacent to the Metro station, and ample off-street parking and bicycle parking are provided. In addition, a covered drop-off will provide convenient pick up and drop off. Street design was addressed with the PPS approval and remains unchanged by this DSP.

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

The site has been graded and cleared under the approval of DSP-16029, which was also an ETOD project and found to be in conformance with this requirement.

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

The site has been graded and cleared under the approval of DSP-16029, in which the regulated environmental features were found to have been preserved, protected, and

restored in 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.

The proposed medical office building is designed with an active street front through the pedestrian/streetscape improvements and landscaping areas proposed along the façades of the building. The façade materials incorporate curtain wall glass that also promote an active front. Staff recommends that additional outdoor seating be provided along the streetscape to help further activate the internal eating and drinking establishment.

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

The building is proposed close to both streets and maintains a common building wall along both frontages. The south and west property lines are well defined by Metro uses. The recessed and covered entrance clearly highlights the change in public and private land.

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

The proposed building fronts both Ager Road and Little Branch Run. Views are directed toward these streets and the space between the building and the street. Minimal setbacks

are proposed, to allow for an active streetscape, creating the urban setting envisioned by the TDDP.

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

Loading, garbage, and mechanical equipment are proposed to be fully screened in the rear of the building, well away from the streetscape. The shorter side of the parking garage fronts Ager Road to the east; the access to the garage is angled to the south, and away from the street space.

- (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 a mix of retail and office uses, with existing and proposed residential uses in the adjacent areas.

- (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 in 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 creating a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses on the subject property.

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

The application is generally compatible with the governing TDDP requirements, and where the application deviates, the applicant has filed amendment requests, in accordance with the requirements in the T-D-O Zone. The alternative standards will benefit the development and the Transit District and will not substantially impair implementation of the TDDP, as discussed in Finding 8 below.

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

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

- 8. 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone:** In general, the proposed application conforms to the West Hyattsville TDDP/TDOZMA and Plan 2035 recommendations for Local Transit Centers. The general pattern of development reflects the recommendations of the TDDP. While proposed land uses are not entirely

consistent with the desired future land use plan, they reflect the desired walkable urban scale and current market realities.

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

This DSP is required by Section 27-548.08(c) of the Zoning Ordinance to conform to the applicable Transit District Standards in the West Hyattsville TDDP/TDOZMA. Section 27-548.08(c)(3) requires that, in approving the DSP, 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 TDDP. In general, the subject DSP meets the applicable transit district standards, with the exception of the following, for which the applicant has requested amendments:

- a. Amendment to the Preferred Land Use Plan Category and list of allowed uses (page 36): To change the Preferred Land Use Plan category from Multifamily to Mixed-Use Residential, and to add medical laboratory, and eating and drinking establishment uses as allowed uses for the 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 is within Block G. These blocks were then designated with preferred land use categories, which determine which uses are permitted within each block. In the previously approved DSP-16029, the subject property was approved for an amendment of the preferred land use category from the Townhouse to Multifamily category. The applicant states that this did not accurately reflect the requested category of Mixed-Use Residential, which would allow for commercial uses, as proposed. However, the Planning Board resolution and District Council Order for DSP-16029 clearly state that the subject property was placed in the Multifamily Preferred Land Use Plan category. Hence, the applicant requests an amendment to the Preferred Land Use Plan category for the subject property to the Mixed-Use Residential category with this DSP, in order to permit construction of a medical office building. The applicant's proposed amendment reflects mixed-use development practices that take into account the contemporary real estate market and the difficulty of executing the development concept of the TDDP through a single-property application. The alternative design continues to meet the vision and goals of the TDDP, in regard to land use.

The proposed medical office building will include administrative offices, medical offices, a pharmacy, a small medical laboratory (containing less than 2,000 square feet), and a coffee shop on the ground floor. The coffee shop will be available for use by members, but also will be open to the public who may be walking by the facility

to the Metro station. In the Mixed-Use Residential Preferred Land Use Plan category, offices, medical offices, and a pharmacy are all permitted. However, a medical laboratory, and eating and drinking establishment are not permitted. Typically, a use such as a laboratory or coffee shop would be permitted as an accessory use, even if not permitted as a principal use, but this is not clear from the use list in the West Hyattsville TDDP/TDOZMA. Thus, an amendment is requested to allow a medical laboratory, and eating and drinking establishment as accessory uses in the proposed medical office building. To approve this amendment, in accordance with Section 27-548.09.01(b), 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. In addition, the proposed uses 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 additional uses will provide for a fully functioning, cohesive office building that will serve multiple needs of the users within walking distance of the Metro station.

Staff advises that the Planning Board recommend to the District Council **approval** of the changes to the Preferred Land Use Plan category and the addition of medical laboratory, and eating and drinking establishment, as allowed uses for the subject property.

- b. Parking Space Size: To allow for a standard parking space size of 9 feet by 18 feet, instead of the 9.5 by 19-foot standard parking space size required in Section 27-558(a) of the Zoning Ordinance.

The West Hyattsville TDDP/TDOZMA does not modify the size of parking spaces. Section 27-548.06(d)(2) further states that “if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of DSP review by the Planning Board in accordance with the regulations of Part 11.”

The applicant is proposing that all parking spaces, with the exception of the spaces provided for the physically handicapped, be 9 feet by 18 feet. Staff has consistently supported parking size changes within parking structures as proposed, to minimize impervious surfaces and allow for sufficient parking, and the applicant’s Statement of Justification (SOJ) also points out that the proposed parking space size is consistent with the new zoning ordinance.

Staff agrees with the applicant’s SOJ and recommends **approval** of the proposed amendment, as it will benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP.

- c. Building Envelope and Block Standards—General Design Principles and Intent (page 67):

Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.

Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life.

The proposed building is a self-contained medical office building. While there will be some retail in the form of a pharmacy and a small coffee shop in the building, these uses will not fill the ground floor and will not have separate exterior entrances. While these services are planned primarily for the members, the coffee shop will be open to the public and provide an opportunity for transit riders to obtain a beverage. The purpose of this requirement is to provide an active pedestrian public space. The proposed medical office building achieves that purpose by creating an active streetscape along the road.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment, as it will benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP. Outdoor seating along Ager Road is recommended to further activate the frontage, in fulfillment of the purpose of these standards.

- d. Building Envelope and Block Standards—General Design Principles and Intent (page 68):

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

The applicant proposes not to provide a shared parking garage, but a single-use parking garage for only the proposed medical office building. The applicant states that the parking must be proximate to the medical office building, due to mobility issues of some users. Also, while Riverfront at West Hyattsville is a mixed-use development, the mix of uses is horizontal, and the proposed site is isolated from the rest of the development by the Metro tracks. Thus, the proposed parking garage cannot be reasonably shared by other uses. Finally, the number of parking spaces provided is the minimum determined necessary by the tenant to meet the current and future needs of its users. Allowing public parking in the garage would not allow for sufficient parking to meet the needs of the building.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment, as it will benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP. Staff suggests that the tenant monitor garage usage and consider potentially allowing shared use of the garage in the future, should the proposed use and surrounding development warrant it.

- e. Building Envelope and Block Standards—Building Street Types (page 69): To reduce the build-to line façade percentage on Ager Road from the required 75 percent to 68.4 percent.

The property has 295.5 feet of frontage on Ager Road and the proposed building occupies 199.3 feet along this frontage, or 68.4 percent. The site is impacted by an existing Washington Suburban Sanitary Commission easement that extends diagonally from Ager Road to the southern property line, and then extends along the entire length of that property line. Buildings cannot be located within that easement; thus, the parking garage is angled so that it does not encroach. While this prevents the applicant from achieving full compliance with the build-to line design standard, it allows the applicant to minimize the garage as a street element. Given these constraints, the applicant conforms to the design standard to the maximum extent possible.

Staff agrees with the applicant’s SOJ and recommends **approval** of the proposed amendment.

- f. Building Envelope and Block Standards—Building Street Types (page 74): To allow the building height along a residential street, Little Branch Run, to be three stories.

Residential Street: All buildings shall be a minimum of four stories and a maximum of six stories in height, except where otherwise noted in the TDDP.

The property fronts on Ager Road and Little Branch Run, which is classified as a residential street. On Ager Road (a primary street), the minimum height is three stories. On Little Branch Run, a residential street, the minimum height is four stories. However, the minimum and maximum heights on the residential street are “except as otherwise noted in the TDDP.” The primary frontage is Ager Road and the height requirements for Ager Road should control.

Therefore, staff agrees with the applicant’s SOJ and recommends **approval** of the proposed amendment.

- g. Building Envelope and Block Standards—Building Street Types (page 75): To reduce the build-to line façade percentage on Little Branch Run from the required 75 percent to 59 percent.

There are two factors which constrain full conformance to this design standard. The first is that the building must be set back from the road to accommodate the PUE, or 28.4 feet. Also, a driveway is provided between the building and the Metro rail tracks to allow access to the garage and service area. The combination of these two factors prevents the building from achieving the full 75 percent frontage buildout. In addition, it should be noted that the subject property is unusually shaped along Little Branch Run. There is a small finger of land, which extends along the right-of-way of Little Branch Run over the Metro tracks, which is only 10 feet wide and 44.5 feet long. This area has been included in the frontage calculation, but in reality, provides no visual contribution to the frontage. The West Hyattsville TDDP/TDOZMA was not referring to such an unusual situation in establishing the

75 percent requirement. If this frontage is removed from the calculation, the build-to line façade percentage increases to 74 percent. Thus, while a modification of 16 percent is technically required, the applicant submits that it conforms to the intent of the design standard.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment.

- h. Streetscape Standards—General Design Principles and Intent (page 82):

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

The building front will be attractively landscaped, but planters and window boxes are not proposed. The style and design of the building is not conducive to window boxes and the applicant prefers planting in the ground, as opposed to planters. The building front will be landscaped, and the pedestrian space well-defined to eliminate the need for planters.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment.

- i. Streetscape Standards—General Streetscape Standards (pages 81–90): The applicant looks to modify a number of standards within this section, to allow the existing streetscape conditions along Ager Road to remain.

The West Hyattsville TDDP/TDOZMA contains several requirements related to the desire for certain streetscape elements in the public right-of-way of Ager Road. These address sidewalk materials, street tree types and spacing, median and crosswalk locations, and public street lighting. Prince George's County is in the process of implementing a green street construction project for Ager Road. The applicant has no control over the construction of these improvements, which are subject to the approval of the operating agency. Therefore, they are unable to implement the TDDP standards with this application.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment.

- j. Streetscape Standards-General Streetscape Standards—Public Street Lighting-Lighting Fixtures (page 90):

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 lighting fixture standard in the West Hyattsville TDDP/TDOZMA are outdated and not consistent with energy-efficient and sustainable building design practices. LED lights, as proposed by the applicant in this DSP, last much longer and use far less electricity than standard lighting.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment.

- k. Streetscape Standards—General Streetscape Standards-Blocks and Alleys (page 91):

Alleys shall provide access to the rear of all building lots and off-street parking facilities. Where not constructed, right of way for an alley must be dedicated.

The proposed parking garage will be accessed from a private driveway located to the rear of the building, which will access Little Branch Run. The applicant requested an amendment to this standard, however, none is required as the West Hyattsville TDDP/TDOZMA maps and illustrations do not indicate that an alley has to be provided within this block, given the western edge is made up of the Metro tracks.

- l. Streetscape Standards—General Streetscape Standards-Blocks and Alleys (page 92):

Curb cuts shall be prohibited on Boulevard and Main Street development sites.

The applicant is proposing to construct a right-in/right-out only entrance to the garage on Ager Road, a boulevard street. The applicant's justification is this will be the primary entrance to the garage and drop off area. Also, if all access were required from Little Branch Run, this would force the commercial traffic onto a residential street serving the rest of the Riverfront at West Hyattsville community. The Ager Road access will provide for better wayfinding and the two accesses will improve traffic circulation.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment.

- m. Architecture Standards—Building Facades (pages 104–105):

Permitted and Prohibited Materials: Facades shall provide architectural material that meets the materials list specified in the architectural standards.

None of the prohibited materials included in the West Hyattsville TDDP/TDOZMA are proposed to be used. However, materials not listed (or listed for only limited purposes) are proposed. The TDDP states that "equivalent or better material is also encouraged but shall be approved at the discretion of the Planning Board." The applicant proposes to use equivalent or better materials in the façade of the proposed building. For example, the list of permitted uses includes metal, but such

use is limited to beams, lintels, trim elements, and ornamentation only. The applicant proposes to use metal panels as one of the primary materials. The use of materials, as proposed projects a modern aesthetic that is high in design and quality. The applicant proposes to utilize digital LED panels on the façade facing Ager Road. These phenolic panels are architectural and include a digital LED signage graphic. All of these materials are proposed to enhance the architecture of the building, but were not specifically included in the list of permitted uses. The list of prohibited materials includes concrete masonry units, which is proposed, but will be faced with brick and will not be exposed.

Staff agrees with the applicant's SOJ and recommends **approval** of the proposed amendment.

- n. Architecture Standards—Windows and Doors/Entrances (page 106): To allow the building façade to include glass curtainwall framing systems that extend from the ground floor to the roof and relief from other window design standards, including the following:

Windows shall not span vertically more than one story.

The building façade includes curtainwall framing systems with insulated glazing that extends from the ground floor to the roof.

Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.

Windows are ganged horizontally in groups larger than five 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 are placed closer than 30 inches to building corners.

Single panes of glass shall not be larger than six feet high by four feet wide.

The curtainwall and storefront glass panels are larger than 6 feet high and 4 feet wide.

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

The view into the building to a depth of 20 feet is interrupted by interior wall configurations.

Windows shall be double hung, single-hung, awning or casement windows. Fixed windows are permitted only as a component of a system including operable windows within a single wall opening. The maximum pane size for office uses is 48 inches vertical by 40 inches horizontal.

All windows are proposed to be fixed units and non-operational; the window systems are not limited to double-hung, single-hung, awning, or casements; and some windowpanes are larger than 48 inches by 40 inches.

A glass curtainwall framing system is proposed in two locations and provides visually attractive breaks in the building mass. The northernmost curtainwall allows visibility of the internal metal stairs, which provides architectural interest around the main building entrance and helps activate the street. Interior walls will limit views into the building on the ground floor and all windows will be fixed. The modern architecture does not coincide with the TDDP standards. The proposed windows are appropriate for a medical office building and the design is current. Staff recommends **approval** of this amendment to allow the windows, as proposed with this DSP.

- o. Architecture Standards—Signage (page 108):

Building signage shall be illuminated with external lighting only. Lettering for all signage shall not exceed 18 inches in height or width and 3 inches in relief. Ground-mounted signage is prohibited.

Building signage will be internally illuminated and the lettering will vary in height between 24 and 36 inches, and will be 4–5 inches deep. Ground-mounted monumental signage is proposed.

The four ground-mounted signs will include three directional signs and a Welcome artistic sign near the building entrance. The signage will be appropriate in scale to the building and identify the nature of the use for pedestrians, motorists, and transit riders seeking the medical office. In addition, a larger LED panel with logo and graphic will make up part of the eastern façade. Staff recommends approval of this amendment to allow the signs, as proposed with this DSP.

- p. Parking Standards—General Design Principles and Intent (page 109 and 118): To allow for a higher number of parking spaces than allowed, per the maximum parking ratios for land uses within the West Hyattsville T-D-O Zone.

The maximum number of parking spaces for retail/commercial uses is 2 spaces per 1,000 square feet. For the subject development, this equates to 89 parking spaces. The applicant proposes to construct a parking garage with 238 parking spaces and attributes the need to exceed the maximum based on the current and projected number of daily patients whose health-related conditions may prevent them from using transit and must arrive by automobile. The applicant has indicated that the proposed parking reflects the parking demand that is experienced with similar facilities in the region. Staff concurs with this justification. In addition, the applicant

sponsors a “Wage Works” commuter spending account program to encourage transit and intends to continue this program in the proposed office.

Staff recommends **approval** of this amendment to allow 238 parking spaces.

- q. Parking Standards—General Design Principles and Intent (pages 109–115): To allow a number of design modifications to allow the proposed garage to be constructed, as proposed.

For off-street parking structures, landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.

The parking structure is 66 feet wide along Ager Road, requiring 7 shade trees and 20 shrubs; 3 shade trees and 20 shrubs are provided.

Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial mixed-use blocks.

The proposed parking structure contains no other uses within it.

Parking structure entrances and exits shall not exceed 16 feet clear height and 24 feet clear width. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts.

The parking structure entrance is not more than 16 feet clear height, but is more than 24 feet clear width. There are two points of access to the garage, but off of two different roads.

Parking structure elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

The parking structure elevator will not be transparent.

Parking structure lighting shall be 250W metal halide.

The parking structure lights will be LED.

Parking structures shall have 10-foot 6-inch ceilings.

The first level of the parking structure has a 12-foot ceiling.

The applicant is proposing a parking structure that will maintain a common building wall along Ager Road and will be designed in the same modern design as the medical office building. The applicant has provided justification for a number of the design changes for the garage, which include lighting, floor to ceiling heights, landscaping, and others to create a more modern parking structure design that will integrate with the office building design better. Staff agrees with the applicant’s justification and recommends **approval** of the proposed amendment.

9. **Preliminary Plan of Subdivision 4-15020:** The property is the subject of PPS 4-15020, which was approved by the Planning Board on March 2, 2017 (PGCPB Resolution No. 17-42). The PPS includes 183 lots and 32 parcels for townhouse, multifamily, and commercial development. A variation to allow the right-in/right-out access to Ager Road, a master-planned arterial right-of-way, will be required at the time of final plat, as this was not approved with the PPS. The Planning Board approved the PPS with 24 conditions, of which the following warrant discussion:

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

PPS 4-15020 established a trip cap for the residential and commercial development proposed at that time, which, at full buildout with eligible transit credits, was projected to generate 247 and 326 vehicle trips during the AM and PM peak hours, respectively.

Trip Generation Summary: 4-15020 Riverfront at West Hyattsville						
Proposed Use <i>Residential New Trips</i>	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
183 townhouse units	26	102	128	95	51	146
300 multifamily units	31	125	156	117	63	180
Less transit discount *	-11	-45	-56	-42	-22	-64
Subtotal	46	182	228	170	92	262
<i>Retail New Trips</i>						
10,000 sq. ft. retail	24	14	38	61	67	128
Less pass-by trips @ 50% **	-12	-7	-19	-30	-34	-64
Subtotal	12	7	19	31	33	64
Total Net New Trips	58	189	247	201	125	326
Notes:						
*Eligible trip credits for Transit Oriented Development in identified centers.						
**Pass-by trip reduction refers to credit reduction for trips made to a commercial site, from already "passing by" that site on an adjacent street that contains direct access to the site.						

This DSP is requesting a change in use within the Riverfront at West Hyattsville development to 183 townhouse units (as approved in DSP-17044) and 47,000 square-feet of medical office. Indicated below, the full buildout of the currently approved residential and proposed commercial, with eligible transit credits, is projected to generate 237 and 296 vehicle trips during the AM and PM peak hours, respectively.

Trip Generation Summary: DSP-20004 Riverfront at West Hyattsville, Parcel 1						
Proposed Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Residential New Trips</i>						
183 townhouse units	26	102	128	95	51	146
Less transit discount *	-5	-20	-25	-19	-10	-29
Subtotal	21	82	103	76	41	117
<i>Office New Trips</i>						
47,000 square feet medical office	108	26	134	57	122	179
Total Net New Trips	129	108	237	133	163	296
Notes:						
*Eligible trip credits for Transit Oriented Development in identified centers.						
**Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already “passing by” that site on an adjacent street that contains direct access to the site.						

The uses currently proposed or approved for this project are within the PPS 4-15020 trip cap. However, there are only a minimal amount of trips (10 AM, 30 PM) left under this PPS, which may limit the development of the remaining parcels, unless another PPS is approved.

6. In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following at the time of detailed site plan review:

- b. Frontage improvements along subject site’s entire frontage of Ager Road shall be consistent with the Prince George’s County Department of Public Works and Transportation’s complete and green street designs, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement.**

The Prince George’s County Department of Public Works and Transportation (DPW&T) has included the frontage improvements, including complete and green street techniques, in the approved Ager Road Improvements from MD 410 to MD 500 project. Staff reviewed the plans for Contract 886-H(F), Project 661091, to confirm that these improvements were included.

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

In the approval of DSP-16029, a conceptual location was shown for a 19-dock, 10-bike Capital Bikeshare station near the intersection of Ager Road and Little Branch Run. This DSP, as conditioned herein, needs to be revised to show the final location for this station in the vicinity of Ager Road, in conformance with the PPS condition.

10. **Detailed Site Plan DSP-16029:** DSP-16029 for infrastructure was approved by the District Council in an order issued April 25, 2017, including an amendment to the Preferred Land Use Map, to place the subject property in the Multifamily Preferred Land Use Category. None of the conditions are applicable to the subject DSP.
11. **2010 Prince George's County Landscape Manual:** The proposed development is within the West Hyattsville TDDP/TDOZMA and is subject to the standards, as contained under the Landscape Section of the TDDP. Those landscaping requirements not covered by the TDDP standards, are governed by the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations. Therefore, the proposed development is subject to the requirements of Sections 4.2, 4.4, and 4.9 of the Landscape Manual. Staff has reviewed the submitted plans against the requirements of the sections and found them to be in conformance.
12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan, TCP2-001-2017, was previously approved for this site, which covered a greater area than that of this DSP. A revision to this Type 2 Tree Conservation Plan, TCP2-001-2017-01, was submitted with the current DSP application.

According to the worksheet, the overall site is 18.60 acres within the M-X-T Zone. No acres of existing woodlands are on the net tract, while 0.42 acre of existing woodlands are within the floodplain. The site has a woodland conservation threshold of 0.49 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 0.91 acre. The TCP2 shows this requirement will be met by providing 0.91 acre of off-site afforestation on another property to obtain off-site conservation credits.

It appears that there may be an error with the woodland conservation worksheet. The gross tract area increased from 18.43 acres to 18.60 acres since the original TCP2 was approved. This change in acreage must be accounted for. This discrepancy has caused the overall woodland conservation requirement for the site to increase from 0.88 acre to 0.91 acre. Although 0.88 acre of the woodland conservation requirement was previously met off-site, proof that the remaining 0.03 acre of woodland conservation requirement has been met must be provided, prior to issuance of the first permit. The TCP worksheet must be revised accordingly. Additional minor technical revisions to the TCP2 are included in the recommended conditions below.

13. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 0.20 acre, if applied to the entire acreage of the property. The subject application provides a schedule showing that the requirement has been met through the proposed on-site tree plantings.

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

- a. **Historic Preservation**—In a memorandum dated April 3, 2020 (Stabler to Hurlbutt), incorporated herein by reference, the Historic Preservation Section indicated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not recommended.
- b. **Community Planning**—In a memorandum dated April 21, 2020 (Mierow to Hurlbutt), incorporated herein by reference, the Community Planning Division offered analysis of the proposed amendments to the West Hyattsville TDDP/TDOZMA standards, as incorporated into Finding 8 above.
- c. **Transportation Planning**—In a memorandum dated April 20, 2020 (Hancock to Hurlbutt), incorporated herein by reference, the Transportation Planning Section offered an analysis of previous conditions, including the trip cap, as well as the applicable West Hyattsville TDDP/TDOZMA transportation-related standards. From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.
- d. **Trails**—In a memorandum dated April 21, 2020 (Ryan and Hurlbutt), incorporated herein by reference, the trails coordinator provided an analysis of previous conditions of approval, as incorporated into the findings above, as well as the following:

A 5-foot-wide sidewalk along Ager Road and an internal sidewalk network have been proposed and will sufficiently serve the development. There are no dedicated bike lanes in the immediate vicinity of the subject property.

The required right-of-way width for Ager Road has already been dedicated and the implementation of a master plan street section, including bicycle facilities, will be required by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) as appropriate, or may be constructed as part of a future roadway improvement project by DPW&T.

The applicant’s submission features sidewalks along Ager Road and an internal walkway from the sidewalks to the parking garage and medical office building. A continental-style crosswalk is depicted on the submitted plans crossing the parking garage driveway entrance at Little Branch Run. Staff recommends providing a continental-style crosswalk crossing the parking garage driveway entrance at Ager Road.

The DSP indicates that a minimum of 12 bicycle spaces will be provided within the parking garage, which meets the minimum requirements of the West Hyattsville TDDP/TDOZMA. Staff recommends that the applicant revise the submitted plans to

show the location of the bicycle parking near the main entrance of the parking garage. In addition, staff recommends that the applicant provide inverted U-style, or similar bicycle racks that will provide two points of contact between the bicycle and the rack for support and security.

The Transportation Planning Section concludes that the submitted site plans meet the necessary findings for a DSP and is deemed acceptable from the standpoint of pedestrian and bicycle transportation, with the recommended conditions.

- e. **Environmental Planning**—In a memorandum received April 20, 2020 (Juba to Hurlbutt), incorporated herein by reference, the Environmental Planning Section offered the following:

Natural Resources Inventory/Existing Conditions Plan

An approved Natural Resources Inventory, NRI-002-16, was submitted with the application. The NRI was prepared for a larger area than what has been included in this DSP.

The NRI indicates that there is floodplain on the overall site associated with the Northwest Branch of the Anacostia; the floodplain comprises the primary management area. Three specimen trees were identified on the NRI for the overall site; however, one is located on the adjacent property to the south (Parcel 112), and the other two are located on another off-site property to the south (Parcel 111). Both adjacent properties are owned by the Maryland-National Capital Park and Planning Commission. The site was recently graded, in accordance with permits associated with DSP-16029. There are no woodlands or regulated environmental features currently located within the limits of this DSP application.

Soils

The predominant soils found to occur on-site according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elisinboro-Urban land, and Urban land-Elisinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

Stormwater Management

An approved SWM Concept, 11905-2016-01 was submitted with the subject application. Floodplain compensatory storage has been provided.

The proposed SWM features include several micro-bioretenion facilities, as well as two submerged gravel wetlands. The approval requires a SWM fee towards providing on-site attenuation/quality control measures.

- f. **Prince George's County Fire/EMS Department**—At the time of this writing, staff has not received comments from the Fire Department regarding the subject project.
- g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, staff has not received comments from DPIE regarding the subject project.

- h. **Prince George’s County Police Department**—In a memorandum dated April 14, 2020 (Contic to Planner Coordinator), the Police Department offered no comments at this time.
 - i. **Prince George’s Health Department**—At the time of this writing, staff has not received comments from the Health Department regarding the subject project.
 - j. **Maryland State Highway Administration (SHA)**—In an email dated March 3, 2020 (Woodroffe to Hurlbutt), SHA offered no comments or objection.
 - k. **City of Hyattsville**—At the time of this writing, staff has not received comments from the City of Hyattsville regarding the subject project. However, they are expected to be received and put into the record, prior to the Planning Board hearing.
 - l. **Washington Metropolitan Transit Authority (WMATA)**—At the time of this writing, staff has not received comments from WMATA regarding the subject project.
15. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2), the following findings can be made:

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

The subject DSP for a medical office building is consistent with the land use vision of the West Hyattsville TDDP/TDOZMA, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the Metro station. The DSP conforms to most of the mandatory requirements of the TDDP, except for standards for which the applicant has requested the Planning Board to apply transit development standards that are different from the mandatory requirements in the TDDP, in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3).

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

The subject site is within the West Hyattsville TDDP/TDOZMA and the development proposal is consistent with the development standards and guidelines of the TDDP, except as noted in this report.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, 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. The DSP meets the applicable requirements of the T-D-O/M-X-T Zones.

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

The subject DSP meets the requirements of the T-D-O Zone, except where amendments to the standards have been requested. Staff is in support of all the proposed amendments.

- (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 structure is part of the first redevelopment project in the area and is compatible with the proposed architecture within the Riverfront at West Hyattsville development. The proposed building is the first substantial new development in the area that will improve the appearance of the area significantly and set the tone for future redevelopment.

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

The applicant has requested an amendment to exceed the maximum parking standard based on the needs of the proposed use.

In conclusion, the proposed development, as contained in DSP-20004, meets all required findings for approval.

16. The Environmental Planning Section finds that the DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance. The regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible, based on the evaluation provided with PPS 4-15020.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and further recommends APPROVAL of this application to the District Council, as follows:

- A. Recommend to the District Council APPROVAL of the property owner's request to permit medical laboratory and eating and drinking establishment uses on the subject site.
- B. APPROVE 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*, as follows:

1. **Amendment to the Preferred Land Use Plan category (page 36)**—To change the Preferred Land Use category from Multifamily to Mixed-Use Residential for the subject property.
2. **Parking Space Size**—To allow a standard parking space size of 9 feet by 18 feet within the parking structure.
3. **Building Envelope and Block Standards - General Design Principles and Intent (page 67)**—To not provide ground floor retail.
4. **Building Envelope and Block Standards - General Design Principles and Intent (page 68)**—To not provide a shared parking garage, but a single-use parking garage.
5. **Building Envelope and Block Standards - Building Street Types (page 69)**—To reduce the build-to line façade percentage on Ager Road from the required 75 percent to 68.4 percent.
6. **Building Envelope and Block Standards -Building Street Types (page 74)**—To allow the building height along a residential street, Little Branch Run, to be 3 stories.
7. **Building Envelope and Block Standards - Building Street Types (page 75)**—To reduce the build-to line façade percentage on Little Branch Run from the required 75 percent to 59 percent.
8. **General Design Principles and Intent - General Design Principles and Intent (page 82)**—To not provide window boxes or planters in front of the building.
9. **Streetscape Standards - General Streetscape Standards along Ager Road (pages 81-90)**—To modify a number of standards within this section, to allow the existing streetscape conditions along Ager Road to remain.
10. **Streetscape Standards-General Streetscape Standards - Public Street Lighting-Lighting Fixtures (page 90)**—To use LED lighting fixtures.
11. **Streetscape Standards - General Streetscape Standards-Blocks and Alleys (page 92)**—To allow a right-in/right-out vehicular access from Ager Road, a Boulevard Street.
12. **Architecture Standards - Building Facades (pages 104-105)**—To allow alternative materials for the building façades, as proposed herein.
13. **Architecture Standards - Windows and Doors/Entrances (page 106)**—To allow the building façade to include glass curtainwall framing systems that extend from the ground floor to the roof, and relief from other window design standards, as proposed herein.
14. **Architecture Standards - Signage (page 108)**—To allow for internally illuminated, ground-mounted large signs, as proposed herein.

15. **Parking Standards – General Design Principles and Intent (page 109 and 118)**—To allow for a higher number of parking spaces than allowed, per the maximum parking ratios for land uses within the West Hyattsville Transit District Overlay Zone, for a total of 238 parking spaces.
 16. **Parking Standards – General Design Principles and Intent Off-street Parking Structures (pages 109–115)**—To allow a number of design modifications, to allow the proposed parking structure, as proposed herein.
- C. APPROVE Detailed Site Plan DSP-20004 and Type 2 Tree Conservation Plan TCP2-001-2017-01 for Riverfront at West Hyattsville Metro – Parcel 1, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Provide a continental-style crosswalk crossing the parking garage entrance at Ager Road.
 - b. Provide inverted U-style or a similar bicycle rack style that will allow bicycles to be supported and secured at two points of contact.
 - c. Show the bicycle parking location near the main entrance of the parking garage.
 - d. Revise the plans to show a location for a 19-dock, 10-bike Capital Bikeshare station, along Ager Road.
 - e. Revise the site and landscape plans to show locations of all proposed freestanding signs, outside of public utility easements.
 - f. Revise the sign plan to provide a signage schedule detailing all proposed signage, correctly label Sign B, label the width of all signs, and provide details and dimensions of the LED façade logo/graphic within the east elevation.
 - g. Provide additional outdoor seating for the eating and drinking establishment, along the Ager Road frontage.
 - h. Provide more architectural details or artistic elements to the southern elevation to break up the mass and provide more visual interest.
 - i. Demonstrate that the LED façade panel will not spill over into the street or neighboring properties by providing a photometric plan for this feature.
 - j. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Identify the limits of this DSP on the TCP2.
 - (2) Revise the TCP2 worksheet, as follows:

- (a) Revise the gross tract area of the site, so it is consistent with the approved Natural Resources Inventory and previously approved TCP2 or provide information to verify the acreage shown on the current application.
- (b) Revise the TCP worksheet by placing an asterisk next to the Off-Site Woodland Conservation Credits Required Value, with a corresponding asterisk and the following footnote underneath the TCP worksheet:

“*Note: 0.88 acres of the woodland conservation requirement for this site was previously met off-site and recorded under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11 Tower Preserve WC Bank, as recorded under Liber 40015 Folio 196 in the Land Records of Prince George’s County.”

- (3) Sign and date the Property Owner’s Awareness Certificate on each sheet of the TCP2.
- (4) Add the DSP case number to the TCP2 approval block in the signature row for this revision.

2. Prior to approval of the final plat, a variation shall be approved by the Prince George’s County Planning Board for vehicular access to Ager Road.

ITEM: 8

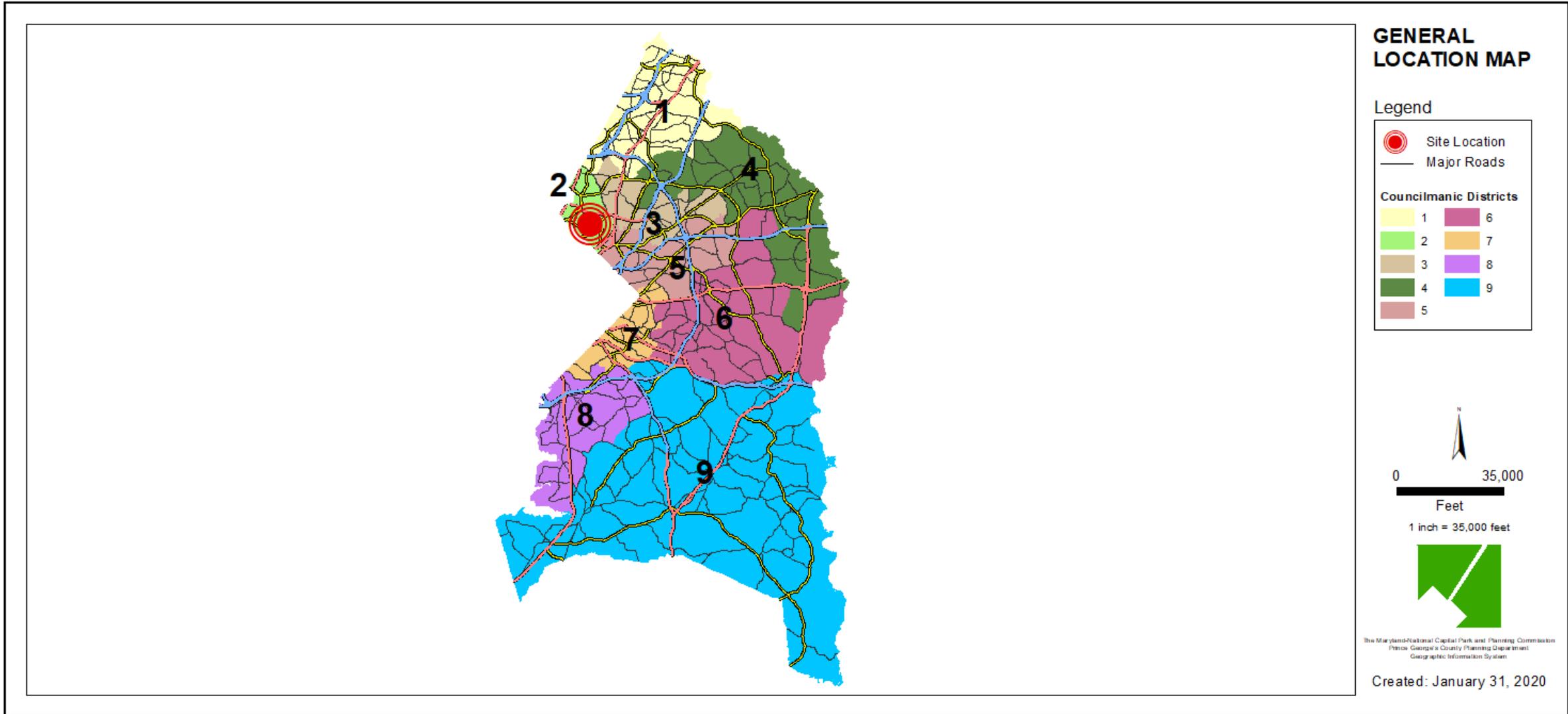
CASE: DSP-20004

RIVERFRONT AT WEST HYATTSVILLE METRO

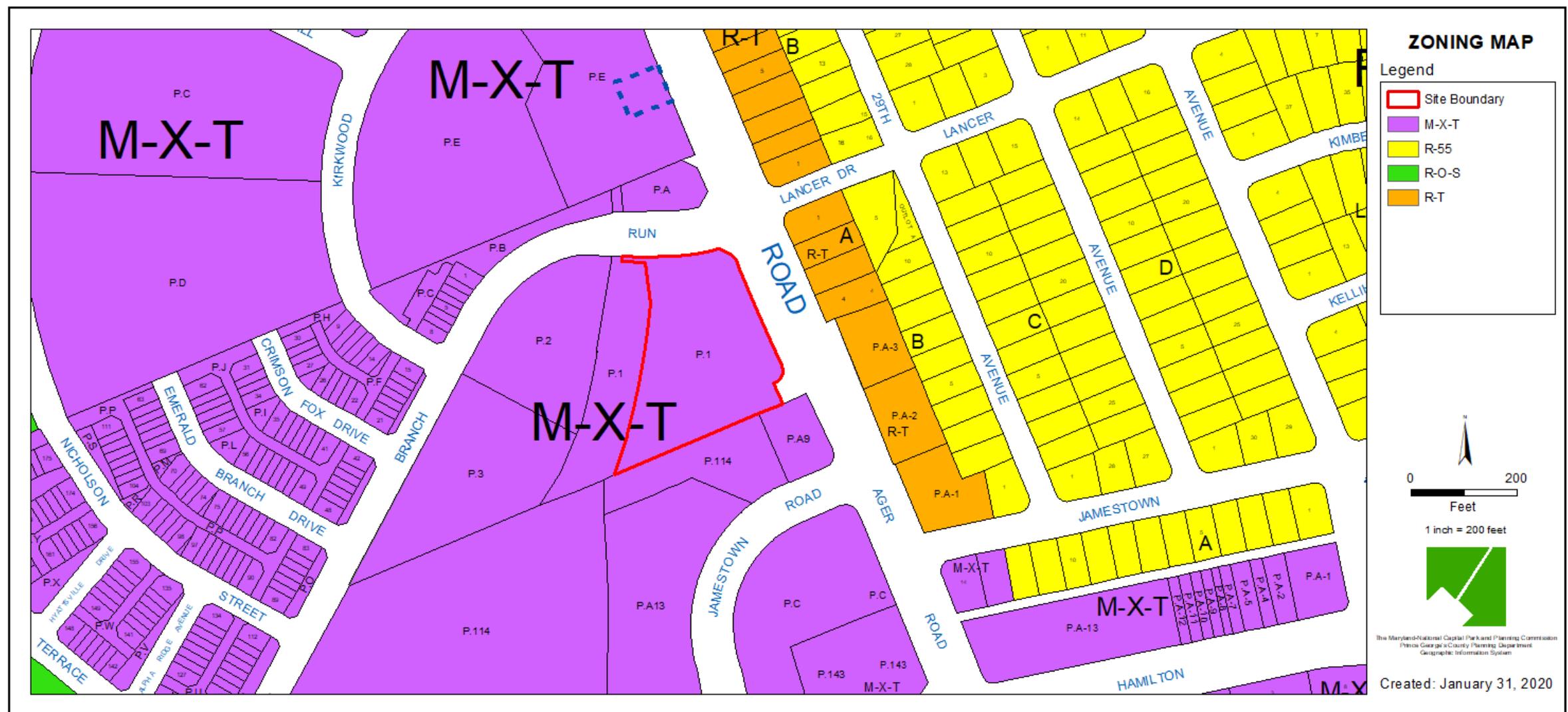
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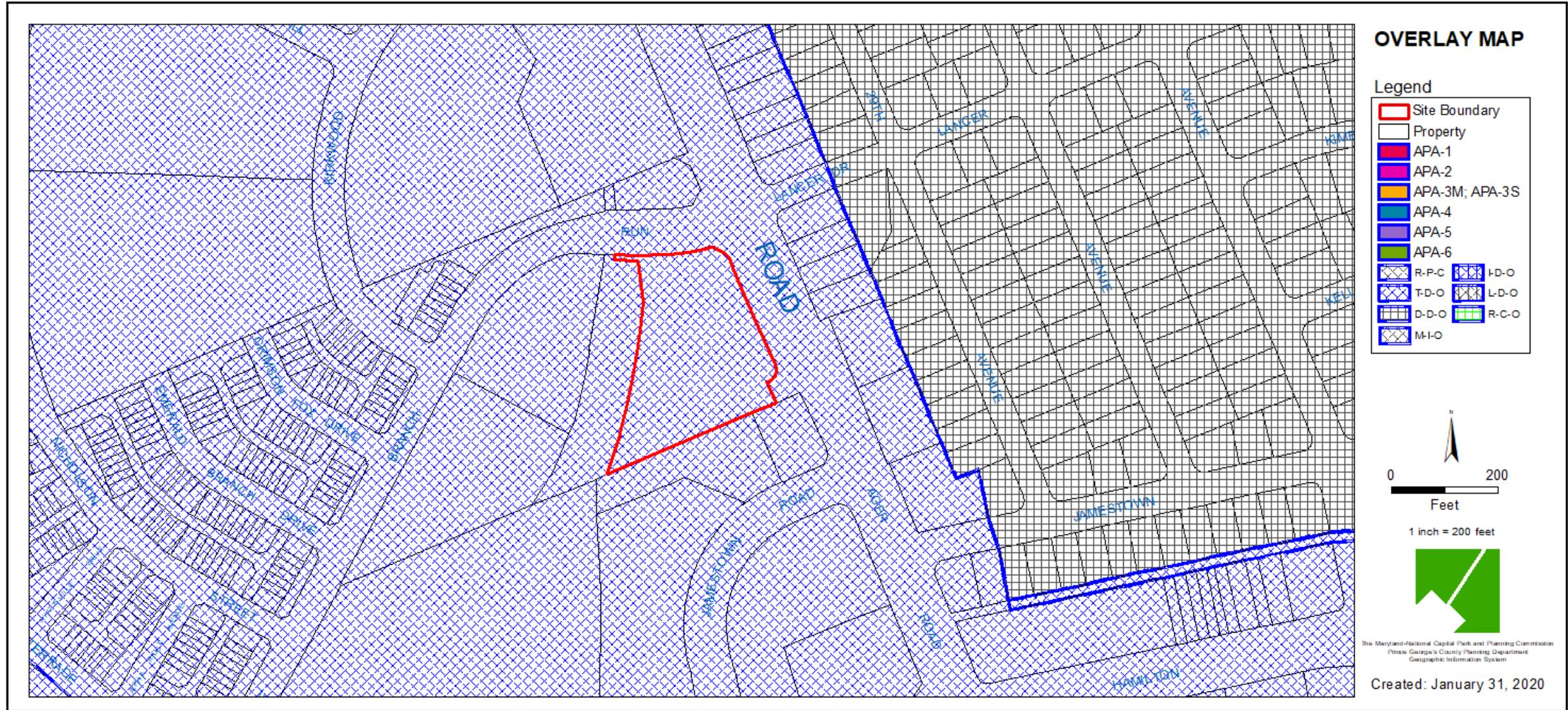
GENERAL LOCATION MAP



ZONING MAP



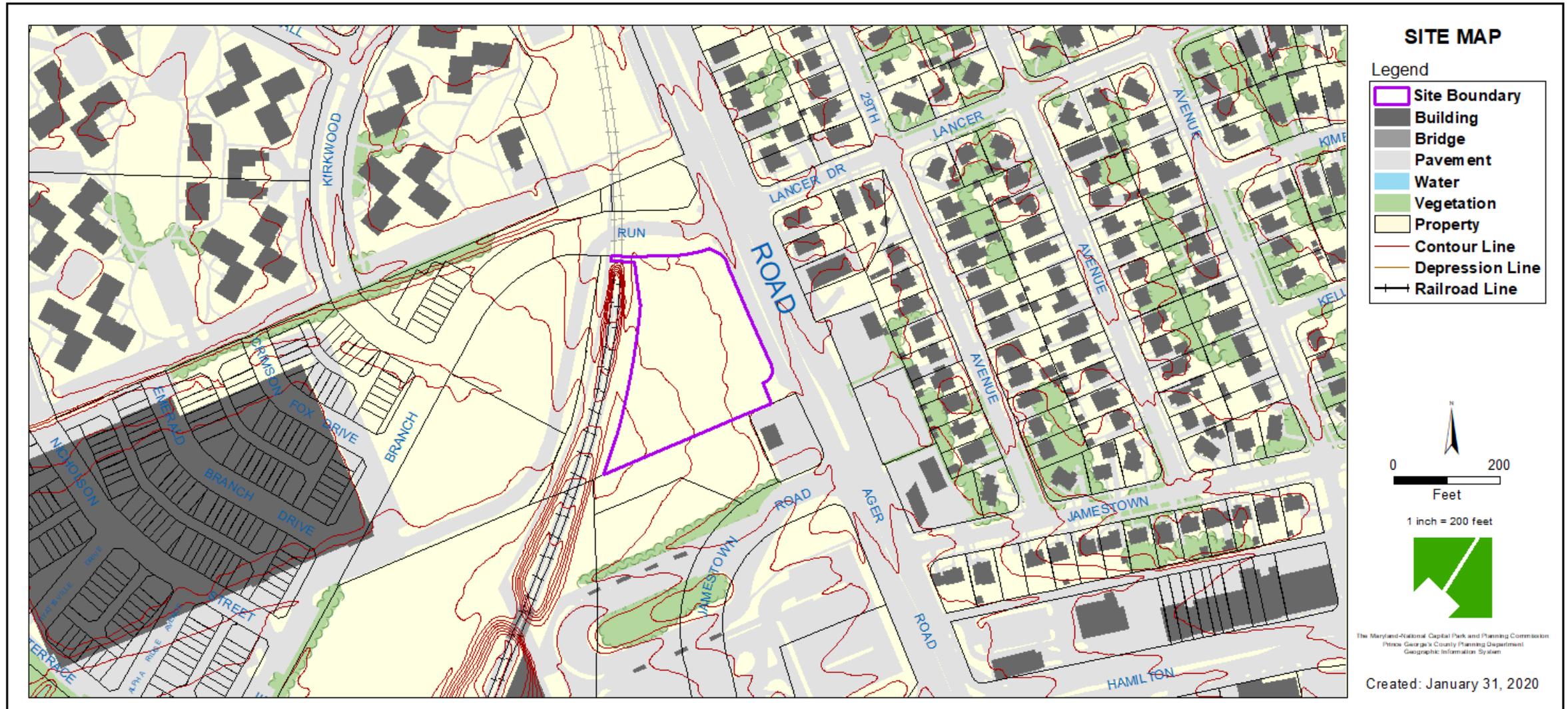
OVERLAY MAP



AERIAL MAP



SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



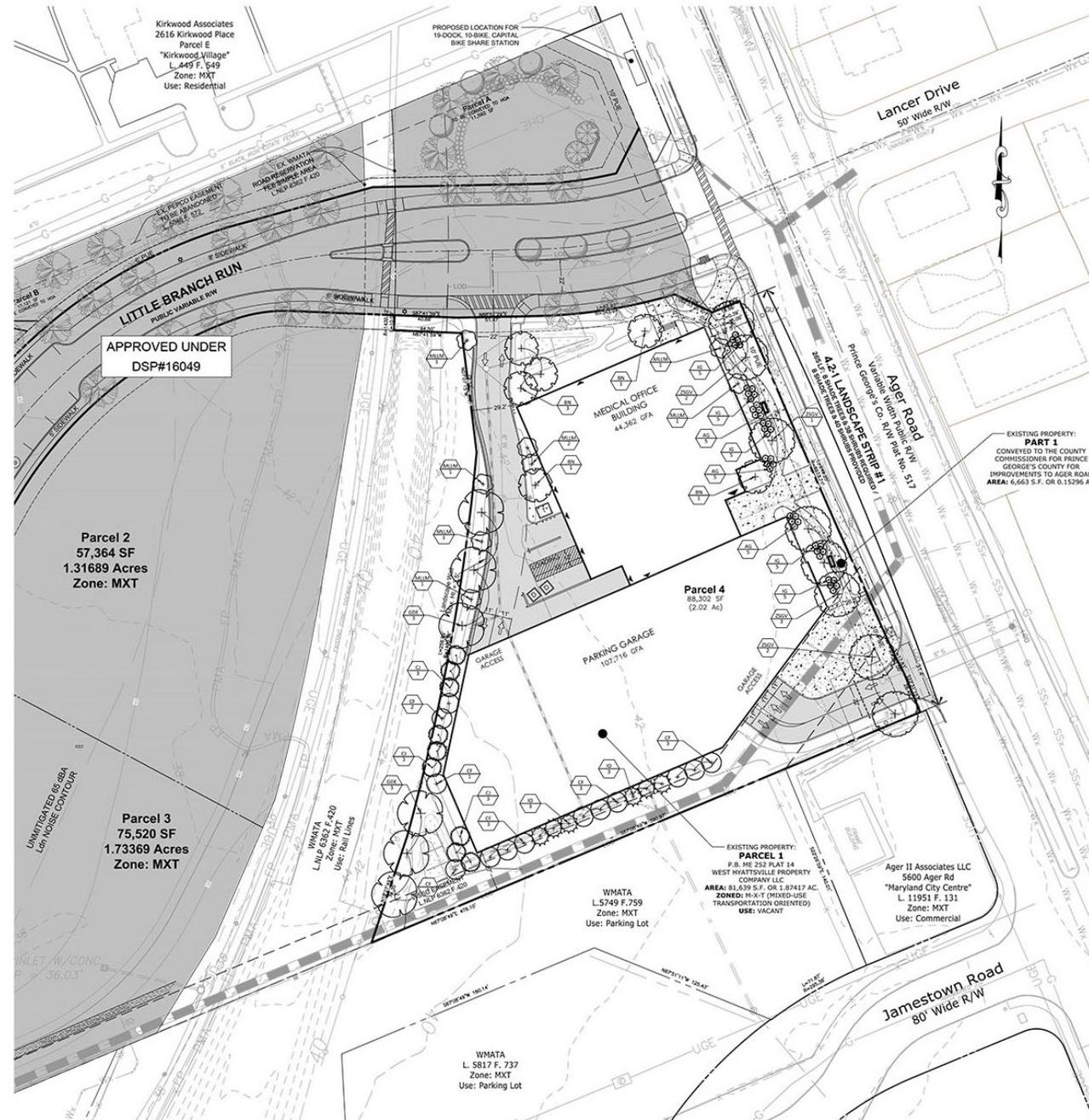
BIRD'S-EYE VIEW



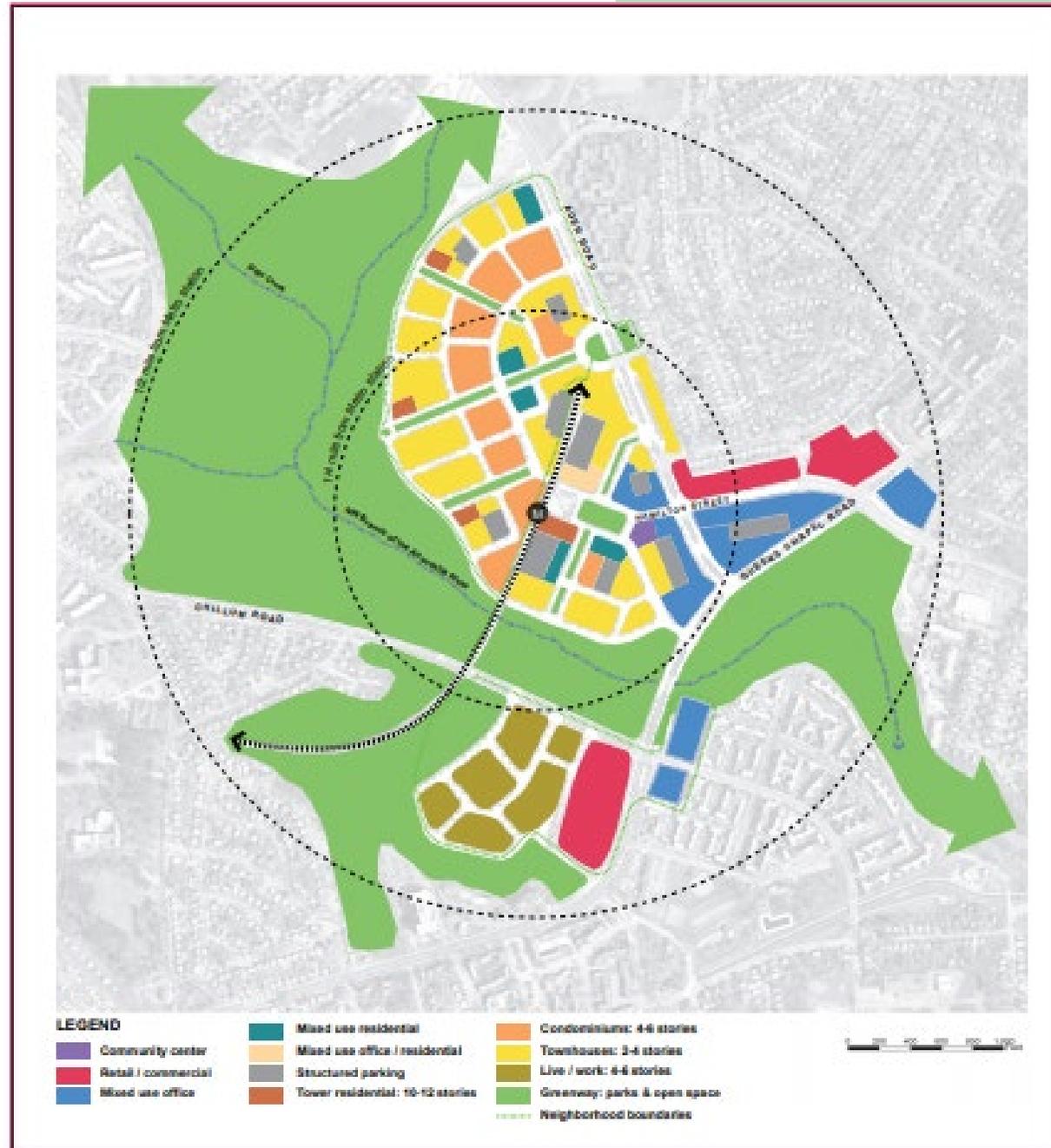
ILLUSTRATIVE DRAWING



LANDSCAPE PLAN



CATEGORY MAP WEST HYATTSVILLE TDOZ



WEST & EAST ELEVATIONS



WEST ELEVATION



EAST ELEVATION

NORTH & SOUTH ELEVATIONS



SOUTH ELEVATION



NORTH ELEVATION

NIGHT RENDERING

AGER ROAD VIEW



RIVERFRONT AT WEST HYATTSVILLE

DETAILED SITE PLAN

ARCHITECTURE for a MEDICAL OFFICE BUILDING

DSP-20004

pursuant to

EXPEDITED TRANSIT-ORIENTED DEVELOPMENT

in a

Transit District Overlay Zone (TDOZ)

STATEMENT OF JUSTIFICATION

March 11, 2020

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I. INTRODUCTION

Kaiser Permanente, (the “Applicant”) presents this Detailed Site Plan application for Medical Office Building Architecture on Ager Road in Hyattsville, Maryland. Located on the southwest side of Ager Road, approximately 620 feet north of Hamilton Street and the entrance to the West Hyattsville Metro Station, the “Property” is Parcel 1, Riverfront at West Hyattsville, platted in June 2019, Record Plat ME 252@14 plus 6,663 square feet of excess right of way recently conveyed to the owner of Lot 1. Kaiser Permanente proposes a three-story medical office building totaling 44,362 square feet with an attached three-story parking garage on this 2.027+ acre Property.

The Property has recently been through several stages of the Prince George’s County approval process, including Preliminary Plan of Subdivision (4-15020) and Detailed Site Plan for Infrastructure Only (DSP-16029). These approvals established the lotting and parcel pattern, circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations. This Detailed Site Plan application seeks to establish approval of architecture for the medical office building on Parcel 1.

As noted in prior applications, this stretch of Ager Road is a mix of old and new, residential and commercial, dominated by the West Hyattsville Metro Station. To the northwest lay the Kirkwood Apartments, a series of three-story, brick multifamily buildings. Across Ager Road, to the northeast, single-family residences abut commercial uses, including a training facility for health care providers and a Latino Market. These are in the R-T Zone within the Transit District Overlay (T-D-O). To the southeast, in the M-X-T and T-D-O Zones, is land associated with the Metro Station. Southwest are developing townhomes in the Riverfront at West Hyattsville Subdivision. Further southwest is the M-NCPPC Northwest Branch Stream Valley Park.

II. PRIOR APPROVALS

Conceptual Site Plan CSP-05006

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

Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. Many of the conditions of the Preliminary Plan were fulfilled at the time of Infrastructure Detailed Site Plan. The remainder of the conditions are applicable prior to final plats and permit issuance.

Detailed Site Plan DSP-16029

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

III. RELATIONSHIP TO THE GENERAL PLAN

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

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

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

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

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

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

(p. 108)

The proposed Medical Office development of Parcel 1 presents a FAR of .518, within the range recommended for Local Centers. Townhomes have been approved in the western portion

of the Property; this proposal furthers the mix of uses envisioned on this Metro-adjacent Property.

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

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

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

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

IV. MASTER PLAN AND ZONING

The Property is in the Mixed Use-Transit Oriented (M-X-T) Zone. It is in the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay*

Zone (“TDDP”) which sets forth development regulations addressed later in this statement of justification. Three distinct neighborhoods are examined in the TDDP: North Park, Hamilton Square, and Queenstown. Riverfront at West Hyattsville straddles the North Park and Hamilton Square neighborhoods; the subject Property sits southeast of the tracks in Hamilton Square. Proposed medical office development in the Hamilton Square portion of the Property is the focus of this detailed site plan. The Vision for Hamilton Square is:

This will be the most active of the three neighborhoods. Centrally located, it will contain the most diverse development mix—several types of residential units, office space, and stores. The neighborhood’s center will be Hamilton Town Square, a large, formally landscaped open civic space. Adjacent to the square will be a high-rise office tower, a multigenerational community center, and Metro Station Plaza, which will accommodate transit bus boarding and drop-offs. The Town Square will bisect a proposed LID street that connects Ager Road with the Northwest Branch stream valley park. (p. 10)

The proposed Medical Office Building fits nicely into this vision. It will act as a gateway to the Hamilton Square neighborhood, providing the office mix to the residential uses in the Riverfront at West Hyattsville development.

The Property was placed in the Mixed-Use Transit Oriented (M-X-T) Zone within a Transit District Overlay (T-D-O) Zone. The TDDP included a Detailed Use Table (pp. 41- 47) outlining all uses allowed in the Overlay Zone. Proposed within the medical building is an ancillary medical lab. “Medical Lab” is not listed as a permitted use; an amendment to the Uses Permitted in the Land Use Plan Categories is requested to allow this interior ancillary use. Justification for the Amendment is found in Section IX of this document.

The TDDP created a number of standards for the transit district. Many of the requirements were met when the Infrastructure Detailed Site Plan was approved. Those standards applying to the commercial architecture and structured parking addressed below.

V. TRANSIT DISTRICT STANDARDS

The TDDP includes design standards for Building Envelopes and Blocks, Streetscapes, Architecture, and Parking. Below are the standards applicable to Architecture and structured parking. Development Standards are listed in *italics* in the column on the left below, with the Applicant’s response in the right column.

Building Envelope and Block Standards- General Design Principles and Intent (Page 67)	
<i>I. Intent</i>	
The TDDP identifies the building envelope standards for all building sites within the West Hyattsville Transit District. The intent of the building envelope standards is to create a vital public realm through well designed street space. Deviations from the building envelope standards can be reviewed through the appropriate process as outlined in the Transit District Development Plan (Applicability of Site Plan Requirements). The building envelope standards set the specifications for building sites along street, siting, elements and use.	
<i>1. Buildings shall be aligned and close to the street</i>	The building is proposed as close to the street as possible, behind the Ager Road pedestrian zone and public utility easement. It is setback 27± feet to accommodate a pedestrian zone, landscaping and a public utility easement.
<i>2. Buildings shall be consistent forms on both sides of the street and shall provide public space between buildings fronting the street.</i>	The submitted architecture shows the design elements on all building façades to be consistent in form. Public space, and the building relationship to the public space, is provided along both Ager Road to the East and Little Branch Run to the north.

<p><i>3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.</i></p>	<p>Ground level retail is not proposed in this medical office building. A modification is requested. Justification is provided in Modification 1, Section VIII of this document.</p>
<p><i>4. Buildings shall define the property lines. Public and private space shall be clearly defined as public with open views and surveillance, or private and protected.</i></p>	<p>The building is proposed as close to the east and south property lines as possible [behind the public utility easement along Ager Road], and the storm drain easement [to the south]. Welcoming public space is provided with an enhancing the pedestrian experience along Ager Road.</p>
<p><i>5. Buildings shall be designed to orient views towards the street and public realm.</i></p>	<p>The building's interior program has been laid out to maximize viewing to the public realm.</p>
<p><i>6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.</i></p>	<p>No ground floor retail is proposed. A Modification is requested. Justification is provided in Modification 1, Section VIII of this document.</p>

<p>7. <i>Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.</i></p>	<p>These facilities are located along the rear of the building away from the street.</p>
<p>8. <i>Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.</i></p>	<p>Off-street parking is provided in a parking garage. It is located away from the street. This parking is not proposed to be shared by multiple owners/users. Justification is provided in Modification 2, Section VIII of this document.</p>
<p>9. <i>Commercial and mixed-use blocks shall contain a minimum on 80 percent commercial uses on the ground floor.</i></p>	<p>The entire building is commercial office, including 100 percent of the ground floor.</p>

General Design Principles and Intent-Building Street Types (Page 68)

Intent
*The TDDP identifies the building street type for all streets within the West Hyattsville Transit District. The building street types are provided to regulate building height requirements, parking structure height, ground story height, upper story height, and transitions in height for the specific street types of **Boulevard** (Ager, Chillum, and Queens Chapel Roads), **Main Street** (Hamilton Street), **Park Drive**, **Residential Street**, **LID Street**, **Local Access Street**, and **Alley**. Deviations from the building street type requirements shall be reviewed through the appropriate process as outlined in the transit district development Plan (Applicability of Site Plan Requirements).*

COMMENT: Parcel 2 fronts Ager Road, a Boulevard, and Little Branch Run, a Residential Street. Below are the design principles for Boulevards and Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.

<p><i>Boulevard (Ager, Chillum, and Queens Chapel)</i></p>	
<p>Height Specifications</p> <p><i>1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of three stories and a maximum of six stories in height, except where otherwise noted in the TDDP.</i></p>	<p>N/A – The proposed building is a 46-foot tall, three-story building.</p>
<p><i>2. Parking Structure Height and Block Coverage: No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot-high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.</i></p>	<p>The Parking structure is 46± feet tall, matching the height of the attached building, and does not exceed the eave height within 40 feet of the parking structure. A small portion of the garage fronts Ager Road and a solid wall screens the interior. The design also puts the entrance around a slight corner so that the garage entrance does not face Ager Road. 66 feet of the garage fronts Ager Road; with a 295.7± foot long lot frontage, this represents 22 percent of the frontage. All parking is screened.</p>
<p><i>3. Transition in Building Height: Where a Boulevard Street Type is within 40 feet of a single-family home, the maximum height shall not exceed 32 feet to the eaves or parapet.</i></p>	<p>The subject Property is not within 40 feet of a single family home.</p>
<p>Siting Specifications</p> <p><i>1. Build-To Line: The facades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.</i></p>	<p>The Property has 295.5± feet of frontage on Ager Road. The proposed building is 202 feet long along this frontage. 68.4 percent of the frontage is building façade. Justification is provided in Modification 3, Section VIII of this document.</p>

<p>2. Maximum Block Length: Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).</p>	<p>The Property has approximately 202 feet of frontage on Ager Road. This requirement is met.</p>
<p>3. Lot Coverage: <i>Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All buildings are required to be located at the build-to line and shall be located zero feet from the sidewalk edge. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan. The minimum open contiguous area shall comprise a minimum 15 percent of the total buildable area and can be located anywhere within the buildable area of the site.</i></p>	<p>The building is set as close to Ager Road as possible. It is behind a pedestrian zone, landscaping and a required public utility easement.</p> <p>The open contiguous area for the site is greater than the minimum required 15 percent</p>
<p>4. Side Yard Line: <i>Building side lot lines have no required setback unless shared with an existing single-family house where an eight-foot setback shall be provided.</i></p>	<p>N/A – The lot line is not shared with single-family homes.</p>
<p>5. Rear Yard Line: <i>On sites with no alley access, there shall be a 25-foot setback from the rear yard line.</i></p>	<p>There is no alley access along the rear property line (opposite Little Branch Run). The garage is setback in excess of 25 feet from the rear property line.</p>
<p>Residential Street</p>	<p>The Property has frontage on Little Branch Run, a Residential Street, the main entrance into the development, connecting Ager Road with River Terrace Road.</p>

<p>Height Specifications</p> <p><i>1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of four stories and a maximum of six stories in height, except where otherwise noted in the TDDP. No accessory building shall be more than 18 feet to its eaves.</i></p>	<p>The building is three-stories tall. A modification is requested if it is determined that the heights for Ager Road, a primary street, do not control. Justification is provided in Modification 4, Section VIII of this document.</p>
<p><i>2. Parking Structure Height and Block Coverage: No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.</i></p>	<p>The parking structure is not along Little Branch Run; it is on the opposite side of the office building.</p>
<p>Siting Specifications</p> <p><i>1. Building Street Façade: The facades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street facade shall be a single plane, limited to façade jogs of less than 24</i></p>	<p>The Property has 185.3± of frontage on Little Branch Run. The building is 135 feet along this frontage, adding to a 72.8 percent of façade along this road. Justification is provided in Modification 5, Section VIII of this document.</p>

<p><i>inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.</i></p>	
<p>2. Maximum Block Length: <i>Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).</i></p>	<p>The block lengths along Little Branch Run were approved at the Infrastructure Detailed Site Plan stage. This application conforms to this approval.</p>

<p>3. <i>Buildable Area:</i> <i>Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All single-family residential buildings are required to be located two feet back from the build-to line to provide additional room for a front porch as stated below in the element specifications. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan.</i></p>	<p>Sidewalk locations and widths were approved in DSP 16029, and are in accordance with the West Hyattsville TDDP.</p>
<p>4. <i>Side Yard Line:</i> <i>The minimum side setback is five feet.</i></p>	<p>The building is setback more than 5 feet from the side property line.</p>
<p>5. <i>Rear Yard Line:</i> <i>On sites with no alley access, there shall be a 12-foot setback from the rear yard line.</i></p>	<p>The building is setback more than 25 feet from the rear property line.</p>
<p>STREETSCAPE STANDARDS (Page 81)</p>	
<p>GENERAL DESIGN PRINCIPLES AND INTENT</p> <p>Note: While many streetscape standards were addressed with DSP-16029, the County is reconstructing Ager road pursuant to a CIP project. A general modification is requested in Section VIII of this document for any discrepancy between the County specifications and the specifications set forth in the TDDP. See Modification 7.</p>	

<p>Intent</p> <p>The West Hyattsville Transit District Development Plan is designed as “blocks” with respect to land use. Blocks contain buildings, which are located along the street edge to form a street wall. The streetscape standards ensure the design conformance of development along those streets. The standards define the parameters for development. The standards aid the applicant, owner, and building manager in understanding the design relationship between the street and their building lot. These standards promote pedestrian activity at the street level by requiring buildings to have a front entrance orientation along the primary street(s). More specifically, the streetscape standards are intended:</p> <ul style="list-style-type: none"> <input type="checkbox"/> To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets. <input type="checkbox"/> To enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. <input type="checkbox"/> To provide safe pedestrian and bikeway access along all streets. <input type="checkbox"/> To develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation. 	
<p>1. Street trees : <i>Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.</i></p>	<p>Street trees were approved under the infrastructure DSP # 16029.</p>
<p>2. Street lights: <i>Street lights shall be installed on both sides of the street along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of the development,</i></p>	<p>Street lights were approved under the infrastructure DSP # 16029.</p>

<p><i>the developer is responsible only for the installation of the street lights on the side of the street that is being developed.</i></p>	
<p>3. Sidewalks: <i>At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of the proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.</i></p>	<p>Sidewalks were approved under the infrastructure DSP # 16029.</p>
<p>4. Building Orientation: <i>The Street and building façade shall be the primary focus of the development. All buildings shall front the Primary street (s) and dual frontage shall be maintained along all corner lots</i></p>	<p>The design of the building meets the criteria outlined in the TDDP</p>
<p>5. Consistency of Design Elements: <i>Streetscape elements, such as paving, street furniture, and street trees, shall be consistent within a development project and shall be consistent along the street wall.</i></p>	<p>The proposed site plan satisfies this requirement.</p>
<p>6. Public Art: <i>Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.</i></p>	<p>The applicant is proposing unique digital panels on the façade facing Ager Road. These phenolic panels are architectural and include digital LED graphics which allow for a unique art feature</p>
<p>7. Landscaping of Building Fronts: <i>Building fronts (Public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.</i></p>	<p>The applicant is not proposing planters and window boxes within two feet of the building. A Modification is requested. Justification is provided in Modification 6, Section VIII of this document.</p>
<p>8. Screening of service/Loading Areas From Public View: <i>Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to</i></p>	<p>All service and loading areas are screened from public view.</p>

<p><i>allow residents to enjoy private open space areas.</i></p>	
<p>9. Location of Mechanical Equipment: <i>the following mechanical equipment shall be a minimum of 25 feet away from any build-to line and shall not be stored or located within any street: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.</i></p>	<p>The proposed site plan satisfies this requirement.</p>
<p>10. Roof-Mounted Mechanical Equipment: <i>Roof mounted mechanical equipment shall be located away from the building façade edge adjacent the build-to line and shall be screened from pedestrian and vehicular views of the street.</i></p>	<p>The proposed site plan satisfies this requirement.</p>
<p>GENERAL STREETScape STANDARDS (Page 83)</p> <p>Note: While many streetscape standards were addressed with DSP-16029, the County is reconstructing Ager road pursuant to a CIP project. A general modification is requested in Section VIII of this document for any discrepancy between the County specifications and the specifications set forth in the TDDP. See Modification 7.</p>	
<p>Streetscape</p> <p>1. Streetscape Paving: <i>All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.</i></p>	<p>Sheet 6 of the Detailed Site Plan for Infrastructure (DSP-16029) included detailed specifications for all sidewalks and ramps, curbs and gutters, and crosswalk painting. The proposed DSP is consistent with the approved streetscape paving. See Modification 7 related to the County improvements to Ager Road.</p>

<p>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.</p>	<p>The Applicant is proposing to use brick pavers connecting to the existing streetscape constructed by Prince Georges County thru the greens streets program. No crosswalks are proposed. See Modification 7 related to the County improvements to Ager Road.</p>
<p>3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.</p>	<p>The streetscape improvements will be completed prior to the issuance of the use and occupancy permit and will not be phased. See Modification 7 related to the County improvements to Ager Road.</p>

4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or TheBUS) and appropriate transit service-related notices at other locations within the West Hyattsville TDOZ public realm subject to the approval of DPW&T and the appropriate municipality.

Streetscape elements shall include:

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

No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or the City of Hyattsville expressed through an executed memorandum of understanding (MOU) with the

All streetscape elements of street trees, street furniture, landscaping and decorative paving is shown on the landscape plan included with the DSP. Artwork is provided in the form of the digital LED panels on the façade facing Ager Road. A bus shelter currently exists along Ager road. See Modification 7 related to the County improvements to Ager Road.

developer/applicant. All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer.

5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk paving system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows:

- Boulevards – Green Vase Zelkova (*zelkova serrata* “Green Vase”) or Northern red Oak (*quercus rubra*)**
- Main Street – Shademaster Honey Locust (*gleditsia triancanthos* ‘Shademaster’)**
- Park Drive – Red Maple ‘October Glory’ (*acer rubrum* ‘October Glory’) or Willow Oak (*quercus phellos*)**

Ager road is classified as a Boulevard. Street trees are not provided within this site plan along Ager Road. The County is revising the road layout along the front of the building and coordinating all updates and construction. Main Streets and Park Drives do not exist along this property. See Modification 7 related to the County improvements to Ager Road.

<p>6. Street Trees (Residential Streets): <i>Street trees shall be planted along all residential streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in a connected six foot-wide minimum landscape strip or five square feet dimension per isolated tree, limbed up to six feet above finished grade, provide a minimum 500 cubic feet of soil, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Residential Streets – Marshall’s Seedless Ash (<i>pennsylvanica fraxinus ‘Marshall’s Seedless’</i>)</i> <input type="checkbox"/> <i>LID Streets – Black Tupelo (<i>nyssa sylvatica</i>), Willow Oak (<i>quercus phellos</i>), Red Maple ‘October Glory’ (<i>acer rubrum ‘October Glory’</i>), London Plane Tree (<i>platanus acerifolia ‘Bloodgood’</i>)</i> <input type="checkbox"/> <i>Local Access Streets – Sweetbay Magnolia (<i>magnolia virginiana</i>), Chinese Scholar Tree (<i>sophora japonica</i>), Golden Rain Tree (<i>koelreuteria paniculata</i>)</i> 	<p>The Residential Street Trees were addressed in DSP-16029. Modifications to allow wider spacing and alternate street tree varieties was approved.</p>
<p>7. TDDP Street Tree Placement: <i>Wherever the TDDP does not show street tree placement, street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.</i></p>	<p>A modification to the street tree placement was approved with DSP-16029.</p>

<p>8. Curb Extension for DSP Submittal: <i>Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for providing curb extensions along streets according to the TDDP and streetscape sections. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all curb extension standards in the TDDP.</i></p>	<p>Curb extensions were shown on DSP-16029</p>
<p>9. Curb Extension Locations: <i>Curb extensions shall be located at all intersections and shall be in accordance with all curb extension standards and dimensions of the TDDP. Curb extensions shall narrow the roadway corridor as specified in the TDDP to calm vehicular traffic and provide pedestrian safety.</i></p>	<p>This requirement was addressed at the time of DSP-16029.</p>
<p>10. Curb Radii: <i>Curb return radii on all intersections shall be 15 feet.</i></p>	<p>This requirement was addressed at the time of DSP-16029.</p>

<p>11. Crosswalks for DSP Submittal: <i>Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for crosswalk improvements along the entire length of the property frontage where street intersections occur. Crosswalks shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits and shall be in accordance with all crosswalk standards and dimensions of the TDDP. No building or grading permits shall be issued without a detailed site plan that conforms to crosswalk standards in the TDDP.</i></p>	<p>This requirement was addressed at the time of DSP-16029. See Modification 7 related to the County improvements to Ager Road.</p>
<p>12. Crosswalk Locations/Dimensions: <i>Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum width of 14 feet with red brick crosswalk with a two-foot width concrete banding constructed along each outer edge of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum distance of ten feet from the crosswalk area and shall be painted with a white reflective paint for high visibility to prevent vehicles from entering the crosswalk area upon stopping at traffic lights.</i></p>	<p>Crosswalks are shown in these locations on DSP-16029, with detailed specifications shown on the Notes and Detail Sheet (Sheet 6).</p>

<p>13. Crosswalk with Median Refuge for DSP Submittal: <i>Each applicant or the applicant’s heirs, successors, and/or assignees shall be responsible for pedestrian cross-walks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in this section for crosswalk locations/dimensions. Crosswalks with median refuge areas shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits.</i></p>	<p>Both Little Branch Run and Ager road along this properties frontage have a median refuge. Crosswalks were addressed at the time of the infrastructure DSP-16029. See Modification 7 related to the County improvements to Ager Road.</p>
<p>14. Medians. <i>A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrian refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs, and groundcover. Large expanses of concrete, lawn area, and mulch are prohibited.</i></p>	<p>Both Little Branch Run and Ager road along this properties frontage have a median.</p>
<p>Public Street Lighting (Page 89)</p> <p>Note: While many streetscape standards were addressed with DSP-16029, the County is reconstructing Ager road pursuant to a CIP project. A general modification is requested in Section VIII of this document for any discrepancy between the County specifications and the specifications set forth in the TDDP. See Modification 7.</p> <p>Intent To provide the optimum level of lighting for public safety while minimizing adverse environmental impacts such as glare and light pollution and to ensure a safe and attractive nighttime pedestrian environment. Lighting shall be incorporated into the design of a project so that it reinforces the pedestrian environment, provides continuity to an area, and enhances architectural features.</p>	

<p>Configurations and Techniques</p> <p><i>1. At the time of the first detailed site plan submission within the TDDP, the M-NCPPC Urban Design staff shall select and specify the lighting fixture(s) to be used for all subsequent development phases within the transit district. A coordinated lighting plan shall be submitted with each detailed site plan. Lighting fixtures are encouraged to be equal or similar to the lighting details shown in the TDDP.</i></p>	<p>This proposal includes full cutoff, decorative street lighting as shown on the Landscaping and Lighting Detail Sheet of the Detailed Site Plan. See Modification 7 related to the County improvements to Ager Road.</p>
<p><i>2. Lighting levels shall be:</i></p> <p><i>a. Minimum public/private space light levels shall be:</i></p> <p><i>(1) 1.25 foot-candles for building facades.</i> <i>(2) 5.0 foot-candles for building entries.</i> <i>(3) 2.0 foot candles for walkways.</i> <i>(4) 0.5 foot –candles for trails.</i> <i>(5) 1.25 foot candles for all other outdoor areas.</i></p> <p><i>b. Maximum public/private space lighting levels shall not exceed:</i></p> <p><i>(1) 2.0 foot-candles for building facades.</i> <i>(2) 5.0 foot-candles for building entries.</i> <i>(3) 2.0 foot-candles for walkways.</i> <i>(4) 1.25 foot-candles for trails.</i> <i>(5) 1.5 foot-candles for all other outdoor areas.</i></p>	<p>The Photometric Plan (See Landscape and Lighting Plan) conforms with these levels.</p>
<p>4. Building Façade Lighting: <i>Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.</i></p>	<p>No building mounted lighting is proposed. The building façade will be lit by a pole at a height of 15’.</p>

<p>6. Lighting Fixtures: <i>Lighting fixtures shall be incandescent, metal halide, or halogen only. No high pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.</i></p>	<p>LED lighting is proposed and shown on the Detailed Site Plan. No up-lighting is proposed. A modification is requested. Justification is provided in Modification 8, Section VIII of this document.</p>
<p>7. Light Glare and Sky Glow: <i>Full cut-off light fixtures shall be used to shield the disbursement of light to prevent light glare and sky glow. A note referencing compliance with full cut-off light fixtures shall be provided in the general notes of the detailed site plan and building permit.</i></p>	<p>All fixtures are full cutoff. Compliance is noted on the Landscape and Lighting Plan.</p>
<p>8. Lighting for Walkways: <i>Pedestrian walkway lighting shall include step lights; well lights and lighted bollards shall be provided along all courtyard lanes, alleys and off-street bike and pedestrian pathways.</i></p>	<p>The detailed site plan conforms to this requirement.</p>
<p>9. Security CPTED Lighting: <i>Security lighting shall be provided to illuminate landscaping, parks, and special features and shall be in accordance with Crime Prevention Through Environmental Design (CPTED) standards.</i></p>	<p>A photometric plan is provided and the site will be adequately lit to ensure a secure environment in conformance with this requirement.</p>
<p>10. Parking Structure Lighting: <i>Lighting for parking structures shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.</i></p>	<p>The detailed site plan conforms to this requirement.</p>
<p>Blocks and Alleys (Page 91)</p>	
<p>Intent To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets. Enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. Provide safe pedestrian and bikeway access along all streets.</p>	

<p>Developer walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.</p>	
<p>1. Building Siting: <i>Each applicant or the applicant’s heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.</i></p>	<p>This building has been sited according to the West Hyattsville TDDP. Any modifications to the building siting have been addressed in the modification section below.</p>
<p>2. Lot Frontages: <i>All lots shall share a frontage line with a street.</i></p>	<p>The lot shares a frontage line with a street.</p>
<p>3. Block Size: <i>Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.</i></p>	<p>The block does not exceed 400 feet in length.</p>
<p>4. Alleys: <i>Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.</i></p>	<p>No alleys are proposed with this detailed site plan. A driveway provides access to the off street parking facility at the rear of the building. A modification is requested. Justification is provided in Modification 9, Section VIII of this document.</p>
<p>5. Dedicated Right-Of-Way For Alleys: <i>Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear set-back to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:</i></p>	<p>No Alley is proposed or required. Modification is requested. Justification is provided in Modification 9, Section VIII of this document.</p>

<p><i>a: Sodding and providing routine landscape maintenance to the area.</i></p> <p><i>b: Keeping the area clear of debris, litter, stored materials, and vehicles.</i></p>	
<p>6. Shade Trees: <i>At least one canopy shade tree per 200 square feet of the required open (unpaved) area shall be planted in the rear lot area and no closer than five feet to any common lot line. Trees shall be a minimum of four-inch caliper and ten feet in height. Tree species shall be as specified in the TDDP street tree list.</i></p>	<p>There is no required open area on the property.</p>
<p>7. Existing Trees: <i>Buildings shall be sited to preserve existing healthy trees, minimum two-inch caliper, when such siting does not conflict with the approved West Hyattsville TDDP for urban street grid, building footprint, streetscape requirements, or parking. All trees to be preserved shall be delineated on the detailed site plan and building permit(s).</i></p>	<p>No such trees exist on the Property.</p>
<p>8. Curb Cuts: <i>Curb cuts shall be prohibited on Boulevard and Main Street development sites.</i></p>	<p>A right-in/right-out entrance is proposed on Ager Road to access the parking garage. Ager Road is a Boulevard. A modification to this design standard is requested. Justification is provided in Modification 10, Section VIII of this document. In addition, a variation will be requested as part of a minor plat to incorporate the surplus right of way acquired by the property owner into the site.</p>
<p>Sidewalks (Page 92)</p>	
<p>1. TDDP Designated Sidewalks: <i>All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the streetscape sections in the TDDP. Streetscape</i></p>	<p>This requirement was addressed at the time of DSP-16029.</p>

<p><i>sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local Access Streets.</i></p>	
<p>2. TDDP Nondesignated Sidewalks: <i>Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet county specifications.</i></p>	<p>There are no designated sidewalks.</p>
<p>3. Paving Materials for Primary Sidewalks: <i>All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.</i></p>	<p>There are no primary sidewalks.</p>
<p>4. Americans with Disabilities Act (ADA): <i>All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.</i></p>	<p>All sidewalks are designed to meet ADA standards.</p>
<p>Sod, Groundcover and Mulch (Page 93)</p>	
<p>1. Sod: <i>All turf grass areas shall provide solid sod areas at installation. Seeding, springs, or sod plugs shall be prohibited. All disturbed areas not proposed for construction shall be sodded. Sod specifications shall be provided on the landscape plan.</i></p>	<p>Solid sod areas will be used at installation. Specifications are provided on the Landscape Plan.</p>
<p>2. Groundcover: <i>Groundcover may be used in place of turf grass. Groundcover specifications of name, species, quantity, and spacing shall be planted at a minimum spacing of four inches on center.</i></p>	<p>Separate ground cover to replace turf grass is not envisioned at this time.</p>
<p>3. Mulch: <i>Mulch shall be shredded hardwood mulch that is brown in color and shall be specified as a minimum four-inch depth on landscape plans. Red cedar mulch or rubber mulch shall be prohibited.</i></p>	<p>Mulch used shall meet these specifications.</p>

<p><i>Irrigation:</i> All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.</p>	<p>An automated irrigation system is proposed.</p>
<p>Landscape (Page 93)</p>	
<p>Intent To ensure the overall visual and physical character of the area will be maintained and enhanced. Landscaping should serve as an amenity, screen, or buffer to enhance the appearance of structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.</p>	
<p>1. Plant List: A plant list shall be included on the landscape plan and shall specify the plant species (botanical and common name), size/caliper, spacing, quantity, construction details (for trees, shrubs, evergreens, and street trees) and method of irrigation and illumination in accordance with the West Hyattsville TDDP streetscape, street tree master plan/plant list, and with the Crime Prevention Through Environmental Design (CPTED) standards promulgated by the National Crime Prevention Council, U.S. Department of Justice. Unplanted mulch beds shall not exceed ten square feet in area; large mulch beds shall be prohibited.</p>	<p>The plant list and planting specifications are included on the Landscape Plan.</p>
<p>2. Pedestrian Safety with Crime Prevention Through Environmental Design: Landscape plants provided as buffers and screening shall not impose a safety problem for pedestrians and shall be in accordance with CPTED standards for public safety.</p>	<p>Landscaping is not intended as a buffer or screening.</p>

<p>3. Landscape Screening for Parking Lots: All off-street surface parking lots shall be screened from view of roadways by the use of a three-foot high solid masonry wall and a maximum three-foot high evergreen hedge (at plant maturity). The wall and hedge shall be located adjacent to all streetscapes/roadways. Metal, split-face block, chain link, cinder block, and concrete construction shall be prohibited.</p>	<p>There are no surface parking lots.</p>
<p>4. Landscape Screening for Loading and Service Areas: All loading and service areas shall be screened with landscape plantings and a six-foot high opaque wood or masonry fence and shall not be visible from streets and shall be located a minimum of 50 feet away from public sidewalks. Chain-link fencing is prohibited.</p>	<p>All loading areas meet the requirements as outlined in the TDDP.</p>
<p>5. Parking Lot Trees: Trees shall be planted along all parking lot perimeters and shall be spaced at 30 feet on center in a five-foot minimum width planting area or a tree grate unless shared parking is provided behind buildings accessible from alleys.</p>	<p>There are no parking lots.</p>
<p>6. Parking Lot Interior Landscaping: All surface parking lots shall provide interior landscaping. All interior parking lot landscaping shall comply with the requirements of the Prince George’s County Landscape Manual. Shrub and ground cover beds shall be a minimum of three feet wide and three feet deep. Trees and shrubs shall be fully protected from potential damage by vehicles by the use of curb stops, a raised planter box, a low wall, or bollards.</p>	<p>There are no parking lots.</p>
<p>Parks (Page 95)</p>	

<p>Intent To regulate the form and appearance of public parks to help ensure a safe and attractive public realm.</p>	
<p>1. Park and Plaza Elements: <i>At the time of preliminary plan of subdivision and detailed site plan, the Department of Parks and Recreation shall review the detailed site plan for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (e.g., artwork, lighting, and irrigation. The detailed site plan shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreation/children’s play equipment, and artwork.</i></p>	<p>The park and plaza elements were addressed at the time of DSP-16029 approval. Significant improvements to improve park access, safety and utility were incorporated and are under construction. No additional park and plaza improvements are proposed in conjunction with this application.</p>
<p>2. Park and Plaza for Crime Prevention Through Environmental Design: <i>Parks and plazas shall be designed in accordance with the CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this standard shall be placed in the general notes section of the detailed site plan.</i></p>	<p>All of the park facilities were designed for conformance to these requirements. No additional park and plaza improvements are proposed in conjunction with this application.</p>
<p>3. Plazas in Commercial Areas: <i>Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.</i></p>	<p>No plaza is proposed in the proposed commercial area.</p>

<p>4. Plaza Size: <i>A minimum plaza distance to building height ration of 2:1 shall be provided to eliminate claustrophobic and unsafe pedestrian spaces.</i></p>	<p>This is not applicable to the subject application.</p>
<p>5. Park and Plaza Lighting: <i>Parks and plazas shall be illuminated to a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with the Americans with Disabilities Act requirements for parks and recreation spaces.</i></p>	<p>This is not applicable to the subject application.</p>
<p>6. Park and Plaza Safety: <i>Parks and plazas shall be free of automobile traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan and shall be in accordance with the TDDP details. A note indicating compliance with this standard shall be placed in the general notes of the detailed site plan.</i></p>	<p>This is not applicable to the subject application.</p>
<p>7. Park and Plaza Service Areas: <i>Loading and service areas shall not be visible from parks and plazas and shall provide landscape screening.</i></p>	<p>This is not applicable to the subject application.</p>
<p>8. Park and Plaza Accessibility: <i>All parks and plazas shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers, vendors with pushcarts, and shall be in accordance with ADA requirements for parks and recreation spaces.</i></p>	<p>This is not applicable to the subject application.</p>

<p>9. Park and Plaza Seating: <i>Parks and plazas shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas. Outdoor seating associated with cafes shall not count toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.</i></p>	<p>This is not applicable to the subject application.</p>
<p>10. Park and Plaza Landscape: <i>Landscape beds for parks and plazas shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the detailed site plan.</i></p>	<p>This is not applicable to the subject application.</p>
<p>11. Park and Plaza Shade Trees: <i>Parks and plazas shall have one shade tree per 1,000 square feet of plaza or park area.</i></p>	<p>This is not applicable to the subject application.</p>
<p>12. Park and Plaza Furniture: <i>Parks and plaza areas shall provide one trash receptacle per every bench seating area. Trash receptacle detail, quantity, and locations shall be delineated on the detailed site plan.</i></p>	<p>This is not applicable to the subject application.</p>
<p>13. Irrigation: <i>All park landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.</i></p>	<p>This is not applicable to the subject application.</p>
<p>Plazas (Page 97)</p>	

<p>Intent To create a sense of place and visually interesting plazas by incorporating a variety of level changes, planning types, paving materials, seating areas, and outdoor furnishings as appropriate in relationship to the size and setting of the plaza.</p>	
<p>1. Plaza Height: <i>The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>2. Plaza Amenities: <i>Plazas shall provide a variety of activities for pedestrian use and shall provide a variety of functions, such as:</i></p> <ul style="list-style-type: none"> <i>a. Entertainment</i> <i>b. Bus waiting area</i> <i>c. Pedestrian links between buildings</i> <i>d. Café seating</i> <i>e. Seating walls</i> <i>f. Fountains</i> <i>g. Passive recreation areas</i> 	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>3. Plaza Design: <i>The plaza shall be designed to provide a relationship between the building architecture and the plaza, such as repetition of building fenestration pattern in plaza pavement banding and compatibility of façade materials and paving materials.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>

<p>4. Plazas Near Parking Structures: <i>Parking structures that abut plaza areas shall not be allowed unless the parking structure contains ground floor retail or has landscape screening facing, and integrated with, the design of the plaza.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>5. Plaza Shade Trees: <i>Plaza shade trees shall be a minimum size of 3.5-inch caliper at the time of installation. Trees shall be planted in at least 700 cubic feet of soil per tree with a depth of soil three to four feet and be planted either with gratings flush to grade, or in a planting bed with a continuous area of at least 75 square feet exclusive of bounding wall.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>6. Plaza Entertainment Outlets: <i>The plaza shall be equipped with 115- and 220-volt outlets as appropriate for entertainment use.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>7. Plaza Performance Stage: <i>Plaza areas over 10,000 square feet shall provide a minimum 400-square-foot permanent performance stage or space that shall also function as a seating area when not used as a stage. The performance stage/space shall be located on the detailed site plan.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>8. Irrigation: <i>All plaza landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.</i></p>	<p>This is not applicable to the subject application as not plaza is proposed.</p>
<p>ARCHITECTURE STANDARDS (Page 103)</p> <p>GENERAL DESIGN PRINCIPLES AND INTENT</p>	

Intent

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

- To enhance the visual appeal of new commercial/mixed-use and residential development
- To enhance the visual environment of activity centers
- To promote pedestrian accessibility and safety
- To minimize visual clutter and blight

1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.

There is minimal built environment surrounding the site [adjacent blocks and those across Ager Road] to aesthetically blend with. The proposed architecture will establish a high quality built environment for future buildings to blend into.

2. Architecture shall specify required details as indicated in the TDDP.

Architecture specifies the required details as outlined in the TDDP. Modifications have been requested in the following sections where these details were not able to be meet.

<p><i>3. Architecture shall provide a coherent form for the building.</i></p>	<p>The architecture is providing a coherent form – aligning the facades along Ager Road with a simple and understandable massing and visual language.</p>
<p><i>4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.</i></p>	<p>The architecture materials utilized provide an appropriate aesthetic - a brick base with metal panels above, “strong materials” supporting “lighter materials”.</p>
<p><i>5. Architecture materials shall be as indicated in the TDDP; equivalent or better material is also encouraged but shall be approved at the discretion of the Planning Board.</i></p>	<p>The architecture materials provided that meet the TDDP include brick. A modification is requested to include metal panels, composite architectural panels (minimal usage) and digital LED panels. There will be no usage of the prohibited materials listed in the TDDP. Justification is provided in Section VIII of this document.</p>
<p><i>6. Architecture characteristics shall be coordinated with respect to building articulation, building scale and proportions, architectural style, roof forms, building details and fenestration patterns, and materials.</i></p>	<p>Architecture characteristics are coordinated with respect to the building articulation, scale and proportion, style, roof form, details and fenestration patterns and materials.</p>
<p>Configurations and Techniques (Page 105)</p>	

<p>1. Exterior Walls (Architecture):</p> <ul style="list-style-type: none"> □ <i>Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited.</i> □ <i>Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers.</i> □ <i>Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building.</i> □ <i>All exposed and visible exterior walls of a building shall provide quality</i> 	<p>There are not exterior walls greater than 40 feet in length without discernible architectural elements.</p> <p>Exterior Wall materials are in keeping with the TDDP requirements, joints run continuously between different materials, windows and doors.</p> <p>The Exterior wall materials/architectural changes are provided with constructional logic. This project does not include a building addition.</p> <p>The exposed exterior walls of the building are composed of quality materials in conformance to the architectural standards.</p>
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<p><i>architectural material along the facades according to the permitted building façade materials stated in the architectural standards.</i></p>	
<p>2. Brick and Stone:</p> <p><input type="checkbox"/> <i>Brick shall specify the pattern, color, type, and model number of brick to be used.</i></p>	<ul style="list-style-type: none">• The brick to be used on this project will be “Endicott” Face brick; Manganese Ironspot – staggered running bond

<p><input type="checkbox"/> <i>Stone shall specify the pattern, color, type, and finish of stone to be used.</i></p>	<p>pattern; standard size brick; 7 5/8" L X 2 1/4" H X 3/5/8" D</p> <ul style="list-style-type: none"> • Stone is not proposed for this project.
<p>3. Building Facades along Corner Lots: <i>Building facades along corner lots shall be architecturally treated as having street frontage on both the front and side streets. Both facades shall provide architectural material that meets the materials list specified in the architectural standards.</i></p>	<p>The building façade along Little Branch Run has street frontage that matches the street frontage of Ager Road to the east with materials provided that meet the TDDP architectural standards including brick. A modification is requested to include metal panels. Justification is provided in Modification 11, Section VIII of this document. There will be no usage of the prohibited materials listed in the TDDP.</p>
<p>4. Parapet Roofs: (Cornice, Entablature, and Coping Standards)</p> <p><input type="checkbox"/> <i>Parapet roofs shall only be permitted to conceal roof top mechanical equipment and shall not extend beyond the height of the rooftop mechanical equipment. Building architectural roof sections shall be submitted as part of the detailed site plan to provide compliance with this standard.</i></p> <p><input type="checkbox"/> <i>Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and</i></p>	<p><input type="checkbox"/> Parapet roofs are included at a height as a safety measure for persons accessing the rooftop mechanical equipment. And roof drain locations, as well as roofing material inspections. Parapets do not extend beyond the heights of roof top mechanical equipment. See submitted architectural drawings for compliance.</p> <p><input type="checkbox"/> Parapet roofs are not used for roof extensions of overall building height.</p>

<p><i>shall not qualify as overall building height.</i></p>	
<p>WINDOWS AND DOORS/ENTRANCES Note: All requested modifications are addressed in Modification 12.</p>	
<p>Configurations and Techniques (Page 106)</p>	
<p>The following configurations and techniques are permitted.</p> <p><i>1. All Windows:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> <i>Windows shall not span vertically more than one story.</i> <input type="checkbox"/> <i>Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.</i> <input type="checkbox"/> <i>Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.</i> <input type="checkbox"/> <i>Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).</i> 	<ul style="list-style-type: none"> <input type="checkbox"/> The building facade includes curtainwall framing systems with insulated glazing that extends from the ground floor to the roof. A modification is requested. Justification is provided in Modification 12, Section VIII of this document. Windows are placed in relation to the proposed floor plans and do not span across walls, floors or mechanical spaces. <input type="checkbox"/> Windows are ganged horizontally in groups larger than 5 windows, each window is separated by a vertical mullion or column, pier or wall section. See attached elevations. A modification is requested. Justification is provided in

<p><input type="checkbox"/> <i>Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.</i></p>	<p>Modification 12, Section VIII of this document.</p> <p><input type="checkbox"/> Window elements are placed closer than 30 inches to exterior building corners for façade balance. A modification is requested. Justification is provided in Modification 12, Section VIII of this document.</p> <p><input type="checkbox"/> Exterior shutters are not proposed for this project.</p>
<p>2. Ground Floor Windows:</p> <p><input type="checkbox"/> <i>Single panes of glass shall not be larger than six feet high by four feet wide.</i></p> <p><input type="checkbox"/> <i>Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.</i></p>	<p><input type="checkbox"/> Curtain wall and storefront glass panels are larger than six feet high by four feet wide as shown on the elevations. A modification is requested. Justification is provided in Modification 12, Section VIII of this document.</p> <p><input type="checkbox"/> Windows are not proposed to be opaque by use of any window treatments, however views into the building to a depth of 20 feet is interrupted by interior wall configurations. A modification is requested. Justification is provided in Modification 12, Section VIII of this document.</p>

3. Upper-Story Windows:

- Windows shall be double-hung, single-hung, awning, or casement windows.*
- Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.*
- Residential buildings/floors: panes of glass no larger than 36 inches vertical by 30 inches horizontal.*
- The maximum pane size for office uses is 40 inches vertical by 40 inches horizontal.*
- Egress windows may be installed according to the appropriate building code.*

- All windows are proposed to be fixed units; non- operational in this commercial project. A modification is requested. **Justification is provided in Modification 12, Section VIII of this document.**
- All fixed window units are non-operational. A modification is requested. **Justification is provided in Modification 12, Section VIII of this document.**
- This is a commercial building with no residential units.
- This project proposes window units that are 54'W X 64"H. A modification is requested. **Justification is provided in Modification 12, Section VIII of this document.**
- Egress windows are not being proposed for this project.

4. Doors/Entrances:

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| <ul style="list-style-type: none"><input type="checkbox"/> <i>Primary entrances shall be delineated on the detailed site plan as major architectural features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance.</i><input type="checkbox"/> <i>Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street.</i><input type="checkbox"/> <i>Primary building entrances shall connect to the sidewalk with a pedestrian walkway.</i><input type="checkbox"/> <i>Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.</i><input type="checkbox"/> <i>Double height entryways (those that span more than one story) shall be prohibited.</i><input type="checkbox"/> <i>Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the</i> | <ul style="list-style-type: none"><input type="checkbox"/> The primary building entrance is shown and delineated along Ager Road, mid-block. The proposed architectural features enhance and identify the main entry to the building with dual pedestrian approaches, from the public walkways and the covered canopy approach from the parking garage directly to this primary entrance.<input type="checkbox"/> The proposed building façade along Ager Road is not over 200 feet in length. One primary entrance is proposed.<input type="checkbox"/> The proposed primary building entrance is connected to the public sidewalk with a pedestrian walkway.<input type="checkbox"/> There are no separate retail shop entrances proposed in this project.<input type="checkbox"/> We are not proposing double height entryways on this project.<input type="checkbox"/> Public Doors or entrances are not proposed to be recessed. |
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<p><i>perpendicular from each side of the door.</i></p> <p><input type="checkbox"/> <i>Roll-down security gates, door, and windows shall be prohibited.</i></p>	<p><input type="checkbox"/> Roll-down security gates, doors or windows are not being proposed for this project.</p>
<p>SIGNAGE (Page 107)</p>	
<p>Materials:</p> <p>The following is a list of permitted and prohibited materials.</p> <p>Permitted:</p> <ul style="list-style-type: none"> • Plastic • Metal • Wood • Iron • Masonry • Bronze • Painted (window signage only) <p>Prohibited:</p> <ul style="list-style-type: none"> • Shiny or reflective materials 	<p>Proposed signage for this project is comprised of materials permitted by TDDP standards.</p>

Configurations and Techniques:	
<p>1. Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long term duration.</p>	<p>Building mounted signs are proposed to be internally illuminated. A modification is requested. Site signage; ground mounted directional signs and entry monument signs are to be in-ground illuminated. A modification is requested. Justification is provided in Modification 13, Section VIII of this document.</p>
<p>2. Sign Specifications: Building signage shall be permitted as board signs, cornice signs, blade signs, door signs, awning signs, and window signs only. All other signage, including freestanding signs, shall be prohibited. Sign specifications, typology, and location standards are as follows:</p> <ul style="list-style-type: none"> • Board signs shall be permitted within the area between the second story floor line and the first floor ceiling. The horizontal board sign shall not exceed two feet in height. Company logos or names shall be permitted when placed within the board sign or placed or painted within ground floor or second story office windows. • Cornice/parapet signs shall be permitted using a masonry or bronze plaque bearing an owner or building’s name. These signs shall be placed in the building’s cornice/parapet wall or under the eaves and above the upper story windows. • Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the 	<p>Proposed building signage includes individual wall mounted letters and company logo. All elements are to be internally illuminated with plastic faces and aluminum returns. A modification is requested.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Board signs are not being proposed. <input type="checkbox"/> Cornice/parapet signs are not being proposed. <input type="checkbox"/> Blade signs are not being proposed.

<p>bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning.</p> <ul style="list-style-type: none">• Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing.• Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no shiny or reflective materials), metal or glass materials shall be permitted. All other materials shall be prohibited. Internal illumination through the awning/overhang shall be prohibited.• Window signs shall be permitted as painted window signs or illuminated neon signs; animated signs are prohibited.• Lettering for all signage shall not exceed 18 inches in height or width and 3 inches in relief.	<ul style="list-style-type: none"><input type="checkbox"/> Exterior Door signs shall reflect USPS street address and located per TDDP/USPS requirements.<input type="checkbox"/> Awning/overhanging signs are not being proposed.<input type="checkbox"/> Window signage will conform to these TDDP signage guidelines.<input type="checkbox"/> Lettering for wall mounted signage proposed is of various heights, 2'-0"H, 3'-0"H and 4'-5" deep, internally illuminated. A modification is requested. Justification is provided in Modification 13, Section VIII of this document.<input type="checkbox"/>
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PARKING STANDARDS (Page 109)	
GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)	
<p>Intent To provide on-street parking and off-street surface/structured parking facilities that enhance pedestrian/motorist safety; reduce glare and sky glow on the surrounding neighborhoods; provide adequate lighting; shield lamp brightness; and improve motorist/pedestrian visibility within the built environment.</p>	
<p>1. Ratios for Uses: <i>Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.</i></p>	<p>The off-street parking ratios in the TDOZ would only allow 92 parking spaces. The applicant proposes 238 parking spaces in the parking garage. A modification has been requested. Justification is provided in Section IX of this document.</p>
<p>2. Accessibility: <i>All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. All other surface parking areas shall not exceed three percent maximum cross slope. Parking areas shall not be accessed via steps from adjoining walkways.</i></p>	<p>All parking spaces meet these requirements.</p>
<p>3. Pedestrian Access to Off-Street Parking:</p> <p>a. Surface Parking –</p> <ul style="list-style-type: none"> • <i>Pedestrian walkways through parking areas shall be prohibited.</i> • <i>Perimeter walkways along the edge or parking areas shall not exceed 2</i> 	<p>a. Surface Parking: There are no off-street surface parking</p> <p>b. Parking structures: This requirement has been met.</p>

<p><i>percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.</i></p> <p>b. Parking Structures – <i>Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum than 100 foot), accessible (maximum 2 percent slopes0, barrier-free (no steps) pathways.</i></p>	
<p>4. Construction: <i>Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development prior to the issuance of use and occupancy permits for the first building.</i></p>	<p>This is the Applicant's intent.</p>

5. Parking Landscaping: *Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.*

a. On-Street Parking –

- *Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.*
- *Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pits and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.*

b. Off-Street Surface Parking –

- *Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.*
- *Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.*
- *Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 inches wide and minimum 20 feet in length, planted with a 2.5 caliber shade tree, and shall provide ground cover or shrubs within the island.*
- *Landscaped parking islands located adjacent to ADA accessible parking spaces shall provide a 2.5-inch caliber tree and a mulch surface ground for accessible access.*
- *Tree pit beds shall be provided at a minimum of five feet in depth, with the center of the tree planted a*

- a. **On-Street Parking:** No on street parking is proposed
- b. **Off-Street Surface Parking:** No off-street surface parking is proposed.
- c. **Off Street Parking Structures:**
 - Landscaping is provided along the parking structure foundation facades that front the public realm.
 - The parking garage façade is 66 lf. The design requirements would require 7 trees and 20 shrubs and the proposed landscaping provided 3 trees and 15 shrubs. **Justification is provided in Section VIII, Modification 14 of this document.**
 - This requirement is met.

minimum of 2.5 feet from the face of curb for protection from open car doors.

c. Off-Street Parking Structures –

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

<p>6. Parking Lighting: <i>Lighting shall be provided for surface parking and parking structures as follows:</i></p> <p>a. On-Street Parking and Off-Street Parking –</p> <ul style="list-style-type: none"> • <i>Full cut-off lighting</i> • <i>Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan.</i> • <i>Street lights shall be a minimum 14 feet and a maximum 16 feet in height for on-street parking areas, and shall be a maximum of 20 feet in height for surface parking areas.</i> • <i>Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles.</i> <p>b. Off-Street Parking Structure –</p> <ul style="list-style-type: none"> • <i>Full cut-off lighting for exteriors facades.</i> • <i>Pedestrian light fixtures similar or equal to the Elliptipar parking structure lighting standards shown in the West Hyattsville TDDP conceptual site plan.</i> • <i>Illumination shall be a minimum of 2.0 foot-candles at entrances/exits and a maximum of 5.0 foot-candles.</i> 	<p>Regular street lights provide illumination for on-street parking spaces. Lights are full cutoff and approximately 15 feet, 8 inches in height. There is no off street parking structure. The Lighting Plan shows foot candles within the limits established in this standard.</p>
<p>ON-STREET PARKING (Page 111)</p>	
<p>Intent</p> <p>To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.</p>	

<p>1. Materials: <i>On-street parking areas shall be coordinated with the Department of Public Works and Transportation (DPW&T) and/or State Highway Administration (SHA) as appropriate.</i></p>	<p>The Applicant continues to work with the City of Hyattsville to coordinate materials for on-street parking within the Riverfront at West Hyattsville project, although no on-street parking is proposed adjacent to the subject property.</p>
<p>2. Configurations and Techniques</p> <p>a. Permitted Development Blocks for On-Street Parking: <i>On-street parking areas shall be permitted in all development blocks except NN and OO.</i></p> <p>b. Siting: <i>On-street parking shall be located in accordance with the West Hyattsville TDDP streetscape sections. Restricted (non-rush hour) on-street parking may be permitted on primary streets within the TDOZ, subject to an executed memorandum of understanding (MOU) between the City of Hyattsville, DPW&T, and the State Highway Administration (SHA) as appropriate.</i></p>	<p>No on-street parking is proposed.</p>
<p>OFF-STREET PARKING (Page 112)</p>	
<p>Intent</p> <p>To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the West Hyattsville TDOZ.</p>	

<p>Materials: The following is a list of permitted and prohibited material:</p> <ul style="list-style-type: none"> • Permitted: Brick and tile masonry, Native Stone (or synthetic equivalent), Precast masonry (for trim and cornice elements only), Gypsum reinforced fiber concrete (for trim elements only), Metal (for beams, lintels, trim elements and ornamental only), wood lap siding (horizontal configuration), Smooth or rough- sawn finish, Hardie-plank equivalent or better siding. • Prohibited: Stucco/EIFS (cementitious finish), split-faced block, concrete (Except for parking deck surface), Concrete Masonry units, Faux wood grain. 	<p>No prohibited materials are proposed.</p>
<p>Configurations and Techniques:</p>	
<p><i>1. Siting: Off-street parking facilities (surface lots and parking structures) shall be located in accordance with the West Hyattsville TDDP/TDOZ parking plan. Surface parking areas shall be provided to the rear of the site away from the public realm view. Parking areas and pedestrian access to these areas shall not exceed 25 percent of the build-to line frontage on any block. Street frontage vehicular access to off-street parking facilities shall be prohibited (see discussion of off-street parking entrances below).</i></p>	<p>The parking structure is 66 feet wide along Ager Road. This represents 22 percent of the Property’s total Ager Road frontage of 202 feet. This requirement is met.</p>

<p>2. Uses Within Parking Structures Along Street Frontages: <i>Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial mixed-use blocks as identified in the West Hyattsville TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to enhance the parking structure. Parking structures on corner lots shall provide ground-floor retail uses within the parking structure along both the front and side streets.</i></p>	<p>The parking structure is not within a commercial mixed-use block and no retail is provided on the ground floor of the parking structure. A modification is requested if it is determined that this standard is applicable. Justification is provided in Modification 14, Section VIII of this document.</p>
<p>3. Façade Treatments for Parking Structures: <i>Parking structure facades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural facades along both the front and side streets.</i></p>	<p>The parking garage is constructed of similar, high-quality materials to the office building, creating a unified architectural concept throughout the development.</p>

<p>4. Parking Structure Fenestration: <i>Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building, façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall facades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.</i></p>	<p>Parking structure screening is provided with metal screening– these provide 75% transparency for visibility at the ground floor of the building. There are no blank wall facades.</p>
<p>5. Parking Structure Height: <i>Structured parking shall be from a minimum of two stories to a maximum of five stories. Parking garages shall not exceed the height of the surrounding buildings and shall not visually dominate the block where visible from the street or other public space.</i></p>	<p>The structure is three stories tall and the same height of the adjoining building. It occupies a small part of the Ager Road frontage and is on the opposite side of the building from Little Branch Run. It is not visibly dominant.</p>
<p>6. Siting of Parking Structures With Street Frontage: <i>All parking structures with street frontage shall be located at the build-to lines that shall be sited zero feet from the sidewalk edge to create a continuous street wall. Each applicant or the applicant’s heirs, successors, and/or assignees, shall be responsible for parking structure improvements as delineated in the West Hyattsville TDDP. Parking garages shall be located within the interior of a block, surrounded by buildings that front the street except where otherwise delineated in the</i></p>	<p>Only a small portion of the parking structure fronts Ager Road. It is located at the same build-to line as the main building it serves. The building is being sited as close to the street as possible thus setting the build-to-line.</p>

<p><i>West Hyattsville TDDP. Parking structures on corner lots shall meet the build-to lines along both the front and side streets.</i></p>	
<p>7. Parking Structure Entrances and Exits (Single-Family Residential): <i>Parking structure entrances and exits within single-family areas shall not be more than 80 square feet in area, and there shall not be more than one garage door for each 16 feet of building frontage. All townhouse and live/work unit garages shall be tuck-under. Access to parking garages from the street frontage shall be prohibited. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts.</i></p>	<p>This does not apply to commercial structures.</p>

<p>8. Parking Structure Entrances and Exits (Multi-family/Nonresidential): <i>Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted.</i></p>	<p>Entrance/exits to the parking garage does not exceed 16 feet clear height however the proposed entry/exit to Ager Road does exceed 24 feet clear width to allow users to bypass the internal queuing lane. A modification is requested. Justification is provided in Modification 14, Section VIII of this document.</p> <p>The proposed parking access to the single garage consists of two location points, accessed from Little Branch Road to the North, and off of Ager Road to the east. A modification is requested. Justification is provided in Modification 14, Section VIII of this document.</p>
<p>9. Parking Structure Stairwells: <i>Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass facades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.</i></p>	<p>Parking structure stairwells will have glass facades to provide high visibility for pedestrian safety. Lighting is provided within the ranges required by the TDDP.</p>

<p>10. Parking Structure Elevators: <i>Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.</i></p>	<p>Lighting is provided within the ranges required by the TDDP. Parking structure elevators will not have glass walls as required by the TDDP. A modification is requested. Justification is provided in Modification 14, Section VIII of this document.</p>
<p>11. Parking Structure Lighting: <i>Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:</i></p> <ul style="list-style-type: none"> <i>a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed “J” box-style hung from parking structure ceiling</i> <i>b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed “J” box-style hung from parking structure ceiling</i> <i>c. Perimeter or core uplight wall fixture</i> <i>d. 250W metal halide</i> <i>e. 10-foot6-inch parking structure ceiling</i> <i>f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 percent deck (concrete construction), and 0 percent walls.</i> 	<p>The proposed parking structured garage lighting proposes up-lighting over the drive aisles for user safety.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pendant up-light fixtures are proposed to conform with TDDP guidelines. <input type="checkbox"/> Two-way pendant up-lights are proposed near the stair/elevator landing areas for visibility and safety. <input type="checkbox"/> Wall fixtures are proposed around the perimeter. <input type="checkbox"/> LED lamps/fixtures are proposed throughout the parking garage. A modification is requested. Justification is provided in Modification 14, Section VIII of this document. <input type="checkbox"/> The proposed structured parking garage has a lower level ceiling in excess of 12-

	<p>0". A modification is requested.</p> <p>Justification is provided in Modification 14, Section VIII of this document.</p> <p><input type="checkbox"/> Proposed finish Reflectance will comply with these guidelines.</p>
<p>BIKEWAYS AND BICYCLE PARKING (Page 116)</p> <p>COMMENT: Locations for bikeways, paths and trails were established at the time of Infrastructure Detailed Site Plan. Applicable sections of the Bicycle parking requirements are listed below.</p>	
<p>2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following:</p> <ul style="list-style-type: none"> • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services) 	<p>A minimum of 12 bicycle spaces will be provided. This meets the 1 space/20 off-street vehicle parking space requirement.</p>
<p>3. Bicycle Space Dimensions: Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide, and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking.</p>	<p>Bicycle space dimensions are provided as required in the TDDP.</p>
<p>4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development.</p>	<p>Bicycle parking is provided within the garage and within 50 feet of the entrance to the building. It has direct access to the public right-of-way.</p>

<p>a. Parking Structures: Required bicycle parking within a structure shall be located in or near main entrances or elevators to provide for pedestrian safety, visibility, and security of property.</p> <p>b. On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.</p> <p>c. Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George’s County Department of Public Works and Transportation, and the City of Hyattsville.</p> <p>d. Building: Bicycle parking may be located within a building, but the location shall be easily accessible for bicyclists.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Bicycle parking is located within the parking garage, lower level near the main drop off area within the garage, near the front entry. <input type="checkbox"/> Bicycle parking racks do not obstruct walkways and are located near the building entrance. <input type="checkbox"/> There is no Bicycle parking in the right - of-way. <input type="checkbox"/> There is no Bicycle parking within the building.
<p>5. Bike Parking Security:</p> <p>a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.</p> <p>b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Bicycle racks are anchored to the ground for security purposes. <input type="checkbox"/> Bicycle Lockers (lockable) are not provided.
<p>6. Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.</p>	<p>Bike Parking locations have direct access to the Public Right-of-Way.</p>

VI. OTHER REQUIREMENTS

Section 27-548 contains regulations applicable to development in the M-X-T Zone. These regulations are set forth below.

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development — 0.40 FAR; and

(2) With the use of the optional method of development — 8.00 FAR.

RESPONSE: The Riverfront at West Hyattsville development is eligible for a FAR of 1.4 under the optional method of development. Specifically, Section 27-545(b)(4)(A) provides that a development is entitled to a floor to area ratio of 1.0 above the base FAR of 0.40 if 20 or more dwelling units are provided. The project has been approved for 183 townhouse units to date. The proposed medical office building will achieve a FAR of .518 on the subject property.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

RESPONSE: The proposed uses in the Riverfront at West Hyattsville project are located in more than one building and more than one lot.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

RESPONSE: The proposed development is subject to the requirements of the TDDP and the requirements of the ETOD.

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

RESPONSE: Landscaping is addressed on the DSP.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

RESPONSE: No enclosed pedestrian spaces, theaters or residential uses are proposed in this application. The FAR excludes the floor area of the parking structure.

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

RESPONSE: No private structures are proposed to be located within the air space of a public right of way.

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

RESPONSE: The medical office building is proposed to have direct frontage on and direct vehicular access to Little Branch Drive and Ager Road. A variation request will be

filed in conjunction with a revised final plat of subdivision to allow access to Ager Road, which is classified as an arterial right of way.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant

demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

RESPONSE: No townhouses are proposed as part of this application.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone,**

designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

RESPONSE: No multifamily buildings are proposed as part of this application.

(j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

RESPONSE: This section is not applicable as The West Hyattsville Sectional Map Amendment was approved on May 23, 2006.

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

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

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

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

RESPONSE: The Applicant is seeking expedited review pursuant to this section and is subject to the requirements of the West Hyattsville Transit District Development Plan and Overlay Zone.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: This applies to the County. However, a stormwater concept plan has been approved. A revision to Concept # 11905-2016 has been approved. A revision to this Concept Plan has been submitted for approval with this application.

(7) All County agencies with responsibility for permit review for an Expedited Transit-Oriented Development Project shall make such review the highest priority in their staffs' permitting work responsibilities and shall comport

with the expedited development review and permitting provisions of this Section. Permits may be staged to enable specific phases of Expedited Transit-Oriented Development Projects to proceed while concurrent review for future phases is ongoing.

RESPONSE: This applies to the County.

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

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

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

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

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

RESPONSE: The proposed Riverfront at West Hyattsville development includes a mix of moderate and high density residential and commercial development within walking distance of an existing transit station which will increase transit ridership. The highest density is proposed in closest proximity to the station. This Architecture DSP presents a building in an urban environment with a parking garage. The building is within easy walking distance to the West Hyattsville Metro.

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: This is not applicable at the Architecture DSP.

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

RESPONSE: Both Ager Road and Little Branch Run will include sidewalks, street trees, and attractive lighting. These will be attractive streets leading to adjacent transit. The Architecture DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian oriented space.

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

RESPONSE: A 232 space parking structure is proposed in conformance with the TDDP.

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

RESPONSE: Carpool, vanpool and bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

RESPONSE: The building is proposed as close to the street as possible, behind only the sidewalk and public utility easements.

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: Block length was established through the Infrastructure Detailed Site Plan, DSP-16029.

(E) Creating pedestrian-friendly public spaces; and

RESPONSE: Public space locations were established through DSP-16029.

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

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

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

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

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

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

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

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

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

RESPONSE: The section of Subtitle 27A, states:

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

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

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

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

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

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

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

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

RESPONSE: As noted, the building is as close to the street as possible, forming the space of the street and allowing for an active streetscape.

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

RESPONSE: This is a single parcel with a single building. It is surrounded by Metro uses. There are no buildings on both sides of the street within this section of Riverfront at West Hyattsville. Sidewalks, the only public space, create the street-space identity.

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

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

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

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

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

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

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

RESPONSE: The proposed medical office building is designed with an active street front through the pedestrian/streetscape improvements and landscape area proposed along the facades of the building facing the public realm. The façade materials incorporate curtain wall/glass that also promotes an active front.

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

RESPONSE: The building is proposed close to both streets. South and west side property lines are well defined by Metro uses. No confusion between public and private land is expected.

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

RESPONSE: The proposed building fronts both Ager Road and Little Branch Run. Views are directed toward these streets and the space between the building and the street. Minimal setbacks are proposed to allow for an active streetscape, creating the urban setting envisioned by the TDDP.

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

RESPONSE: Garbage and recycling storage and mechanical equipment are proposed in the rear of the building, well away from the streetscape. A small side of the parking garage fronts Ager Road to the east; the access to the garage is to the south side, away from the street space.

VIII. MODIFICATION TO THE TDDP DEVELOPMENT STANDARDS

Section 27-548.08(c)(3) provides that as part of a detailed site plan in a Transit District Overlay Zone, the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise, and except as noted below. As identified above, the applicant has noted several mandatory requirements for which the applicant is requesting that the Planning Board apply different development requirements. Each of them is listed below with a discussion addressing the proposed amendment.

MODIFICATION 1

Building Envelope and Block Standards- General Design Principles and Intent (Page 67)

Ground Floor Retail (p. 67)

Required: “Buildings shall front on the street and square and provide ground level retail uses”

“Buildings shall provide retail on all ground floor elevations”

Proposed A cafe open to the public is proposed on the ground floor

Discussion: These are a general design principals, and theoretically would apply to every building constructed in the TDDP. Given the nature if the proposed building, as noted below, they may not be applicable in this instance.

The proposed building is a self-contained medical office building. While there will be some retail in the form of a pharmacy and a small cafe in the building, these uses will not have exterior entrances. While these services are planned primarily for the members, the café will be open to the public and provide an opportunity for transit riders to obtain a beverage. The purpose of this requirement is to provide an active, vital, and safe pedestrian public space. The proposed medical office building achieves that purpose by creating an active streetscape along the road.

Further, the TDDP also states that "...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." The proposed medical office building will have a primary entrance on the street and satisfy the purpose of this requirement. Therefore, it is not clear that retail is required on the ground floor of a medical office building that also occupies the first floor, but an amendment to the standard is requested if deemed to be required for the reasons stated.

MODIFICATION 2

Building Envelope and Block Standards- General Design Principles and Intent (Page 68)

Shared Parking

Required: "Building parking areas (off-street) shall be...shared by multiple owners/uses."

Proposed: Single use parking garage.

Discussion: The proposed medical office building will have an off-street parking structure that will exclusively serve the building occupant, Kaiser Permanente. The garage will not be a public garage and will not be shared by any other use. There are several reasons for this. First, the parking must be proximate to the medical office building due to mobility issues of some members. Second, while the Riverfront at West Hyattsville is a mixed-use development, the mix of uses is horizontal, and the proposed site is isolated from the

rest of the development by the metro line. Thus, the proposed parking garage cannot be reasonably shared by other uses. Finally, the number of parking spaces provided is the minimum determined necessary by Kaiser to meet the current and future needs of its members. Allowing public parking in the garage would not allow for sufficient parking to meet the needs of the building

MODIFICATION 3

General Design Principles and Intent-Building Street Types (Page 69)

Build-to line façade percentage on Ager Road

Required: 75% frontage buildout

Proposed: 68.4%

Discussion: The property has 295.5 feet of frontage on Ager Road and the proposed building occupies 199.3 feet along this frontage, or 68.4 percent. The site is impacted by an existing WSSC easement that extends diagonally from Ager Road to the rear (or southern) property line, and then extends along the entire length of that property line. Buildings cannot be located within that easement and thus the parking garage is angled so that it does not encroach. While this prevents the applicant from achieving full compliance with the build-to-line design standard, it allows the applicant to minimize the garage as a street element. Given these constraints, the applicant conforms to the design standard to the maximum extent possible.

MODIFICATION 4

General Design Principles and Intent-Building Street Types (Page 74)

Building Heights along Residential Streets

Required: Four to six stories along Little Branch Run

Proposed: Three stories

Discussion: It is not clear that a modification to this requirement is needed. The property fronts on Ager road and Little Branch Run, which is classified as a Residential Street. On Ager Road (a primary street), the minimum height is three stories. On Little Branch Run, a residential street, the minimum height is 4 stories. However, the minimum and maximum heights on the residential street are “except as otherwise noted in the TDDP”. In this case, since the Ager Road frontage is the primary frontage, the height requirements for Ager Road would control. In the event it is determined that they do not, a modification is requested.

MODIFICATION 5

General Design Principles and Intent-Building Street Types (Page 75)

Build-to line façade percentage on Little Branch Run

Required: 75% frontage buildout
Proposed: 72.8%

Discussion: The property has 185.3 feet of frontage on Little Branch Run and the proposed building occupies 135 feet along this frontage, or 72.8 percent. There are two factors which constrain full conformance to this design standard. The first is that the building must be setback from the road to accommodate the PUE, or 28.4 feet. Also, a driveway is provided between the building and the Metro rail tracks to allow access to the garage and for building services (trash, loading, etc.) The combination of these two factors prevents the building from achieving the full 75% frontage buildout. Given these constraints, the applicant conforms to the design standard to the maximum extent possible.

MODIFICATION 6

General Design Principles and Intent (Page 82)

Landscaping of Building Fronts

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

Proposed None

Discussion: The building front will be attractively landscaped, but planters and window boxes are not proposed. The style and design of the building is not conducive to window boxes and the applicant prefers planting in the ground as opposed to planters. The building front will be generously landscaped and the pedestrian space well defined to eliminate the need for planters.

MODIFICATION 7

Streetscape Standards (Page 81-90)

Streetscape, Street Tree and Lighting Standards along Ager Road

Required: Various requirements

Proposed: No modification to existing condition

Discussion: The TDDP contains several requirements related to the desire for certain streetscape elements in the public right of way of Ager Road. These address sidewalk materials, street tree types and spacing, median and crosswalk locations and public street lighting. Prince George’s County is in the process of implementing a green street construction project at a cost of \$11.7 million which will improve the appearance, safety and functionality of Ager Road. The scope of the project also includes tree planting, storm water management and bike lane installation. The applicant has no

control over the construction of these improvements but is aware, however, that the sidewalks which have been installed along the property frontage to date are concrete, which is a prohibited material in the TDDP. Other discrepancies between the TDDP streetscape, street tree and street light standards and the ultimate construction may occur. While it is typically understood that Overlay Zone Development Standards within the public right of way are subject to the approval of the operating agency, the Applicant nonetheless requests an amendment to any standards within the public right of way to the extent necessary.

MODIFICATION 8

Streetscape Standards (Page 90)

Public Street Lighting-Lighting Fixtures

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

Discussion: As the cost of LED lighting lowered, it became the common replacement for old-fashioned incandescent lighting, as they last much longer and use far less electricity than standard lighting. The standards in the TDDP are outdated and not consistent with energy-efficient and sustainable building design practices.

MODIFICATION 9

Streetscape Standards-Blocks and Alleys (Page 91)

Dedicated Right-Of-Way for Alleys

Required: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Where not constructed, right of way for an alley must be dedicated.

Proposed: No alley is proposed to be constructed or dedicated.

Discussion: The proposed parking garage will be accessed from a private driveway located to the rear of the building which will access Little Branch Run. There is no need for a public alley. In addition, the site is constrained by the location of the metro rail line, which undergrounds behind the building. There is no adjacent development which could access or benefit from providing an alley. For these reasons, an amendment to this requirement is requested.

MODIFICATION 10

Streetscape Standards-Blocks and Alleys (Page 92)

Curb Cuts

Required: Curb cuts shall be prohibited on Boulevard and Main Street development sites.

Proposed: A right-in/right-out access is proposed for the garage from Ager Road, a Boulevard Street.

Discussion: As reflected on the detailed site plan, the Applicant is proposing to construct an entrance to the garage on Ager Road. As noted above the County is currently constructing improvements to Ager Road, which include a median. As a result, the garage entrance would be right-in/right-out only. The entrance is important for two reasons. First, the parking garage has been designed to provide a drop-off area in the front of the garage as members enter from Ager Road. This will be the primary entrance to the garage. At this location, room is provided for members to exit a vehicle, under cover and to walk to the front door of the building, also under cover. Second, requiring all access from Little Branch Run would force all commercial traffic onto a residential street serving the rest of the Riverfront at West Hyattsville community. In addition to adding

traffic conflicts, members to the facility will be anticipating an entrance to the building on Ager Road, where the building will front and where it will be addressed. The entrance and exit to the parking garage provided from Little Branch Run will provide an alternative means of access to the garage, and separate service vehicles from patient vehicles, which will improve traffic circulation and safety. Finally, there will be adequate distance between the garage entrance on Ager Road and the nearest streets to allow vehicles to safely access the garage. There will be approximately 324 feet from the center line of Little Branch Run to the entrance and 201 feet from the garage entrance to Jamestown Road, which provides access to the Metro Station. Thus, to improve traffic circulation, avoid patient confusion, separate most visitor traffic from service vehicles and create an appropriate drop off point for visitors, providing a limited point of ingress and egress improved the site and supports approval of an amendment to the design standard to allow a curb cut on Ager Road.

MODIFICATION 11

Architecture Standards-Building Facades (Page 104-105)

Building Facades along Corner Lots

- Required: Permitted and Prohibited Materials-facades shall provide architectural material that meets the materials list specified in the architectural standards.
- Proposed: Alternative materials are proposed
- Discussion: None of the prohibited materials included in the TDDP are proposed to be used. However, materials not listed (or listed for only limited purposes) are proposed. The TDDP states that “equivalent or better materials is also encouraged but shall be approved at the discretion of the Planning Board.” The applicant proposes to use equivalent or better materials in the façade of the proposed building. For example, the list of permitted uses includes

metal, but such use is limited to beams, lintels, trim elements and ornamentation only. The applicant proposes to use metal panels. The design and function of metal panels has expanded greatly since the TDDP was approved, and when used as proposed projects a modern aesthetic that is high in design and quality. The applicant also proposes a minimal use of composite architectural panels to further improve the architectural design of the building. Finally, the applicant proposes to utilize digital LED panels on the façade facing Ager Road. These phenolic panels are architectural and include a digital LED graphics which allow for a unique art feature which will be appropriate for Hyattsville, which values art and its arts district. All of these materials are proposed to enhance the architecture of the building but were not specifically included in the list of permitted uses. The applicant is requesting that the Planning Board approved the use of these materials.

It is noted that in the pre-application comments, it was interpreted that the Applicant was proposing CMU, which is a prohibited material. Any CMU used will be faced with brick and will not be exposed.

MODIFICATION 12

Architectural Standards General Design Principles and Intent (Page 106)

Windows and Doors/Entrances

- Required: Windows shall not span vertically more than one story.
- Proposed: The building façade includes curtainwall framing systems with insulated glazing that extends from the ground floor to the roof.
- Discussion: The east elevation facing Ager Road includes a curtainwall framing system with insulated glazing that extends from the ground floor to the roof. This system is used in two locations and provides a visually attractive break in the building mass. The northernmost curtainwall allows visibility of the internal metal

stairs, which further provides architectural interest and visibility to the street. This curtainwall is also located next to the LED panels, which will further enhance the architectural interest and quality of the east elevation.

Required: A maximum of five windows may be ganged horizontally.

Proposed: Windows are ganged horizontally in groups larger than five windows.

Discussion: As required by the TDDP design standard, the windows are separated by a vertical mullion or column, pier or wall section, but there are more than five ganged horizontally. These windows are located within the curtainwall framing systems proposed on the eastern elevation. As noted above, this curtainwall framing system serves to break up the horizontal mass of the eastern elevation and provides a unique, high quality architectural feature. As proposed, the ganged windows enhance the proposed architecture. Limiting the number of ganged windows to five would result in narrow strips of glazing that would be out of scale with the overall length of the eastern elevation.

Required: Windows shall be no closer than 30 inches to building corners.

Proposed: Windows are placed closer than 30 inches to exterior building corners.

Discussion: Windows have been located closer than 30 inches to the building corners in several locations for façade balance. Windows wrap the corner from the eastern façade to the northern façade. The curtainwall framing also places windows within 30 inches of the corner. The windows are used as an architectural feature which enhance the building design and are not the “traditional” type of window envisioned by the TDDP. The east elevation facing Ager Road includes a curtainwall framing system with insulated glazing that extends from the ground floor to the roof. This system is used

in two locations and provides a visually attractive break in the building mass. The northernmost curtainwall is located next to the LED panels, which will further enhance the architectural interest and quality of the east elevation.

Required: Single panes of glass shall not be larger than 6 feet high by 4 feet wide.

Proposed: The curtainwall and storefront glass panels are larger than 6 feet high and 4 feet wide.

Discussion: As noted above, the curtainwall windows are used as an architectural feature to enhance the façade. Given the modern design of the building, the larger panes are in scale with the façade and only enhance the quality of the architecture.

Required: Windows shall allow a minimum 60% of surface view into the building for a depth of at least 20 feet.

Proposed: The view into the building to a depth of 20 feet is interrupted by interior wall configurations.

Discussion: While the use of windows is proposed to enhance the architecture of the building, the view into the building through the window does not extend to a full depth of 20 feet due to the interior wall configurations. Given the design of the building, it would not be possible to achieve a view at least 20 feet at all locations.

Required: Windows shall be double hung, single-hung, awning or casement windows. Fixed windows are only allowed as a component of a window system that includes operable windows. The maximum pane size is 40" by 40".

Proposed: All windows are proposed to be fixed units and non-operational, and the window systems are not limited to double-hung, single-

hung, awning or casement windows. The proposed windows are 54” wide by 64” high.

Discussion: As a commercial building with a closely controlled HVAC system, all of the windows will be fixed and the window systems are not limited to double-hung, single-hung, awning or casement windows due to the nature of the design and the use of windows as an architectural statement. The proposed windows are 54” wide by 64” high, again reflecting the desire to use the windows as an architectural feature to provide interest in the building façade through the use of different materials and window configurations.

MODIFICATION 13

Architectural Standards General Design Principles and Intent (Page 107)

Signage

Required: Building signage shall be illuminated with external lighting only. Lettering for all signage shall not exceed 18” in height or width and 3” in relief. Ground mounted signage is prohibited.

Proposed: Building signage will be internally illuminated. Lettering for all wall mounted building signage will vary in height between 24” and 36” and will be 4-5” deep. Ground mounted monumental signage is proposed.

Discussion: The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety contributing to visual clutter. While internally illuminated and more than 18” in height and width and 3” in relief, the signage will be appropriate in scale to the building and identify the nature of the use for pedestrians, motorists and transit riders seeking the medical facility. The ground mounted signage consists of four signs which are strategically placed to serve their intended purpose. One sign will be located at the entrance to the garage and service area off of Little Branch Run. This sign will direct trucks to the receiving area. The second sign

will be located at the corner of Little Branch Run and Ager Road and direct motorist and pedestrians to the main entrance, the parking garage and the receiving area. The third free standing sign will be located at the entrance to the garage from Ager Road and direct motorist where to park. This sign will include an art panel which will complement the LED panel incorporated into the building architecture. The final ground mounted sign is a “Welcome” sign as motorist enter the garage. This sign is setback from the right of way and is not intended to be seen by passing motorists. All of the proposed signage is critical to the operation of a medical facility such as that proposed as it is important for members to be able to quickly located the building and which entrance to access. Without free standing signage, receiving trucks may enter the passenger vehicle garage entrance with no place to turn around, and customers may pass the entrance and end up in the Metro station or bus loop. The signage only promotes safety without contributing to visual clutter. Thus, the intent of the design standard is satisfied.

MODIFICATION 14

General Design Principles and Intent (Page 109)

Off-street Parking Structures

Required: For off-street parking structures, landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch) height per ten linear feet of parking façade. The garage is 66 ft. wide along Ager Road, requiring 7 shade trees and 20 shrubs.

Proposed: 3 shade trees and 20 shrubs.

Discussion: The above stated requirement of 1 tree per 10 LF is only achievable with a double allee of tree plantings, in addition to a row of any required Public ROW street trees, which reduces available clearance for pedestrians, site furniture, and other requirements. This spacing would still be too close for recommended tree health (20’ or less on center). The applicant plans to have designs developed for the pedestrian zone along Ager Road and Little Branch Run to a high-quality urban standard under

their own programmatic, community-focused, guidelines beyond the DSP review stage. The applicant submits that the landscaping proposed fully meets the intent of the TDDP.

Required: Retail uses shall be provided in the ground floor of any parking structure with street frontage within commercial mixed-use blocks. (p. 112)

Proposed None

Discussion: The TDDP identified retail/commercial areas and mixed-use office/residential areas. The Subject Property will be designated as Mixed-Use Residential. Thus, it is not clear where “commercial mixed use” blocks are intended to have retail on the first floor of a garage. It is the Applicant’s position that no retail is required in this instance, but would submit for the reasons cited below that it is not appropriate. If it is determined that retail is required, a modification of this design standard is requested.

First, there are property constraints that impact the design of the garage. Specifically, a WSSC easement extends at an angle from Ager Road to the southern property line. This reduces the width of the garage at the build to line to only 64 feet and impacts the access to the garage. Second, the garage has been designed to provide a drop-off area as vehicles enter the garage in order to give members close access to the front door. This drop off area is in the front of the garage and includes a security station and elevators to upper floors of the garage. Finally, the majority of the first floor parking spaces are set aside for handicap parking. Providing retail on the first floor would require that the spaces proposed for member drop-off and security be eliminated or relocated and replaced with retail. This would be an inconvenience to the members. Parking for the retail would need to be provided in close

proximity, but the first floor is primarily handicap parking. Thus, retail parking would be pushed to a different level of the garage than the retail. The nature of the building, the nature of the members accessing the building and the necessary design features required for such a special purpose prevent the retail from being located in the garage. Notwithstanding, the Applicant does design to locate a café in the ground floor of the medical office building which will be open not only to members but also the general public passing by either to or from the Metro Station. This will provide a retail component which will benefit both the project and the community. Thus, the intent of this regulation is satisfied.

Required: Parking structure entrances and exits shall not be more than 16 feet clear height and 24 feet clear width. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts.

Proposed The parking structure entrance is not more than 16 feet clear height but is more than 24 feet clear width. There are two points of access to the garage.

Discussion: As vehicles enter the garage from Ager Road, there is a drop-off area for members to be let out of their vehicle and reduce the distance to the front door. This area is under cover and the walkway to the front door is also under cover. In order to provide this drop-off area, a bypass lane is provided so other vehicles can enter the garage and not back up traffic. As a result, the entrance is wider than 24 feet to accommodate this bypass lane. This also relates to the need for a second entrance. Given the location and orientation of the garage, it is necessary to have an access from Ager Road. A second entrance is provided from Little Branch Run to assist with traffic circulation and separate service vehicles from

patient vehicles. The two entrances will benefit the project and the transit district.

Required: Parking structure elevators shall be constructed of glass walls. (p. 114)

Proposed: The parking structure elevator will not be transparent.

Discussion: The parking structure is designed with 75% transparency, with substantial glass. In addition, a security station is provided at the vehicle drop-off and security cameras will be placed throughout the garage. This requirement is specifically “to provide pedestrian safety and enhanced visibility. With the redundancy of security measures included in the design of the garage, the intent of this regulation is satisfied and an elevator with glass walls is not necessary.

Required: Parking structure lighting shall be 250W metal halide. (p. 115)

Proposed: The parking structure lights will be LED.

Discussion: As noted above, the TDDP is reflect technology as of 2006. The current technology is to use LED lighting, which is more energy efficient. The intent of this regulation is satisfied with the use of LED lighting.

Required: Parking structures shall have 10-foot 6-inch ceilings. (p. 115)

Proposed: The first floor of the parking structure has a 12-foot ceiling.

Discussion: The purpose of this design standard is not stated. The first floor ceiling height is 12 feet, which provides greater visibility and openness where the security area and patient drop-off are located. This is the floor that also accommodates handicap parking, vans and Metro Access vehicles.

With regard to all of the proposed modifications set forth above, Section 27-548.08 states that “in approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan.” The applicant submits that the Planning Board can make such a finding in this case. The building proposed is a specific purpose building—a medical office building. The building, and the entrances to the building and parking must serve the needs of this use and the patients utilizing the building. Most of the modifications requested are intended to allow for the use of modern materials or architectural treatments not available or envisioned 15-18 years ago when the standards were written. All of the modifications are intended to enhance the architecture and result in the construction of a high-quality building that will set a very high bar for future buildings in the vicinity of the Metro station. For these reasons, the amendments to the mandatory requirements will benefit the proposed development and the Transit District and will not in any way substantially impair the implementation of the TDDP.

IX. AMENDMENTS REQUIRED TO BE APPROVED BY THE DISTRICT COUNCIL

As noted above, Section 27-548.08(c)(3) provides that the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan. However, such amendments do not apply to parking standards (except for provisions concerning the dimensions, layout, or design of parking spaces or parking lots). Rather, Section 27-548.09.01 provides that a property owner may ask the District Council, but not the Planning Board, to change the list of allowed uses, as well as the parking standards in the Transit District Development Plan. In this instance, the applicant is requesting amendments to the list of allowed uses and to the parking standards set forth in the Transit District Development Plan.

AMENDMENT TO THE PREFERRED LAND USE CATEGORY AND TABLE OF USES **(Page 41)**

As noted above, DSP-16029 was a site plan for infrastructure and included all of the property comprising the Riverfront at West Hyattsville Metro project. This DSP included a request to amend the Preferred Land Use Plan for the Subject Property as well. The TDDP for the West Hyattsville Metro Station placed the property around the metro station in the M-X-T zone. The TDDP then divided the land into small blocks, which are shown on the Block Registration Plan set forth on Map 13. The Subject Property is within Block G. These blocks were then designated with “preferred land use categories” which determine which uses are permitted within each block. The Preferred Land Use Plan is set forth on Map 14 of the TDDP. One of the challenges with the Preferred Land Use Plan is that the blocks in the land-use categories do not follow property boundaries.

When DSP-16029 was filed, the applicant proposed to amend the Preferred Land Use Plan to reflect the proposed development of the property based upon the parcel configurations included approved by the preliminary plan. As the Subject Property was proposed for residential/commercial uses and was evaluated for both residential and commercial use as part of the preliminary plan, the exhibit provided by the Applicant designated the Subject Property as “Mixed-Use Residential”, a classification that permits a wide range of commercial uses, including a medical office building.

When the Staff Report was released, the staff recommended that the Planning Board approve “the applicant’s proposed amendments”, but then summarized those amendments as placing “portions of Blocks L and G in the Multifamily Preferred Land Use Category”. This statement did not accurately reflect the Preferred Land Use Category clearly depicted on the Applicant’s Preferred Land Use Map, and conflicted with the proposal to include commercial use on the property (as the “Multifamily (Tower and condo) preferred land use category does not permit commercial uses. Notwithstanding, this inconsistency was carried forward into the Resolution adopted by the Planning Board and the final Order adopted by the District Council. Due to the lack of clarity which this discrepancy creates, the Applicant once again requests an amendment to the list of allowed uses to clarify that the Preferred Land Use for the Subject Property is Mixed-Use Residential in order to permit the construction of a medical office building.

The medical office building proposed by Kaiser Permanente will include administrative offices, medical offices, a pharmacy, a small medical laboratory (containing less than 2,000 square feet) and a coffee shop on the ground floor. The coffee shop will be available for use by members, but also will be open to the public who may be walking by the facility to the metro station. In the Mixed-Use Residential preferred land-use category, offices, medical offices and a pharmacy are all permitted. However, a medical laboratory, as a principal use, is not permitted. Typically, a use such as the laboratory proposed would be permitted as an accessory use, even if not permitted as a principal use, but this is not clear from the use list in the TDDP. Thus, an amendment is requested to allow a medical laboratory as an accessory use in the proposed medical office building. In addition, the only type “eating and drinking establishment” listed in the use list is one “with live music and patron dancing”. No other eating and drinking establishment is permitted in the TDDP. As such, an amendment to the use list is also requested to allow an eating and drinking establishment.

Section 27-548.09.01 permits the District Council, but not the Planning Board, to approve a change to the list of allowed uses within a TDDP pursuant to a request filed by a property owner. The application for such a change shall include a statement that the proposed development conforms with the purposes and recommendations of the Transit District, as stated in the Transit District Development Plan. The Applicant has addressed the conformance of the proposed development of a medical office building with the purposes and recommendations of the Transit District above, in satisfaction of this requirement.

The District Council may approve an amendment to the list of permitted uses provided that it finds that the proposed development conforms with the purposes and recommendations of the Transit Development District, as stated in the TDDP, and meets applicable site plan requirements. Conformance with the specific TDDP Development Standards is addressed in detail above. The proposed development also conforms with the purposes and recommendations of the TDDP. “The West Hyattsville TDDP envisions compatible moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding

the automobile.” (TDDP p. 9). Implementation of this vision focuses on three key elements, density, diversity of land uses and design that creates attractive pedestrian friendly environments.

The TDDP encourages an intensity of development sufficient to provide a mass of transit riders. The proposed medical office building will be part of the larger Riverfront at West Hyattsville project that includes a mix of residential and non-residential development that will spur ridership at the West Hyattsville Metro. The proposed medical office building will not only provide its employees with access to a transit station, but also its patients.

The diversity of product is also a key component to implementing the vision of the TDDP. The proposed project provides for sale townhouses, rental apartments and employment within walking distance of the Metro and allows opportunity for additional development on the land owned by WMATA at the station entrance. Finally, the design contributes to creating an attractive, pedestrian friendly environment. The Riverfront at West Hyattsville project is improving pedestrian connectivity to the Metro through improvements within the Northwest Branch Stream Valley Park, including lighting of existing trails, as well as additional pedestrian and bicycle trail connections.

The TDDP identifies four key elements to support transit-oriented development at the West Hyattsville Metro Station, neighborhoods, environment, transportation elements and low impact development. The overall Riverfront at West Hyattsville project, and the proposed medical office building in particular, contribute to each of these key elements. As discussed at length above, the subject Property at the edge of the Hamilton Neighborhood, which is the anchor of the transit district. The proposed medical office building will provide the first building block of the Metro core envisioned by the TDDP. Environmentally, the Riverfront at West Hyattsville project will create natural areas and open spaces which will serve residents of the community and commuters accessing the Metro from other neighborhoods, consistent with the goals of the TDDP. The TDDP encourages implementation of transportation elements such as streets, pedestrian pathways and rail transit rights of way to help organize community structure. The Riverfront at West Hyattsville project does all of these things by not only enhancing existing pedestrian and bicycle pathways but adding additional connections which will safely connect the community to the Metro along existing transit rights of way. Low impact development

techniques are also encouraged. The proposed development will incorporate modern ESD stormwater management techniques into the medical office building site and the remainder of the development. In addition, the proposed medical office building will achieve LEED certification.

For all of the above reasons, the District Council can find that that the proposed development conforms with the purposes and recommendations of the TDDP.

AMENDMENT TO MAXIMUM PARKING RATIO (Page 118)

The Subject Property is zoned M-X-T. The parking requirements which are generally required in Prince George's County are contained in Section 27-568 of the Zoning Ordinance. However, Section 27-574 (a) states that "The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations." Notwithstanding these provisions, the TDDP establishes maximum parking ratios for all uses within its boundaries and supersede the requirements of the Zoning Ordinance.

These parking ratios vary depending on the proximity of the property to the West Hyattsville Metro Station. The subject property is with ¼ mile of the metro station. For a retail/commercial use, the maximum parking ratio allowed is 2.00 parking spaces per 1,000 square feet. Under this parking ratio, the maximum number of parking spaced which would be permitted to serve the proposed medical office building is 92 spaces. The applicant is proposing to construct a parking garage to serve the needs of the building with 238 parking spaces. As noted above, modifications to the parking standards (such as the maximum number) are required to be approved by the District Council.

The applicant submits that due to the nature of the proposed use, a modification is justified and conforms with the purposes and recommendations of the Transit Development District, as stated in the TDDP. The purposes and recommendation of the TDDP are set forth above in conjunction with the discussion of the amendment of permitted uses. The same

discussion applies in this instance. The need for the additional parking, notwithstanding the proximity to the Metro Station, is based upon the unique nature of the use.

The parking analysis is based upon proprietary information provided by the prospective tenant, not based on the new Zoning Ordinance or the ITE Parking Generation Manual. The prospective tenant has provided detailed information for the anticipated volume of traffic using the facility. At peak occupancy it is anticipated the daily volume of patient visits to the facility will be 562. Maximum staff on-site during the peak is estimated to be 105. The prospective tenant does offer incentives for staff to use public transportation that will offset some of the need for staff parking, and the employees at the existing facility (also located in Hyattsville) are proximate to a Metro station. The applicant sponsors a program to encourage use of mass transit known as the Wage Works program. The Wage Works program is a commuter spending account which allows employees to utilize after tax dollars for mass transit usage. The applicant intends to retain this mass transit incentive program. Even with that, a medical office building of this nature typically will require five parking spaces per 1000 building gross square feet. The prospective tenant has experienced parking to be inadequate within at their facilities if a similar parking ratio has not been provided, including those locations within Prince Georges County.

Ambulatory medical facilities typically require more parking than residential, office or commercial uses. This is due to the nature of the activity in the proposed building, including separate patient visits for lab, radiology, pharmacy and patient education sessions along with visits to see the doctor and other care providers. Many of the visitors can be compromised due to illness or other health issues whereby public transport is not a comfortable and viable option.

Based upon experience with other facilities in the Washington region, based upon the tenants knowledge of the needs of its members, and based upon the needs of the existing facility which is also in close proximity to a Metro Station, the 238 parking spaces proposed is the minimum necessary to ensure that the needs of the patients are served and parking is not strained on streets outside the facility. This parking is just as critical to meeting the needs of its members as are the pharmacy, medical laboratory and diagnostic facilities located within the building.

Kaiser Permanente’s experience with parking demand at its facilities is consistent with typical requirements for similar facilities. If Section 27-574 were applicable, it requires the applicant to determine the required number of parking spaces as set forth in Section 27-568 for the proposed use. For a medical office, one parking space per 200 square feet is the minimum required. For the proposed building, a total of 229 spaces would be the minimum. Section 27-574 then requires that parking may be reduced by two factors. The first factor is that shared parking may be taken into account—for example where an office building or residential building share the same parking. In this case, however, the mix of uses proposed for the Riverfront at West Hyattsville is horizontal, and the proposed site is isolated from the rest of the development by the metro line. Thus, the proposed parking garage will not be shared by other uses and a shared parking reduction is not warranted. The parking may also be reduced based on proximity to mass transit. As noted above, however, while some employees are encouraged to, and do use metro, the anticipated growth of members is expected to expand to up to 564 patient visits per day. The number of spaces proposed is required to serve this demand.

Even with the number of parking spaces proposed, the proposed building will increase metro ridership at West Hyattsville and will be a valuable addition to a Metro Station that is currently underutilized. However, the applicant also needs to ensure that the needs of both its members and its employees are addressed. For these reasons, the District Council can find that that the proposed development conforms with the purposes and recommendations of the TDDP.

X. CONCLUSION

The Applicant presents a Detailed Site Plan for Architecture that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), the architectural façade presented is urban in nature. The landmark

Statement of Justification
Riverfront at West Hyattsville
Detailed Site Plan, DSP-20004
Medical Office Architecture
Expedited Transit-Oriented Development
March 11, 2020

building is oriented toward the intersection of Ager Road and Little Branch Run, close to the streets, with wide sidewalks in front providing easy pedestrian access to the Metro and neighborhoods beyond. This is the urban, pedestrian oriented environment envisioned by the TDDP. The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,

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SECOND SUPPLEMENTAL STATEMENT OF JUSTIFICATION
RIVERFRONT AT WEST HYATTSVILLE MEDICAL OFFICE BUILDING

DSP-20004

4/22/2020

This Second Supplemental Statement of Justification is submitted to address three issues which have arisen since acceptance of the Detailed Site Plan related to signage. The first issue relates to parking space size and the second issue relates to the use of stamped concrete and the third relates to the percentage of the property frontage at the build-to-line occupied by buildings.

PARKING SPACES SIZES

First, the Detailed Site Plan which was filed proposes the use of universal size 9' X 18' parking spaces for all spaces other than handicap accessible parking spaces. These dimensions are shown on architectural sheets A0202A and A0202B. The regulations governing the design of off-street parking spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 9.5 feet by 9 feet, but permits up to one-third of the required spaces to be compact car spaces measuring 8 feet x 16 feet. The applicant is providing 238 parking spaces, all measuring 18' x 9' (except for the required handicapped spaces). No compact car spaces are proposed. Thus, a small modification of the standard parking space dimension is proposed.

The subject property is located within the West Hyattsville TDOZ. In a TDOZ, Section 27-548.06(d)(1) provides "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit District Standards do not modify the size of parking spaces. Section 27-548.06(2)

further states that “if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11.” However, Section 27-548.08(c)(3) of the Zoning Ordinance, as follows:

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

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply. The Applicant is requesting that the Planning Board amend the parking provisions concerning the dimensions of the proposed spaces within the parking garage. Note that in its initial Statement of Justification, the Applicant requested a amendment to the number of parking spaces required. This amendment can, as provided above, only be approved by the District Council. However, the amendment of parking space dimensions may be approved by the Planning Board provided the required findings can be made.

As noted above, the applicant is proposing that all parking spaces, with the exception of the spaces provided for the physically handicapped, be 9' x 18'. Section 27-558(a) requires that standard nonparallel parking spaces measure 9.5' x 19' while nonparallel compact car spaces must be 162' x 8'. The difference between the required standard car space measurement and the 9' x 18' space the applicant is proposing is insignificant in light of the fact that there will be no compact car spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage as

proposed in this instance. Further, the use of a universal sized parking space has become the more common standard in modern zoning ordinances. In the proposed zoning ordinance rewrite, the standard parking space size will be 9 feet by 18 feet. This creates a more efficient and functional parking layout and will serve the purposes of the subtitle equally well.

The Applicant submits that the Planning Board can find that utilizing the universal size parking spaces will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan. The use of the universal size parking space allows the applicant to place the required number of parking spaces in the facility. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the Transit District. The proposed modification to the standard parking space size provided in Section 27-558(a) will also allow the site to provide adequately sized spaces to accommodate all types of vehicles owned by employees and patients accessing the proposed medical office building. All of the spaces are internal to the garage, which is adequately screened by the proposed architecture, and therefore will not impact any pedestrians or motorists visiting the Metro Station. Therefore, the proposed modification of parking space dimensions will not substantially impair the implementation of the TDDP.

USE OF STAMPED CONCRETE

The Transit District Standards contain General Streetscape Standards which are addressed in the Applicant's Statement of Justification. The Applicant seeks to make one clarification to the issue addressing certain streetscape elements. The TDDP contains the following requirement:

Streetscape Paving: All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.

The TDDP then specifies that the following materials be used for the primary walkways:

Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials.

In its Statement of Justification, the Applicant stated “The Applicant is proposing to use brick pavers connecting to the existing streetscape constructed by Prince Georges County thru the greens streets program. The Applicant now notes that while the primary walkway from the main entrance to the public sidewalk will be constructed with brick pavers, non-primary walkways and paved areas will be constructed with stamped concrete. The Applicant is attempting to activate the streetscape along Ager Road, and this activation will include an area with outdoor seating and an area where health fairs and farmers markets can be held. Paving required to support these activities will be constructed with stamped concrete, which is consistent with the intent of the TDDP to use decorative paving materials. The Applicant did not want to incorrectly imply that all paving along the streetscape was to be constructed with brick pavers. However, because the primary walkways are utilizing brick pavers, no modification is required as a result of this clarification.

BUILD-TO LINE FAÇADE PERCENTAGE ON LITTLE BRANCH RUN

Modification 5 set forth in the Applicant’s Statement of Justification addresses the build-to line façade percentage on Little Branch Run. The requirement in the TDDP is that 75% of the build to line should be occupied with the building façade. The Applicant included a build-to line exhibit which showed that the façade is 136 feet wide, while the property line is 185.3 feet wide, resulting in 72.8% frontage build-out. However, Staff asked that the build-to line exhibit be modified. The modification of this exhibit as requested by staff requires that a larger modification be requested.

Included with this request is a revised build to line exhibit. This exhibit shows that the total frontage of the Subject Property on Little Branch Run is 226.8 feet, while the total building frontage is

134.8 feet. This results in a build-to line façade percentage of 59%. Thus, a modification of 16%, not 2.2% is required.

As noted in the original Statement of Justification, there are two factors which constrain full conformance to this design standard. The first is that the building must be setback from the road to accommodate the PUE, or 28.4 feet. Also, a driveway is provided between the building and the Metro rail tracks to allow access to the garage and for building services (trash, loading, etc.) The combination of these two factors prevents the building from achieving the full 75% frontage buildout. In addition, it should be noted that the Subject Property is unusually shaped along Little Branch Run. There is a small finger of land which extends along the right of way of Little Branch Run over the Metro train track which is only 10' wide and 44.5 feet long. This area has been included in the frontage calculation, but in reality, provides no visual contribution to the frontage. The TDDP was not referring to such an unusual situation in establishing the 75% requirement. If this frontage is removed from the calculation, the build-to line façade percentage increases to 74%. Thus, while a modification of 16 percent is technically required, the Applicant submits that it conforms to the intent of the design standard and requests a modification of that standard.

Respectfully Submitted

A handwritten signature in blue ink, appearing to read 'T. Haller', with a long horizontal flourish extending to the right.

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A M E N D E D R E S O L U T I O N

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

*WHEREAS, [in consideration of evidence presented at] a public hearing was held before the Planning Board on September 28, 2006, regarding Conceptual Site Plan CSP-05006 for West Hyattsville Commons, [the Planning Board finds:] and the Planning Board approved CSP-05006 and TCPI/19/06, and;

*WHEREAS, District Council reviewed the Detailed Site Plan CSP-05006 on March 12, 2007; and

*WHEREAS, the District Council remanded the case to the Planning Board to address issues as stated in the Remand Order, (see Finding No. 13) and

*WHEREAS, the Planning Board having considered the evidence presented at a second hearing on the case held on February 28, 2008 and evaluated the CSP-05006 in regard to the issues contained in the Order of Remand, the Planning Board finds:

- [1. **Request:** The subject application proposes a mixed residential development with office/retail components. The plans propose ~~193 single family attached units (townhouses), 1,170 multifamily units, 226,620 square feet of office space, 69,000 square feet of retail space, and a 23,000 square-foot community center. The residential units are proposed as three products: 864 condominium units distributed over 7 four and six story buildings; 193 townhouse units distributed over 19 three to four story buildings; 306 multifamily rental units in 1 five story, mid rise building. The office component is proposed as one 12 story, high rise building with adjoining multilevel parking structures and one 7 story, mid rise building with an adjoining multilevel parking structure. The retail component is located on the street level of two residential multi family buildings, one office building, and one parking garage structure.]~~

*Denotes Amendment

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

*1. **Request:** The subject application proposes a mixed residential development with office/retail components. The plans propose 130–225 single-family attached units (townhouses dwellings), 1,000–1,270 multifamily/three-family dwelling units, 200,000–230,000 square feet of office space, 60,000–85,000 square feet of retail space, and a 13,000-square-foot community center. The residential units are proposed as three product types: townhouses, three-family dwellings and multifamily units. The office component is proposed as mid- to high-rise buildings with integrated multilevel parking structures located over the proposed WMATA Kiss and Ride facilities. The majority of the retail component is located on the street, surrounding Hamilton Square, combined with various multiuse buildings.

*[2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	M X T/TDO	M X T/TDO
Use	Metro Station	Mixed Use—193 single family attached, 1,170 multifamily units, 226,620 square feet office space, a 23,000 square foot community center, and 69,380 square feet of retail space
Acreage	44.56	44.56
Square footage	N/A	4,000,000}

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*2. **Development Data Summary¹**

	<u>EXISTING</u>	<u>PROPOSED</u>
<u>Zone(s)</u>	<u>M-X-T/TDO</u>	<u>M-X-T/TDO</u>
<u>Use(s)</u>	<u>Metro Station</u>	<u>Mixed Use</u> <u>130–225 single-family attached,</u> <u>1,000–1,270 multifamily/three-family</u> <u>dwelling units,</u> <u>200,000–230,000 sq. ft. office</u> <u>13,000</u> <u>sq. ft. community center,</u> <u>60,000–85,000 sq. ft. retail</u>
<u>Acreage</u>	<u>44.57</u>	<u>44.57</u>
<u>Area within 100 year floodplain</u>	<u>24.7</u>	<u>2.61</u>
<u>Net tract area</u>	<u>19.87</u>	<u>41.96</u>
<u>Dwelling Units</u>	<u>0</u>	<u>single-family attached 130–225</u> <u>multifamily units/three-family</u> <u>dwelling 1,000–1,270</u> <u>Total 1,130–1,400</u>
<u>Lots</u>	<u>0</u>	<u>135–150</u>
<u>Parcels</u>	<u>9</u>	<u>10–12</u>
<u>Square Footage/GFA</u>	<u>WMATA structure</u> <u>unknown</u>	<u>2,300,000–2,558,888</u>
<u>Floor Area Ratio (FAR)</u> <u>Based on 1,827,777 square feet</u> <u>of net tract area in the M-X-T</u> <u>Zone²</u>	<u>N/A</u>	<u>1.2585–1.4000</u>

¹For a comparison of the previously proposed development data to the revised Conceptual Site Plan, see Finding No. 17.

²Additional FAR may be provided at the time of DSP review pursuant to Section 27-545

3. **Location:** The subject site is located at the West Hyattsville Metro Station, northwest of the intersection of Ager Road and Hamilton Road. The site is located within Planning Area 68.

*Denotes Amendment

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4. **Surroundings and Use:** The adjacent properties are as follows:

Ager Road binds the property to the northeast along with existing single-family detached homes in the subdivision known as Queens Chapel Manor and small commercial establishments along Ager Road.

The property is bounded on the southeast by Hamilton Street and Jamestown Road along with existing commercial and institutional establishments.

The property directly to the southwest consists of woodland and open areas along the northern edge of the Northern Branch of the Anacostia River.

Existing multifamily housing in the Kirkwood Village subdivision bound the property to the northwest. Two streets, Kirkwood Place and Nicholson Street, terminate at the edge of the property.

5. **Previous Approvals:** The 2006 *Transit District Development Plan and Sectional Map Amendment for the West Hyattsville Transit District Overlay Zone* was approved by the Prince George's County Council on May 23, 2006, per CR-24-2006. On July 18, 2006, the Prince George's County Council approved several amendments to the approved plan per CR-59-2006.

*6. **Design Features:** [~~The conceptual site plan is proposing the following:~~]

[Residential	193 single family attached units (townhouses)
_____	1,170 multifamily units
Community Center	23,000 square feet
Retail	69,380 square feet
Office	226,620 square feet
Total retail/office proposed	296,000 square feet]

The conceptual site plan was developed to generally conform to the requirements of the Transit District Development Plan (TDDP). Located next to the existing West Hyattsville Metro Station, this neighborhood is anticipated to be the most active of the three planned in the Transit District Overlay Zone (TDOZ). A diverse mix of residential, office and retail uses is planned, with buildings ranging in height from three to ten stories. A street pattern with public open spaces was developed to organize a manageable, pedestrian-friendly neighborhood.

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WMATA Facility

The existing land use on the east side is the West Hyattsville Metro Station with short- and long-term commuter parking lots and a bus transit facility. A requirement of the Washington Metropolitan Transit Authority (WMATA) is for all existing facilities to be replaced on a one-to-one basis for them to be operational during the site construction.

*The WMATA-structured parking facility is located to the northeast of the existing station within a mixed use building (Building C). This area was the most logical location based upon the conceptual design developed in the TDDP and ~~[the contractual]~~ WMATA requirements on how the proposed facility is to operate. [This garage location] The Kiss and Ride facilities are located in the ground level of Building F to the south of the existing station. The location of the WMATA garage; the Kiss and Ride operation; and the bus operations (located between Buildings A and C) offers the transit commuter easy access to the station and allows bus and vehicle traffic flow. It also provides a logical process for phasing. The centrally located garage location provides a relatively empty facility to be used in evenings and weekends by local retailers and for public events.

*To maximize the development potential for the remainder of the site, the garage was designed to the minimum size possible that met WMATA's requirements. ~~[The bus drop-off area and bicycle parking are located on the ground level, short term parking is on the second level, and long term parking is located on levels three to five. Kiss and ride and taxi pick-up access are located in front of the station as well as Hamilton Square, the public square.]~~

The days and times that buses and vehicles use the area was taken into consideration, along with the use by residents, office workers, and shoppers. Based upon WMATA's requirement for having buses enter their facility separate from vehicles, Jamestown Road is the primary access for the buses. This is the present bus route. Short- and long-term parking would access from the next proposed northern intersections off Ager Road. This location is from a new street, as is envisioned in the illustrative master plan.

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Hamilton Square (East Side)

*Hamilton Square is the physical and visual core for the West Hyattsville community. The square is flanked by mixed-use retail, office, and residential buildings. Ground floor retail is located in the buildings facing Hamilton Square except for the existing station [~~building owned by WMATA~~]. The design/scale of the buildings in and around [~~Jamestown~~] Hamilton Square [~~is~~] should be as follows:

- ~~*[~~ ~~•~~ ~~Block A: 4 to 5 story WMATA and parking structure.~~
- ~~•~~ ~~Block B: 4 story residential building.~~
- ~~•~~ ~~Block C: First floor retail with 4 story residential.~~
- ~~•~~ ~~Block D: 4 story residential building.~~
- ~~•~~ ~~Block E: 9 story office building with ground level retail. Includes 6 story office over 3 story parking structure.~~
- ~~•~~ ~~Block F: 6 to 10 story residential building.]~~
- Block A: 6-story building with a community building and ground level retail facing Hamilton Square and office uses in the upper levels.
- Block B: 4-story residential building.
- *• Block C: 6-story building with first floor retail and the WMATA parking garage. Residential uses on the upper levels..
- *• Block D: 5-6-story residential building with retail on the first level facing Hamilton Square.
- *• Block E: 4-story residential building.
- *• Block F: 8-12-story office building with first floor retail uses facing Hamilton Square, and the WMATA Kiss and Ride operations.

*Denotes Amendment

Underlining indicates new language

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~~*[The heights of the buildings provide a transition between the existing neighborhood to the east and Hamilton Square. The lower scale mixed-use buildings are along Ager Road and Hamilton Street. The nine-story office building with ground floor retail is at the visual terminus of Hamilton Street. The ten-story residential building is located in close proximity to the station and will provide first rate views in the round.]~~

*Retail is proposed to be located in the buildings facing the square, except the WMATA station parking facility. ~~Additional retail extends one block along Ager Road, in Building C. Street-level residential units will be two stories within a taller building.~~ This will provide security and animation of the streetscape along the heavily traveled streets. ~~[Living room, kitchen and dining rooms will be on the first floor; bedrooms on the second floor. These units will have the option for direct street access, although daily access for these units be from the internal hallway.]~~

*It is anticipated that Hamilton Square will have numerous roles and functions for passive and active activities. The square will be anchored with a water feature, a large grassy open space, and sitting areas. The types of paving materials will be precast pavers, Belgium block, granite pavers, and/or brick. The final design of Hamilton Square will be reviewed at the time of Detailed Site Plan.

***[Hamilton] West Hyattsville Commons Civic Green (West Side)**

*The west side of ~~[Hamilton Square]~~ West Hyattsville Commons is a residential neighborhood~~[,].~~~~[the focus being a residential civic green, directly opposite Hamilton Square.]~~ Residents walking home from Metro, shopping and/or work will be able to use an existing pedestrian underpass to access the neighborhood on a daily basis. (See discussion below under Public Squares/Spaces.)

~~*[The Civic Green will be an inviting public space while also serving the purpose as a gateway to the Metro station from the west. This square has been designed on a neighborhood scale and includes a variety of landscape details. The plan includes street trees lining the outer edges of the area with a centrally located lawn panel. Also included in the design is a variety of groundcover and shrubs, benches, lighting, signage, and paving. Low impact design (LID) stormwater management techniques are anticipated to be incorporated into the civic green and to be utilized throughout the site.]~~

~~*[The residential units in this neighborhood will be owner-occupied for the most part. Only Building C, on the east side, is a rental building. The buildings have been conceptually designed to provide for the appropriate scale for a residential community. The buildings will follow the same guidelines as outlined for the east side. Additional detail follows below.]~~

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***Architectural Design: ~~[Hamilton Square]~~ West Hyattsville Commons (East Side)**

The conceptual design of the buildings, contemporary art deco, was influenced by the historical interpretation of the area. The buildings are both contemporary classical in their design and proportions. A variety of colors and materials will be used to provide interest and a specific character for this area. The proportions of buildings five stories or less will be vertical, broken into numerous elements within the skin of the building. The exterior walls will have bay windows, entrances into ground level residential units, display windows, Juliet-style balconies, and other features that will provide visual interest at the pedestrian level.

Buildings over five stories will be monolithic with one design theme and will follow the same architectural vocabulary. The mix of heights, materials, and architectural composition will add diversity to this neighborhood.

***Architectural Design: ~~[Hamilton Civic Green]~~ West Hyattsville Commons (West Side)**

*The conceptual design for this area will follow both the character developed on the east side but will be more traditional in character. The heights will range from a residential scale of three- to four-stories for townhomes to a minimum of four stories for multifamily ~~[condominiums]~~ structures. To minimize the potential impact of noise, the ~~[condominiums]~~ multifamily structures have been designed with ~~[hallways]~~ parking structures facing the tracks. Since it is important for the walls of these buildings to be animated, the location, scale and number of windows will be developed and reviewed during the detailed site plan review process.

The townhomes have garages accessed from alleys, except for townhomes that have been designed to close the corners of alleys. To minimize the view of alleys in certain locations, numerous townhomes at the street corners have been rotated 90 degrees. The design of these units will provide diversity in the community. The corner unit townhomes will be premium residential units and ~~*[will]~~ may require two integral parking spaces; therefore, these units ~~*[will]~~ may be the only front-loaded units. They are located near the sidewalk so the opportunity for tandem parking does not exist.

*Due to the high water table all multifamily ~~[condominiums]~~ structures will be built on concrete slabs. The condominiums have been designed to be located ~~[over]~~ adjacent to a parking deck. The entire ~~[four stories]~~ facades that face streets and/or public squares will be designed to provide an attractive streetscape.

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Public Squares/Spaces

*Besides the square and civic green described above, a neighborhood square is centrally located on the west side of [~~Hamilton Square~~] West Hyattsville Commons. Residential-scale townhomes will front this third major public space. [~~A community building for the exclusive use of the residents will be situated within this square, too.~~]

The residents of this community will have direct access to the stream valley park along the Northwest Branch. A comprehensive walkway/path system along the Northwest Branch will be integrated and connected to the residential sidewalks. Townhomes fronting the stream valley park will provide for an upscale residential environment for the neighborhood and will allow easy access to the regional park. A bicycle path will be provided between the street and the park.

*Numerous pedestrian scale spaces have been incorporated on the rooftops of the parking decks in five residential buildings. The private open spaces will provide a visual haven for residences facing these spaces. The conceptual design for these areas also provides for one of the LID techniques envisioned in the TDDP—green roofs. [~~However, staff recommends that green roofs not be located on the top of garages where they would reduce available recreational space.~~]

Streets/Parking

*The streetscape has been well designed to act as a unifying link between the existing community and [~~Hamilton Square~~] West Hyattsville Commons. The scale and details of the streets, [~~Sheet 16~~], shows a well-designed interconnective network. Appropriate street sections have been developed that are coordinated with the TDDP. The types of paving materials for the sidewalks will be a combination of precast pavers, Belgium block, granite pavers and/or brick.

*The proposed streets have been aligned with the existing Nicholson Street and Kirkwood Place. [~~Nicholson Street extended will terminate at a square with a residential-scale club house.~~] Kirkwood Place will extend to the western end of neighborhood plaza near the Metro station and terminate at the Northwest Branch of the Anacostia River.

*Parking for almost every use is located in parking decks, underground parking and/or individual garages. On-street parking has been provided for visitors and short-term parking on almost every street. Street sections have been designed for every street. Numerous additional street sections are proposed to account for situations not anticipated in the TDDP. The [~~additional street sections~~] determination of conformance to the intent and standards set forth in the TDDP will be done at Detailed Site Plan.

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***~~Development Standards Review~~**

~~No development standards were submitted for review by staff.~~

~~**Comment:** Staff recommends that the applicant submit design guidelines and standards in response to the Transit District Development Plan prior to certificate approval of the conceptual site plan.]~~

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed mixed-use development is a permitted use in the M-X-T Zone. The conceptual site plan must comply with the following findings listed in Section 27-546(d), Site Plans, of the Zoning Ordinance.

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

~~*[In justifying the conceptual site plan, the applicant states that]~~~~[t]~~The proposed development in the West Hyattsville Commons will be in general conformance with the purposes and other provisions of the M-X-T Zone if the conditions of approval are adopted. West Hyattsville Commons furthers this purpose of the M-X-T Zone due to its proximity to the West Hyattsville Metro Station. The proposed development will create a destination and focal point for the West Hyattsville community by implementation of a new town center with a main street corridor enhanced by a 24-hour environment created by the integration of retail, commercial, and residential components along the main street.

(2) 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;

~~*[In justifying the conceptual site plan, the applicant states that]~~ The development proposed within the TDOZ has an outward orientation to the West Hyattsville community to create a focal point in the county at this Metro station. The design of the site will create a sense of place for this community through building height, orientation, and architecture.

It is also internally oriented to the main street corridor, forming the heart of the town square. The development then gradually transitions from commercial office to high-density residential to lower-density residential to be compatible with the lower-density residential development to the north, east and west of the site.

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~~*[Comment:]~~ The applicant has demonstrated that the proposed development has an outward orientation that is either physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation in the conceptual site plan.

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

Development within the vicinity of the subject site consists of residential and commercial uses along Ager Road and Queens Chapel Road located to the northwest and southeast of the property. The proposed project is compatible with this development by focusing its single-family detached and attached uses in this location as well.

The proposed development then begins the density transition adjacent to the Kirkwood community for continued compatibility.

Northwest of the subject site, it is anticipated that these sites will consist of mixed uses similar in design to that proposed for the subject site, which will continue the compatibility to the western property line.

~~*[Comment:]~~ The applicant has demonstrated that the proposed development is compatible with existing and proposed development in the vicinity in the conceptual site plan.

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

~~*[In justifying the conceptual site plan, the applicant states that]~~ [t]The proposed development [is intended to] will provide a self-contained, 24-hour environment of residential and commercial uses by integrating the town square as the focal point of the center of the site with office, retail and residential uses gathered around the development's focal point.

~~*[Comment:] The applicant shall submit design guidelines and standards that will demonstrate the mix of uses and the arrangement and design of buildings and other improvements would be certain to reflect a cohesive development capable of sustaining an independent environment of continuing quality.]~~

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

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~~*[In justifying the conceptual site plan, the applicant states that, as proposed, a development group of "Blocks" will constitute a phase. Each "Block Group," or phase, is designed as a~~

~~separate but integrated neighborhood unit and is, thereby, self-sufficient but allowing for staged integration of additional phases based on market demand and user identification.]~~

~~*[Comment: The applicant has not submitted a phasing schedule and has stated that the phasing is the construction of any development "Block Group" on the site plans with no specific time schedule.]~~

*The proposed phasing plan for the development based on the revised CSP in response to the remand order is as follows:

<u>Proposed Phasing</u>	<u>Building/Block</u>	<u>Residential</u>	<u>Retail</u>	<u>Office</u>
<u>Phase I (a) & I (b)</u>	<u>Buildings A, C and Hamilton Square</u>	<u>130± units</u>	<u>55,500± sq.ft.</u>	<u>60,000± sq. ft.</u>
<u>Phase I (c)</u>	<u>Building B</u>	<u>183± units</u>		
<u>Phase II</u>	<u>Blocks G, H and K-R</u>	<u>130± units</u>		
<u>Phase III</u>	<u>Buildings D, E and F</u>	<u>382± units</u>	<u>21,500± sq.ft.</u>	<u>144,000± sq. ft.</u>
<u>Phase IV</u>	<u>Blocks I and J</u>	<u>241± units</u>		
<u>Totals</u>		<u>1,066± units</u>	<u>77,000± sq.ft.</u>	<u>204,000± sq. ft.</u>

*However, at the Planning Board hearing on February 28, 2008, that applicant provided the following revised phasing plan for the development of the property as an alternative to the staff's recommendation:

The phasing schedule for the project shall be as follows:

- a. Phase I (a),(b) and (c) shall consist of Buildings/Blocks A, B and C and Hamilton Square.
- b. Phase II shall consist of Building/Blocks G, H, K-R inclusive.
- c. Phase III shall consist of Building F
- d. Phase IV shall consist of Buildings D, E, I and J.

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*Buildings D and F may be issued a building permit concurrent with or earlier than a permit for

any other buildings within earlier Phases so as to facilitate the completion of buildings around Hamilton Square.

*Buildings within Phase II may be issued building permits any time after the construction of the WMATA garage and the interim WMATA Kiss-and-Ride facilities and after the Applicant provides the Department of Environmental Resources with a certification from a third party inspector verifying that Building A's foundation and first four (4) floors and walls have been constructed in accordance with its permit.

*Except as otherwise provided above, Buildings within Phase IV may be issued building permits any time after the Applicant provides the Department of Environmental Resources with a certification from a third party inspector verifying that Building F's foundation and first four (4) floors and walls have been constructed in accordance with its permit.

*Building B may be deferred to Phase II if the Applicant is pursuing the acquisition of Parcel A-9 (5600 Ager Road).

*The Planning Board agreed with the Applicant's proposed timing for the construction and found that the phasing as proposed would provide that each building phase would be designed as a self-sufficient entity, while allowing for the effective integration of subsequent phases.

~~[A condition in the recommendations section defines the required phasing necessary to encourage each building phase to be designed as a self-sufficient entity, while allowing for effective integration of subsequent phases.]~~

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

~~*[In justifying the conceptual site plan, the applicant states that]~~ [a] An integrated pedestrian system will be designed to promote safe pedestrian travel from parking areas to residential structures and commercial uses and from residential units to on-site recreational and open space areas and the residential community centers.

~~*[Comment:]~~ The applicant has demonstrated that the pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development in the conceptual site plan.

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(8) 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, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

Comment: The Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required if the proposed conceptual site plan application is approved with the conditions found in the recommendation section.

8. **Required Findings of Section 27-276(b) for a Conceptual Site Plan:** The proposed conceptual site plan will represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use if the proposed modifications and conditions in the Recommendation Section below are fulfilled.
9. **West Hyattsville Transit District Development Plan and Amendment CR-59-2006 (DR-1) Conformance:** The applicant submitted a conceptual site plan that does not conform to the TDDP development standards. The following are specific components and standards that are not in conformance with the TDDP and TDOZ:

Plan Elements

- a. Environment—the following plan elements were either excluded or not provided in the conceptual site plan:
 - i. One of two neighborhood parks at the intersection of Ager Road and a future LID Street;
 - ii. Multifamily residential entry plazas along the western margin of the North Park Neighborhood;
 - iii. Five pocket parks within the North Park and Hamilton Square neighborhoods;
 - iv. Four green streets; three in the North Park neighborhood and one through the Hamilton Square Neighborhood.
- b. Transportation—the following plan elements were either excluded or not provided in the conceptual site plan:
 - i. An integrated network of historical streets providing critical linkages between neighborhoods;
 - ii. Functional hierarchy of internal streets for local access that link neighborhoods.
- c. Low-Impact Development—The following plan elements were either excluded or not provided in the conceptual site plan:
 - i. Green roofs located on the residential, commercial and office buildings.

Development Standards

- a. The applicant did not provide design standards to determine if the conceptual site plan and building elevations correspond to the following TDDP Standards:
- i. Building Envelop and Block Standards;
 - ii. Streetscape Standards;
 - iii. Architectural Standards;
 - iv. Parking Standards.

*Comment: In regard to the revised Conceptual Site Plan submitted in response to the remand order and its conformance of the plans to the TDDP, see Finding No.14.

10. **Landscape Manual:** The proposal is subject to the requirements of the *Landscape Manual* as modified by the TDDP. At DSP, exact conformance with the manual will be analyzed.
11. **Woodland Conservation Ordinance:** This property is *[exempt] subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the property has *[less] more than 10,000 square feet of existing woodland. A Type I tree conservation plan (TCPI/19/06) was submitted with the conceptual site plan application *(See Environmental discussion below).

~~*[Comment: No additional information is required concerning the TCPI.]~~

12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are as follows:
- a. **The City of Hyattsville** issued a memorandum dated July 13, 2006, discussing the concerns of the city and the Council of the City of Hyattsville regarding West Hyattsville Commons and concluding that the City opposed the Plan in its current form.

The following is a summary of the issues of concern:

- i. Integration and connectivity among the development areas
- ii. Mix of uses (overwhelmingly multifamily)

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- iii. Vitality of the town square area
- iv. Size of building footprints and low density of certain buildings
- v. Impact of new residents on recreation amenities

vi. Location of community center

*In regard to the revised Conceptual Site Plan submitted in response to the remand order, the City of Hyattsville, City Council did review the project and participated in developer presentations, but no official comment on the proposal was authorized prior to the Planning Board hearing.

- *b. The **Community Planning Division** provided the following comments on ~~[this]~~ the original application (O'Connor to Estes, August 2, 2006). Excerpts from the memorandum are provided below regarding issues that have not been overtaken by events:

TDDP approval status—The 2006 *Transit District Development Plan and Sectional Map Amendment for the West Hyattsville Transit District Overlay Zone* was approved by the Prince George's County Council on May 23, 2006, per CR-24-2006. On July 18, 2006, the Prince George's County Council approved several amendments to the approved plan per CR-59-2006.

Land Use

- CR-59-2006, which amends the West Hyattsville TDDP, was approved July 17, 2006, and provides per Amendment 6 that the developer of the blocks identified on Map 12 (the Block Registration Plan, Page 31) shall be required to construct a new 13,000-square-foot community multipurpose use facility and the location shall be determined at conceptual site plan.

Circulation

- The TDDP (Map 13, page 32, TDDP) envisioned several east/west vehicular connections at Hamilton Street or on Park Drive.

Applicant's Proposal: The applicant's proposal does not show any vehicular connectivity between each side of the Metro tracks. Park Drive is shown as an internal residential loop road up to Building H2 where it becomes a 20-foot right-of-way pedestrian street and a fire lane access. Pavers, rather than asphalt, reinforce the pedestrian boulevard connection to the stream valley area, serving as a passive recreation space with enhanced views of the stream valley and associated wetlands.

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Staff Comment: The TDDP recommends an east/west connection via an internal street identified as Park Drive per the circulation plan and the TDDP Street hierarchy plan (Maps 8 and 9, pages 20 and 21, respectively in the TDDP). Characteristics of the internal street type per Table 1, page 22 of the TDDP are: (1) primarily for local circulation and accessibility in residential areas, (2) narrow widths, and (3) low

automobile speeds (maximum 20 mph). The applicant's proposal does not conform to the TDDP circulation Plan, Map 8, page 20.

- The TDDP envisions an LID through street connecting from Ager Road to Park Drive on the east side of the Metro. This connection is not shown in the applicant's plan.

Applicant's Proposal: The applicant's proposal provides a connection from Ager Road to Building F where the street Ts around the building, then connecting to the pedestrian street/fire lane access, and ultimately to the passive river walk along the stream valley.

Staff Comment: Staff concurs with the circulation from Ager Road around Building F and the connection to Park Drive. However, Park Drive should not be a limited access fire lane but an internal street type according to the characteristics per Table 1, page 22, of the TDDP.

- The TDDP envisions an LID through street connecting from Ager Road (street section 1-1) to Park Drive (street section 5-5) on the west side of the Metro.

Applicant's Proposal: The applicant's proposal provides a connection from Ager Road to Park Drive, however, the street sections are not in conformance with the TDDP street sections. The illustrative plan (page 13) provided by the applicant indicates that trees will be planted on both sides of the street on the proposed LID street (section 1-1) and Park Drive (section 5-5). However, the street sections (page 14 of proposal drawings) indicate that trees will be planted on the side of the street where buildings are proposed.

Staff Comment: The LID street (section 1-1, page 14 of proposal drawings) does not conform to the TDDP. The TDDP on page 74 shows a two-way traffic LID street separated by a landscaped swale. The applicant's street section indicates two-way travel on the east side of the swale and notes a swale but indicates no landscaping. The concern is that the proposed LID street becomes like so many subdivision streets that are intended to connect through to a future subdivision to create better overall circulation but ends up as just another cul-de-sac separating communities.

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Architecture

Urban Design Comment: The Community Planning staff comments have been incorporated into the recommendation section.

*Comment: In regard to the revised Conceptual Site Plan submitted in response to the Remand Order and its conformance to the TDDP, see Finding No. 14.

- c. The **Department of Environmental Resources** has stated that the proposal is consistent with approved stormwater concept plan 45949-2005.
- *d. The **Environmental Planning Section** ~~[has]~~ reviewed the conceptual site plan for West Hyattsville Commons, CSP-05006, and the Type I tree conservation plan, received on June 14, 2006. After recent discussions with the applicant and department staff, this memo has been revised from comments provided in a June 23, 2006, correspondence. The Environmental Planning Section recommends approval of the conceptual site plan, CSP-05006, and Type I tree conservation plan, TCPI/19/06, subject to the conditions found at the end of this memorandum. ~~[This memorandum supersedes all other correspondence from this section regarding the subject application.]~~

CONFORMANCE WITH THE WEST HYATTSVILLE SECTOR PLAN

The subject property is somewhat developed at this time due to the existence of the West Hyattsville Metro Station. It is located in the West Hyattsville Transit District Development Plan. It also contains regulated areas, evaluation areas, and network gaps as shown in the Countywide Green Infrastructure Plan. While the sector plan does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the Metro Station.

It should be noted that approximately half of the 44.56-acre property is within the 100-year floodplain. This application proposes to provide most of the necessary fill from an off-site location, identified as the Chillum Park property, in order to reduce the on-site floodplain and create more developable land. A review of the conceptual site plan indicates that the proposed development will result in impacts to the entire area of the on-site 100-year floodplain.

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On May 20, 2006, the applicant met with staff and during that meeting a presentation was given that detailed how LID techniques will be incorporated into the proposed development in conformance with the West Hyattsville Sector Plan and TDOZ. The sector plan envisions the use of several types of LID, including green roofs, bioretention areas, filter strips, wetlands with micro-pools, and sand filters. A LID Plan and LID concept narrative were submitted with the revised CSP package. Below are recommendations of the sector plan (pages 15, 23, and 24) in bold followed by comments in plain text.

The LID concept envisioned for the West Hyattsville TDOZ is supported by the Prince Georges County Department of Environmental Resources, which has published several extensive manuals on LID...

The West Hyattsville TDDP stormwater management plan envisions an array of environmentally sensitive stormwater management techniques distributed through the entire TDOZ.

Although some conventional stormwater management techniques may be necessary due to the high volume of stormwater anticipated, the use of LID techniques will reduce run-off volumes and enhance the quality of stormwater before ultimately draining to the Northeast Branch. The stormwater management concept plan submitted with this application does not show any of the proposed LID techniques. A revised and approved stormwater management concept letter and plan, showing the incorporation of all proposed LID techniques, should be submitted prior to signature approval of the preliminary plan of subdivision. All related plans should reflect the approved concept plan.

Recommended Condition: Prior to signature approval of the preliminary plan, a revised and approved stormwater management concept letter and associated plans shall be submitted. The plan shall show the incorporation of all required LID techniques. The preliminary plan and revised TCPI shall reflect the elements of the concept plan.

The West Hyattsville Master Plan envisions four LID or “green” streets within the West Hyattsville TDOZ. The fourth LID street will run through the center of the Hamilton Square Neighborhood.

LID and green streets are streets lined with trees and integrated with the stormwater management system such that the stormwater runoff is treated prior to draining to adjacent stream systems. The West Hyattsville Master Plan contains an illustration of an LID street that includes a median that is 30 feet wide and contains a bioswale. For the purposes of the development of this site, a distinction is being made between LID streets and green streets. An LID street is a street that contains a median and street trees on both sides that are designed using LID techniques. The width of the various features shown on the LID street section in the West Hyattsville Master Plan should be used as a guide; the dimensions of the features shown may vary to accommodate proper LID techniques and a desirable urban landscape. The street on the westernmost portion of the site is designated on the LID design plan, dated June 5, 2006, as an LID street. More details regarding this design will be provided at time of detailed site plan review.

A green street is defined for the purposes of this review as a street that contains street trees on both sides that are designed using an underground, connected soil volume with tree grates at the surface. A green street does not contain a median. Stormwater is then directed using sheet flow into tree grates and the connected soil volumes are fitted with an under-drain system to handle excess run-off.

The LID plan dated June 5, 2006, shows various LID techniques, and for most of the techniques, shows where the techniques will be implemented. The LID plan states that street trees proposed along all major streets within the site will incorporate an LID technique. It does not specify which street trees will be used for LID techniques or what the design will entail, so clarification is needed. At a minimum, all proposed streets perpendicular to Northeast Branch should be designed as green streets. If other streets can also be designed using these techniques, then they should be considered as well.

The streets associated with the Hamilton Square neighborhood include Hamilton Street and Jamestown Road. The design of Jamestown Road contains a median lined with street trees where there is the opportunity to incorporate a bioretention swale or the underground, connected soil volume technique described above. According to the LID concept narrative, "This median can then be designed to accommodate vegetated filter swale with street trees." The use of this LID technique is not indicated for this specific area; however, at a minimum, the median of Jamestown Road should be designed with LID.

Recommended Condition: Prior to certificate approval of the CSP, all proposed streets perpendicular to Northeast Branch that are not identified on the LID design plan dated June 5, 2006, as an LID Street shall be designed as green streets incorporating LID techniques with underground, connected soil volumes and surface tree grates. Prior to certification of the CSP, the LID plan shall be revised to show the location of the green streets and include a conceptual detail of the street tree installation including a plan view and cross section of the above and below ground features. Jamestown Road and Hamilton Street shall be designed as LID streets with medians that are designed with the same treatment unless another design is deemed more suitable.

Recommended Condition: At the time of the detailed site plan, the DSP shall show the details of each of the proposed LID techniques.

LID development in the TDOZ will be done primarily with living green roofs...

The LID plan shows only three of the seven residential buildings as having green roofs. The LID plan is a little confusing with regard to the placement of the green roofs. The label "13" for green roofs was placed over the open space areas of the buildings. These areas are not suitable for green roofs because they are being used as open space areas for recreation. Green roofs cannot be walked on and as such are not appropriate for recreation; the green roof area will be located on the top level of the buildings. This may be merely a drafting clarification that is needed and a condition is proposed below to provide this clarification.

The LID narrative states that “where space and grading allow, roof drains on nongreen roof buildings will be piped to vegetated filters within planters or bio-retention.” This LID concept is consistent with the sector plan; however, the LID pan shows the symbol for “disconnectivity” (roof drain disconnects) on one building proposed to have a green roof and one that is not shown to have a green roof. Three other buildings do not have green roofs and are not shown to have roof drain disconnects. Clarification is needed regarding how the run-off from all the proposed buildings will be handled.

Recommended Condition: The preliminary plan shall address the specific location of green roofs for buildings B through H, as identified on the illustrative site plan stamped as received on June 14, 2006. No green roofs shall be located in the same areas where recreational open spaces are planned.

Recommended Condition: Prior to certificate approval of the CSP, the LID pan shall be revised to illustrate how the run-off from each of the building roofs will be addressed, using the symbols shown on the plan dated June 5, 2006. The plan shall clearly show which buildings will be constructed with green roofs and what portion, conceptually, will be green.

The plan envisions extensive bio-retention areas located throughout the TDOZ, mostly within the LID street rights-of-way... and...wetlands and micro-pools being located primarily in the future open space areas along Chillum Road.

In addition to street rights-of-way, the CSP proposes to incorporate several types of bioretention in the proposed stormwater management ponds both located on the south portion of the site and adjacent to Northeast Branch. The illustrative plan shows the use of forebays, micro-pools, and low-flow channelization for two water quality ponds. These techniques will serve to control run-off, enhance water quality, and provide easy access for maintenance. According to the illustrative plan, LID plan, and TCPI, the design of the pond will appear to have a natural design with some submerged aquatic vegetation. The ponds will also serve as a visual amenity to the highly dense area; however, public access will be very limited. These design features are consistent with the TDOZ. Previous designs showed large, traditional detention ponds that have been redesigned to use LID technologies.

Comment: The CSP is consistent with the stormwater management concepts of the TDOZ.

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

1. A signed natural resources inventory (NRI), NRI/030/05, was submitted with this application. The NRI correctly reflects all of the required information and the TCPI submitted with the application is consistent with the NRI. The FSD indicates one forest stand totaling 1.75 acres. No specimen trees were found.

The site contains regulated areas, evaluation areas, and gap areas within the countywide green infrastructure plan.

Comment: No further information regarding the natural resources inventory is required.

2. The 100-year floodplain that occurs on this site is associated with off-site streams in the Northeast Branch. The regulated areas, evaluation areas, and network gaps of the Countywide Green Infrastructure Plan are located along the southern boundary of the site adjacent to a main tributary of the Northeast Branch. This stream system is within the Anacostia Watershed and as such, these features are required to be protected under Section 24-130 of the Subdivision Regulations.

A variation request in conformance with Section 24-113 of the Subdivision Regulations will be required during the review of the preliminary plan for the proposed impacts to the expanded buffer. The design should avoid any impacts to streams, wetlands and their associated buffers unless the impacts are essential for the development as a whole. Staff generally will not support impacts to sensitive environmental features that are not associated with essential development activities. Essential development includes such features as public utility lines (including sewer and stormwater outfalls), street crossings, and so forth, which are mandated for public health and safety; nonessential activities are those such as grading for lots, stormwater management ponds, parking areas, and so forth, which do not relate directly to public health, safety or welfare.

The conceptual TCPI proposes impacts to the entire portion of the on-site expanded buffer. This proposed development as shown appears to be in conformance with the sector plan with respect to the mixed-use high density envisioned for this site, and the plan is in conformance with the Green Infrastructure Plan's policies regarding allowing flexibility where development is planned.

At this time not all of the plans show the same building layout. In particular, the TCPI and the LID plan show two different building and street layouts. All the plans must show the same layouts.

Recommended Condition: Prior to certificate approval of the CSP, all plans shall be revised to show the same building and street layout as that shown on the CSP.

3. An extensive amount of fill will be required to create developable area outside the floodplain. The plan proposes on-site and off-site floodplain excavation with the intent that all proposed buildings will be elevated at least one foot above the 100-year floodplain.

According to a floodplain compensatory excavation study for the site, received

on March 14, 2006, the proposed fill material within the floodplain is 72,292 cubic yards. The plan proposes to excavate approximately 18,893 cubic yards on-site and 64,905 cubic yards off-site. The proposed elevation of the 100-year floodplain has been shown on all plans.

The proposed location of the off-site excavation will occur on two parcels of the Chillum Park property, located approximately 1,500 feet east of the subject site. The excavation will result in two water quality ponds that will also serve as a park amenity.

The park is part of an approved Type II Tree Conservation Plan, TCPII/97/93. According to Sheet 9 of the off-site excavation plan, some woodland clearing may be necessary to excavate the pond; however, the aerials show that most of the site is cleared. In addition to the water quality ponds, an athletic field is proposed for the park. The proposed athletic field is located adjacent to the stream valley. It is not clear how the field will impact the regulated areas of the stream. There may also be impacts to the adjacent stream for the necessary stormwater outfalls associated with the proposed ponds. A natural resources inventory is necessary to evaluate the existing environmental features of this site, and a revised Type II tree conservation plan will be required. The Natural resources inventory for the park will be requested with the preliminary plan application and the TCPII revisions will be provided with the DSP review package.

Recommended Condition: Prior to acceptance of the DSP, the application package shall be inspected to ensure that it includes a revised Type II tree conservation plan for the Chillum Park property that shows the regulated features, all proposed clearing, a clear limit of disturbance, and all information required on a TCPII.

4. The property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the site is more than 40,000 square feet in size and contains more 10,000 square feet of existing woodland. A conceptual Type I tree conservation plan, TCPI/19/06, has been submitted and reviewed.

The conceptual TCPI has proposed to clear the entire site including all on-site woodland within the 100-year floodplain and approximately 6.01 acres off-site woodlands. The woodland conservation threshold has been correctly calculated at 6.30 acres, or 15 percent of the net tract. The plan proposes to meet the 15.95-acre woodland conservation requirement by providing off-site mitigation for the entire requirement. Although no woodland conservation is being provided on-site, the TCPI may have the opportunity to use the proposed street trees described in the LID concept plan to meet some of the on-site requirement.

Sheet 5 of the conceptual TCPI shows off-site clearing of woodland east of the proposed pond; however, no development is proposed for this area. It is not necessary to clear trees in areas that will not be disturbed. The trees in this location should be preserved because it serves as a buffer for the Northeast Branch.

Recommended Condition: Prior to certificate approval of the conceptual site plan, the TCPI shall be revised to eliminate the site clearing of woodland east of the proposed water quality pond. The TCPI shall also be labeled a “conceptual Type I tree conservation plan” because it is subject to change at the time of preliminary plan review.

Recommended Condition: Prior to certificate approval of the CSP, the TCPI shall be revised to add the following note: “All street trees used in conjunction with low impact development techniques may be used toward meeting the woodland conservation requirements. The credit shall be calculated using the anticipated tree canopy at ten year’s growth.”

5. According to the “Prince George’s County Soil Survey” the principal soils on the site are in the Codorus and Elsinboro series. These soils are highly erodible.

Comment: This information is provided for the applicant’s benefit. A soils report may be required by the Prince George’s County Department of Environmental Resources during the permit process review.

6. The site will be significantly impacted by noise generated from the West Hyattsville Metro Station, which bisects the property. Any future development will require the submittal of a vibration analysis and noise study. The centerline of the existing railroad track should be identified and the location of the 65 dBA Ldn noise contour should be shown on the TCPI.

It is not clear how noise will affect the proposed residential structures. It will not be possible to mitigate outdoor noise levels in outdoor activity areas; however, the interior shells of all residential structures should use the proper materials to ensure that noise has been mitigated to 45dBA Ldn or less.

Recommended Condition: A Phase I noise study shall be included as part of the preliminary plan application. The noise study shall address the location of the unmitigated 65 dBA Ldn contour and the contour shall be shown on the revised TCPI. A Phase II noise study shall be provided with the detailed site plan.

7. A stormwater management concept approval letter and associated plan were included with the submission. The plan as submitted is consistent with the TCPI but does not show the proposed LID concepts. As previously discussed, a revised stormwater management concept approval letter and associated plan showing the incorporation of the LID concepts will be required prior to

preliminary plan approval.

The plan proposes two water quality ponds. The associated outfalls for these ponds are not shown on the TCPI. Outfalls will be necessary to safely convey stormwater to the adjacent stream and should be shown on the plan.

Comment: Proposed conditions above address the stormwater concept plan issue.

*Urban Design Comment: The ~~[Community]~~ Environmental Planning staff comments have been incorporated into the recommendation section of this staff report. See Finding No. 18 for comments from Environmental Planning staff in regard to the revised Conceptual Site Plan submitted in response to the remand order.

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- e. The stormwater management concept approval letter dated January 10, 2006, includes conditions of approval. The requirement for stormwater management concept approval will be met through subsequent reviews by the Department of Environmental Resources. No further information is required at this time with regard to stormwater management.
- f. The **Subdivision Section** referral reply comments dated September 18, 2006, stated that pursuant to Section 24-107 of the Subdivision Regulations a preliminary plan of subdivision is required for the construction of more than 5,000 square feet of gross floor area, prior to detailed site plan.

*The property consist[s]ed of multiple legal existing parcels, Parcel A-9, Parcel A-10, Parcel A-13, Parcel 1, Parcel C, Parcel 115, Parcel 143, Parcel 144, and Parcel 180. The applicant should revise the conceptual site plan to provide data that indicates what the gross floor area of all of the existing structures at the proposed site to determine if the gross floor area meets or exceeds the ten percent requirement of the total of 44.57 acres of the site, or approximately 194,147 gross square feet. ~~[There are no other subdivision issues at this time.]~~

~~*[Urban Design Comment: The applicant, through a revised plan, has addressed those comments and questions.]~~

*The property is the subject of Preliminary Plan 4-05145 (PGCPB No. 06-262) and the resolution of approval was adopted on December 21, 2006. The preliminary plan remains valid until December 21, 2012 pursuant to Section 24-119(d)(6) or six (6) years from the date of adoption of the resolution of approval. The resolution contains 40 conditions. Of note is Condition 36 which contains the following transportation cap on the development:

“Total development within the subject property shall be limited to 1,400 residential units, 230,000 GSF of office space, 62,000 GSF of retail space or any other development levels generating no more than 866 (444 inbound, and 422 outbound), and 1,037 (491 inbound, 546 outbound) new AM and PM peak-hour vehicle trips, excluding the community center. 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.”

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Once the conceptual site plan is approved, the preliminary plan will be reviewed for conformance to the revised and approved conceptual site plan. If the previously approved preliminary plan substantially conforms to the new CSP, then a new preliminary plan will not be required. However, any substantial deviation from the new CSP or an increase in the traffic capacity beyond the approval within the preliminary plan proposed by future DSP's will require an new preliminary plan submission to determine adequacy of public facilities.

- g. **The Park Planning and Development Division of the Department of Parks and Recreation (DPR)** (Asan to Estes, July 19, 2006) staff has reviewed the submitted plan and made the following findings. The subject property is located in Subareas 2 and 7 of the West Hyattsville Transit District Development Plan. The property is 44.56 acres in size and zoned M-X-T. The applicant proposes infill development around the West Hyattsville Metro Station including 184 townhouses, 1,170 multifamily units, 226,620 square feet of office space, and 69,380 square feet of retail space.

Using current occupancy statistics for single-family and multifamily dwelling units, this development would result in a population of 3,324 residents in the new community. Our records show that the existing Hyattsville community in high need for parkland and recreational facilities.

The Transit District Development Plan (TDDP) includes districtwide requirements and guidelines, which relate to the entire district, rather than to specific subareas. The following goals for parks and recreation are applicable to the transit district:

- To provide parks, recreation facilities, and programs to respond to the needs of residents and employees of the transit district.
- To develop facilities that are functional, safe and sensitive to the surrounding environment.

- To protect and conserve public open space and natural resources.
- Utilize alternative methods of park acquisition and facility development such as donation and mandatory dedication.

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The mandatory development requirement related to parks and recreation states:

P32 At the time of preliminary plat of subdivision or conceptual or detailed site plan, the Department of Parks and Recreation (DPR) will review the site plan related to the development's impact on existing public parkland and recreation facilities and the need for additional parkland and recreation facilities. Any residential development shall meet the mandatory dedication requirements of the County Subdivision Ordinance (Subtitle 24).

The TDDP recognizes the need for the acquisition of additional parkland and development of additional recreational facilities in the transit district. The cost of operating and maintaining parks must be considered before acquisition and/or development. When considering additional park acreage in the transit district, the TDDP recommends that, when possible, larger tracts of land be acquired for use as community parks, Countywide parks and special facilities, and that additional recreational facilities be developed as needed.

The applicant proposes on site recreational facilities including a clubhouse with exercise room, pool, theater and library within townhouse complex, clubhouse with pool, exercise room within multifamily buildings, playgrounds, plazas, pocket parks and green roof/amenity space on top of four buildings. In addition, the applicant proposes a promenade and trail construction to the south of the project area on adjacent parkland.

The project area is adjacent to Northwest Branch Stream Valley Park on the southwest and Kirkwood Park and Chillum Community Park on the north. The applicant proposes construction of the SWM facilities on adjacent parkland. Approximately ten acres of parkland shall be disturbed including existing cricket, softball, football, and soccer fields and hiker/biker/equestrian trails. These SWM facilities are essential to development of the property as is proposed. The applicant is in process of negotiating with DPR staff to provide recreational facilities that would be needed to mitigate those lost because of construction of the SWM ponds and the provision of floodwater compensatory storage.

At a minimum, the mitigation package will include the design and construction of the following improvement:

Chillum Community Park—Construction of SWM ponds that will be an aesthetic enhancement to the park, construction of a soccer field, trails and design of a 32 space parking lot.

Kirkwood Park—Construction of a 26-space parking lot and design of a soccer field.

Colmar Manor Community Park—Construction of two soccer fields, baseball field, 100-space parking lot, graded area for overflow parking (54 spaces), access road and connector trails.

WMATA Property on Chillum Road—If M-NCPPC acquires this 8.14-acre property, the applicant shall construct a soccer field and connector trails and design and construct a parking lot. If M-NCPPC cannot acquire the property, the applicant shall provide one artificial turf soccer field within Colmar Manor Community Park.

Northwest Branch Stream Valley—Integrate the pedestrian and bicycle trail into the development by construction of a promenade on the south side of the development. The existing equestrian trail would be relocated.

DPR staff finds that proposed private facilities and off-site recreational facilities to be built as part of the mitigation package on adjacent and nearby parkland would be adequate to serve the residents of the planned community.

*Urban Design Comment: The Department of Parks and Recreation staff comments have been incorporated into the recommendation section of this staff report. See Finding No. 16 for comments from the Department of Parks and Recreation staff in regard to the revised Conceptual Site Plan submitted in response to the remand order.

h. **The State Highway Administration** stated the following in a memo dated July 5, 2006:

“SHA will defer comment on the proposed traffic signal at the county maintained Ager/Lancer Drive intersection. SHA concurs with the proposed mitigation measures at the MD 500/MD 501 and MD/500/Hamilton Street intersections. Therefore, SHA recommends that M-NCPPC condition the applicant to design and construct the intersection improvements described above. Roadway improvement plans should be submitted to SHA for our review and comment.”

***Comment:** The conditions above are included in the recommendation section of this report, as Condition No. 17.

i **The Transportation Planning Section**, in a memorandum dated May 17, 2006, indicated that the conceptual site plan proposes reasonable design alternatives for internal street

network and major roadways serving the proposed site. Furthermore, staff finds all proposed cross sections are in general conformance with the West Hyattsville TDDP guidelines and requirements. However, since some of these facilities that would be constructed or improved are publicly owned, prior to the signature approval of the proposed conceptual site plan, or preliminary plan approval, the applicant should obtain approval from the city, DPW&T, and/or SHA on appropriateness of the proposed cross sections, design elements, rights-of-way limits, and provision of on-street parking.

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The pedestrian network shown on this plan is very important to achieving the levels of transit ridership, which is appropriate for this location. Therefore, future detailed site plans should, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans, such as:

- Providing more direct pedestrian connections rather than more circuitous ones.
- Siting buildings closer to the Metrorail station, and siting parking farther away.
- Placing building entrances closer to rather than farther from the pedestrian network.

*Urban Design Comment: The Transportation Planning Section staff comments have been incorporated into the recommendation section of this staff report. See Finding No. 15 for comments from the Transportation Planning Section staff in regard to the revised Conceptual Site Plan submitted in response to the remand order.

*13. The Planning Board approved conceptual site plan CSP-05006 for West Hyattsville Commons on October 5, 2006 (PGCPB No. 06-218). The District Council reviewed the conceptual site plan (CSP) and remanded the case back to the Planning Board. The Order of Remand, dated March 12, 2007, is quoted below and responses by the applicant are provided.

IT IS HEREBY ORDERED, after review of the administrative record, that Application No. SP-05006, approved by the Planning Board in PGCPB No. 06-218, a conceptual site plan application showing a mixed-use development project, including 193 single-family attached dwelling units, 1,170 multifamily units, 226,620 square feet of office space, a 23,000 square-foot community center, and 69,380 square feet of retail space, on property referred to as West Hyattsville Commons, described as approximately 44.56 acres of land in the M-X-T/TDO zones, located in the northwest quadrant of the intersection of Ager Road and Hamilton Road, at the West Hyattsville Metro Station, in Hyattsville, is:

REMANDED to the Planning Board, for amendment of the site plan and de novo staff and Board review. The Planning Board should, if feasible, return this case to the District Council within 120 days.

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The District Council remanded this case for the following reasons, as stated in their Order of Remand. In response, the applicant has revised the conceptual site plan in order to address the issues raised by the District Council. Below each of the points raised by the District Council, the applicant provided the following responses:

- 1. The applicant must substantially revise the CSP application, and the development project must be redesigned, with new concepts. The applicant must strive to achieve the goals and objectives in the West Hyattsville Transit District Development Plan, as amended.**

Applicant's response: "The CSP has been substantially revised to address issues raised by the District Council and to incorporate new concepts. As a result of working with representatives of Planning Staff, the City of Hyattsville, the community, WMATA and the Applicant, the plan represents a consensus development proposal that is compatible with the TDDP and general goals for transit development."

The project as proposed meets many TDD Plan recommendations. The applicant incorporates low impact development techniques in building and street design and construction; the applicant includes a community center large enough to serve residents in the project and the surrounding community; and the residential densities and proposed project design conform generally to TDD Plan requirements and guidelines. Moreover, the development project has been reviewed and approved not only by staff and Planning Board, but also by the Washington Metropolitan Area Transit Authority.

As proposed, however, this project cannot be considered an integrated, high-quality, mixed-use community at the West Hyattsville Metro Station, as envisioned in the TDD Plan.

Applicant's response: "As revised, the CSP achieves a more integrated, high quality, mixed use community improving the relationships between the Metro Station, Hamilton Square and the proposed built environment to create an enjoyable and vibrant community experience."

- 2. Any development project at Metro's West Hyattsville Station will have direct access to, and use of, one of the largest publicly-funded capital resources in northern Prince George's County. A limited number of Metro**

stations, and a limited area around each station, will be available for near-term future development. The District Council has the responsibility and duty to ensure that this finite public resource provides the greatest benefit to Prince George's County and to its residents, workers, and businesses.

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Applicant's response: "The concern of the District Council for the importance of the Metro Station as a resource was a prime consideration in the discussions that led to the revisions made to the CSP."

- 3. This proposed project, West Hyattsville Commons, does not have sufficient coordination and integration between and among the townhouse component, the multifamily structures, the office building and office space, the recreational facilities, and the community and public open space. Each of the several buildings, structures, and spaces can be built and operated separately and independently, by different builders. It appears highly unlikely that a defined, integrated community will be created, to match what is shown in the applicant's renderings.**

Applicant's response: "In revising the CSP, particular attention was paid to the layout of the blocks to improve integration throughout the project. Hamilton Square was a primary focus of the design discussions. The design is intended to create an integrated mixed use environment. Although the community will be built in phases, architectural standards will be established at the time of Detailed Site Plan to ensure a coordinated design as the project moves to fruition."

- 4. West Hyattsville Commons, as proposed, does not meet the standard of high quality that the West Hyattsville community deserves. For example, the multifamily structures are not designed with enough height and density, near the Metro Station, to encourage apartment dwellers to make frequent use of the Metrorail and Metrobus systems. Each multifamily structure is spread out, with a large building footprint, and most of the apartment structures surround and enfold interior public courtyards that are not part of the project's open space system. The walking distances between individual units and the Metro station are thereby substantially increased, and apartment dwellers are not invited to use the Metro or community open spaces and recreational facilities.**

A revised West Hyattsville mixed-use project should have building height at its core, both residential and office. Building height should be achieved by concrete and steel; core community buildings should not be "stick-built" construction that is not of high quality, and does not show good design. West Hyattsville Commons shows the latter, not the former.

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The community spaces, corridors, and byways for West Hyattsville Commons do not encourage and will not produce a vibrant, pedestrian-friendly environment that brings people together and creates a sense of place and a sense of community. The project should have at its core a central plaza, ringed with retail and office uses that attract project residents and members of surrounding communities. The project's retail and office components should be substantial enough to generate jobs and foot traffic, and to create community spaces that attract workers and residents.

The recreational facilities and community open spaces for West Hyattsville Commons have been compromised by the design of the multifamily components. The multifamily buildings, of insufficient height and stick-built construction, occupy too much acreage, individually and collectively, to allow placement of pocket parks and plazas that are connected, part of an integrated and connected web of open space. The interior courtyards shown for most of the multifamily structures are not consistent with the concept of integrated community open space. Residential density achieved with vertical construction will provide the high-quality construction that a Metro station deserves, and more ground space will then be available for community and recreational uses.

Applicant's response: "This comment relates mainly to the east side of the rail tracks. In reviewing the plan, emphasis was placed on Hamilton Square as being the primary focal point for the project. The square was designed to be inviting and pedestrian friendly. The bus staging area was relocated to minimize impacts to the extent possible. The main office building was located at the west end of the square at the end of Hamilton Street extended to provide a primary visual focal point. Retail was added around Hamilton Square and garage entrances were located away from the square where possible. The Community Building continues to be a primary component of the plan and is located close to the station for maximum efficiency. The height of each building was evaluated with the intent to create a sense of urban place around Hamilton Square. With these changes, the plan represents a vibrant, transit oriented, mixed use development which will promote a pleasant pedestrian experience, increase ridership for Metro, attract employers and office workers, and result in a quality 24 hour environment for residents."

- 5. On remand, the applicant must convert what it now proposes, a suburban residential development that has been made compact and placed at a Metro station, to a series of connected, urbanized, high-density spaces in an integrated, mixed-use community with a central plaza and urban core. A**

proposal like that will take full advantage of valuable public capital resources, including new Metro facilities.

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Applicant's response: "For all of the reasons stated above and as reflected in the plan, the revised CSP represents a cooperative effort to create an urbanized, high-density, integrated, mixed use community."

- *14. The applicant provided the discussion in response to the remand order in regard to the preferred land use map as included on the TDDP and the use table:

"Table 2 of the TDDP sets forth various Preferred Land Use Categories (From Map 13). The revised CSP proposes certain modifications which impact Map 13 and Table 2. The Applicant has submitted with the CSP an Alternative Land Use Plan Map. This Alternative Map provides a color coded illustration of the various use categories and there locations within the Applicant's CSP boundaries. The Applicant requests that with the approval of the CSP, that Map 13 of the TDDP be revised to correspond with the Alternative Land Use Plan Map submitted herewith. Additionally, the Applicant has included a triple attached residential product on the west side of the rail tracks. For purposes of Table 2, the Applicant would request that the Category of "Townhouses" be deemed to include the triple attached product."

Staff comment: The staff recommends that the alternative land use plan be adopted in the review and approval of the revised conceptual site plan. This land use plan reflects the applicant's desire to develop the property in some ways that are similar, but also different than the plan that was designed by the staff at the time of the adoption of the TDDP. In addition, the applicant is introducing a product type that was not included in the use table at the time of the TDDP. The three-family dwelling is a familiar product that was developed extensively in the 1980s as three-family attached units, also known as "piggyback units." It appears that the product type being proposed at this time is slightly different that the attached three-family dwellings of an earlier time, because these units appear to have attached garages. No architecture for the product type has been submitted at this time, therefore, the staff recommends that the proposed amendment for the use of three-family dwelling not be granted at this time, but be further evaluated at the time of detailed site plan for the project.

Any change to the list of allowed uses, as modified by the TTDP, require the review and approval of the District Council in accordance with Section 27-548.09.01.

The applicant is asking for modifications to many of the development standards as set forth with the TDDP. The following excerpt is taken from the applicant's statement of justification, and lists the proposed amendments:

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Building Envelope and Block Standards

- 3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.**

- 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.**

The applicant provided the following response to the development standards above:

“The CSP incorporates this principle in concept. The CSP includes a mixture of buildings. Retail is focused on the ground level primarily surrounding Hamilton Square, the main open space parcel in the core of the project. Specifically, ground level retail is proposed as follows:

“Building A—Ground level retail proposed for frontage on Hamilton Square and on northwest frontage facing Building B. Community Building also proposed for ground level. Extent of retail facing the bus lanes and Building C will be refined at the time of DSP.

“Building B—No ground level retail.

“Building C—Ground level retail wrapping the corner of Ager Road and Hamilton Street comprising approximately one third of Ager Road frontage and all of Hamilton Street frontage other than garage entrance. Ground level retail also proposed for Southeastern frontage facing Building A. Extent of retail facing the bus lanes and Building A will be refined at the time of DSP. No ground level retail on street frontage facing Building B.

“Building D—Ground level retail proposed for approximately 90 percent of frontage facing Hamilton Square (except for space needed for residential lobby entrance). No retail proposed facing other street frontages of Building D.

“Building E—No ground level retail.

“Building F—Ground level retail on 100 percent of northwest frontage facing Hamilton Square, Hamilton Street and Building D except for area required for lobby entrance for office building. No retail proposed for other facades of Building F.

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“Buildings G-R (West Side of Tracks)—No ground level retail.

“Applicant’s modified proposal for ground level retail is shown on the Conceptual Land Use Plan (street level) submitted with the remand case. The revised CSP embraces the concept of promoting an active and interesting pedestrian street life. Community-serving establishments will be encouraged and can be accommodated in any of the areas identified for ground level retail uses.”

Staff comment: In the above discussion, the applicant is asking for relief from the requirement that all the ground-level floor area to be comprised of retail uses. The staff supports this request, as market conditions may not support more retail than is proposed. In addition, this change contributes toward the design of the “preferred land use plan” within the TDDP. The applicant has submitted an alternative land use plan, which is also an amendment to the plan. The staff supports the alternative land use plan.

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

The applicant provided the following response to the development standards above:

“The CSP incorporates this principle by including multiple parking structures for the multifamily, retail and office uses. The shared parking characteristics of the project are as follows:

“Building A—Includes internal structured parking that will allow for shared use.

“Building B—Is located away from the mixed use core and as such will have an internal parking garage to serve its residents and guests only.

“Building C—Will contain the WMATA parking which will be dedicated for its use, but will also include other parking that will allow for shared use.

“Building D—Will have a parking garage for use by its residents and guests only. The customers of the retail uses will park in the shared parking sections of other garages.

“Building E—Is located away from the mixed use core and as such will have an internal parking garage to serve its residents and guests only.

“Building F—Will house the WMATA Kiss and Ride function and the parking for the office users of Building F. There will be shared parking opportunities in the lower levels.

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“Buildings G-R (West Side of Tracks)—Each of these buildings will have off-street parking dedicated to their specific residents and guests. The multifamily buildings (Buildings I and J) will have internal parking garages. The townhouse and triple attached will have off street parking for each unit.”

Staff comment: The applicant is requesting relief from the aspect of the development standard that requires the parking structures to be located away from the street. The revised plan indicates parking structures located directly at the street line at multiple locations. In order to mitigate this use along the streetscape, staff recommends that either additional uses line these street frontages or, at a minimum, the building facades of parking structures should be designed with facades that mimic those of attractive commercial buildings in order to screen the horizontal tier structure of the garage.

9. Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor.

The applicant provided the following response to the development standards above:

“While the CSP does not meet the 80 percent requirement, the plan locates retail uses predominantly surrounding Hamilton Square. A breakdown of each building is as follows:

“Building A—100% (counting the Community Building). Blocks may be refined at time of DSP.

“Building B—N/A (not a mixed use block).

“Building C—Approximately 50 percent of ground level dedicated to retail/commercial use. Percentage may increase at time of DSP based on market conditions.

“Building D—The ground level retail comprises over 90 percent of the frontage on Hamilton Square, but only approximately 20 percent of the entire ground level of Building D. Frontages away from Hamilton Square are not proposed to have ground level retail/commercial.

“Building E—N/A (not a mixed use block)

“Building F—The ground level retail comprises over 90 percent of the frontage on Hamilton Square, but only approximately 30 percent of the entire ground level of Building F. Frontages away from Hamilton Square are not proposed to have ground level retail/commercial.

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“Buildings G-R (West Side of Tracks)—N/A (not mixed use blocks).”

Staff comment: Staff agrees with the proposed amounts of commercial uses at the ground level and proposes a condition of approval that will require the minimum amounts of commercial uses at the time of detailed site plan. In addition, the streetscape of Ager Road has been identified as a concern in regard to the expansive amount of parking structures along that street edge. In order to mitigate this issue, staff recommends that prior to the approval of a DSP for Building C, the incorporation of live/work units or retail/office type uses should be considered to be incorporated along the street edge of Ager Road and the street bordering the north end of the parking structure, or that the façade of the garage be designed, as shown in the CDP exhibits, to mimic those of attractive commercial buildings which will screen the horizontal tier structure of the garage.

BUILDING STREET TYPES

Height Specifications

- 2. Parking Structure Height and Block Coverage: No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot-high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.**

The applicant provided the following response to the development standards above:

“The parking structure along Ager Road is six (6) stories in height. The fenestration of the parking garage will be incorporated into the design of the surrounding buildings to satisfy the screen wall requirement. Approximately 75 percent of Building C will consist of screened parking. There will be no unscreened parking.”

Staff comment: The building height for Building C is two stories higher than the TDDP allows because the TDDP called for two- to four-story residential townhouses in this location. The staff supports the applicant’s proposal to allow the height of the WMATA parking structure to exceed four stories. However, it appears that the parking structures within Building C will visually dominate the block. The staff recommends that the plans be revised to incorporate additional uses within the block to reduce the visual impact of the parking structure dominating the entire block.

Additionally, Ager Road is designated a boulevard street that forms a first impression of the area. Thus, all screened parking needs to be of the highest quality to create an attractive boulevard. The quality of the parking structure will be of particular concern at detailed site plan review.

*Denotes Amendment

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A building height amendment requires review and approval by the District Council in accordance with Section 27-548.09.01.

Siting Specifications

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

The applicant provided the following response to the development standards above:

“Building B Block is approximately 510 feet (curb to curb) and Building C Block is approximately 430 feet (curb to curb) along Ager Road.”

Staff comment: The irregular shape and angle of Building B makes it difficult to conform to the 400-block-length standard. Building B mitigates the greater length with residential units fronting Ager Road in conformance with the TDDP. However, the lack of units along the internal street has the effect of making this most direct route to the station from Ager Road unsafe. The relationship of Building B to the internal street line should be improved by adding residential units along the frontage of the street, instead of 260 linear feet of parking garage.

3. Lot coverage: Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the west Hyattsville TDDP. All buildings are required to be located at the build-to line and shall be located zero feet from the sidewalk edge. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan. The minimum open contiguous area shall comprise a minimum 15 percent of the total buildable area and can be located anywhere within the buildable area of the site.

The applicant provided the following response to the development standards above:

“The proposed CSP does not comply with Building Blocks E and G (Map 13) on Ager Road. The CSP proposes a Build-To Line of between 11 to 18 feet along Ager Road. Building C meets the 0 feet from sidewalk edge requirement. Building B has a green space from edge of building to the sidewalk. Buildings B and C do not meet the minimum 15 percent open contiguous area requirement. Building B has 0% open contiguous area and Building C has 0% open contiguous area along Ager Road.”

*Denotes Amendment

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Staff comment: Buildings B and C do not propose any land area not covered by buildings. In a development with this level of urban quality it is unlikely that a lot coverage requirement would even be suggested. Staff recommends approval of the amendment to lot coverage.

Main Street (Hamilton Street)

Height Specifications

- 1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of three stories and a maximum of six stories in height, except where otherwise noted in the TDDP.**

The applicant provided the following response to the development standards above:

“Buildings C, D and E meet the 3-6 story height requirement. Building F is an office building proposed at 10-12 stories.”

Staff comment: Staff finds that Building/Blocks C, D, and E conform to the TDDP height standards. The TDDP also provides for a residential tower of 10–12 stories. While the proposed tower (Building Block F) is not in precisely the location per the preferred land use plan of the TDDP (Map 14, page 36), it is generally located in the area consistent with the TDDP; therefore, no amendment is necessary for the requirement. Nevertheless, the height of Building Block F may cause shadows to be cast during the winter that make the town square bleak and uninviting. It seems appropriate that at the time of detailed site plan for Building F a shadow study should be produced indicating the impact of shadows on the plaza for the four seasons of the year. Adjustments to the height of the building may be necessary at that time.

A building height amendment requires review and approval by the District Council in accordance with Section 27-548.09.01.

- 2. Parking Structure Height and Block Coverage: No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot-high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.**

The applicant provided the following response to the development standards above:

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“The parking structure along Hamilton Street in Building C is six (6) stories in height. The fenestration of the parking garage will be incorporated into the design of the surrounding buildings to meet the screening requirements. Approximately 75% of Building C will consist of screened parking. There is no unscreened parking.”

Staff comment: It appears that the applicant is in conformance to the TDDP for this requirement.

Siting Specifications

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

The applicant provided the following response to the development standards above:

“Building D Block exceeds 400 feet in length. The Building D Block is approximately 470 feet (curb to curb) along Hamilton Street.”

Staff comment: These blocks do not necessarily pose particularly odd shapes. It seems possible to create building blocks that could meet the 400-foot length. For example, one unit could be opened to provide an opening from Jamestown into the courtyard similar to the opening to the courtyard from Park Drive.

- 3. Lot Coverage: Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hvattsville TDDP. All buildings are required to be located at the build-to line and shall be located zero feet from the sidewalk edge. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan. The minimum open contiguous area shall comprise a minimum 15 percent of the total buildable area and can be located anywhere within the buildable area of the site.**

The applicant provided the following response to the development standards above:

“The proposed CSP does not comply with Building Blocks for Hamilton Street (Map 13). The revised Block pattern evolved through planning review and meetings with the local municipality and community representatives. The CSP proposes a Build-To Line of 12-15 feet along Hamilton Street. Buildings C and D meet the 0 feet from sidewalk edge requirement. Buildings C and D do not meet the minimum 15 percent open contiguous area requirement. Building C has 0% open contiguous area and Building D has 0% open contiguous area along Hamilton Street.”

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Staff comment: Again, lot coverage variations are reasonable considering the urban character of the development.

Park Drive

Height Specifications

- 1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of three stories and a maximum of four stories in height, except where otherwise noted in the TDDP. Residential point towers are permitted on development blocks S, X, and CC (see Map 13). These buildings shall be a minimum of 10 stories and a maximum of 12 stories in height. Mid-rise condominium buildings are permitted in development block EE (see Map 13). These buildings shall be a minimum of four stories and a maximum of six stories in height.**

The applicant provided the following response to the development standards above:

“All the buildings on Park Drive conform to the height requirement except for Buildings J and D. Building J is 4-6 stories and Building D is 4-5 stories.”

Staff comment: Staff supports the additional height proposed for Buildings D and J. A building height amendment requires review and approval by the District Council in accordance with Section 27-548.09.01.

Siting Specifications

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

The applicant provided the following response to the development standards above:

“Building J Block is 530 feet (curb to curb) and Building E Block is 430 feet (curb to curb).”

Staff comment: While the shape of these building blocks is not particularly irregular, their relation to the Metro tracks makes the block difficult to dissect and the length is reasonable.

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Residential Streets

Siting Specifications

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

The applicant provided the following response to the development standards above:

“Along Residential Streets (as shown on the Conceptual Land Use Plan), the block lengths are as follows:

“Block G—380 feet

“Block H—440 feet

“Block I—250 feet

“Block J—530 feet

“Block K, L, M—475 feet

“Block N, O, P—475 feet

Block Q, R—475 feet”

Staff comment: Staff concurs with the proposed block lengths. As noted previously, while the shape of these building blocks is not particularly irregular, their relation to the Metro tracks makes the block length reasonable.

- 3. Buildable Area: Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hvattsville TDDP. All single-family residential buildings are required to be located two feet back from the build-to line to provide additional room for a front porch as stated below in the element specifications. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan.**

The applicant provided the following response to the development standards above:

“The area occupied by the buildings on the residential streets is as shown on the CSP. All residential streets incorporate sidewalks. Modified streetscape sections have been submitted with the CSP and shall be further delineated on the DSP.”

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Staff comment: The requirement seems to address the architectural layout of the single-family

detached dwelling, but the level of detail is such that it cannot be addressed at this time. Therefore, staff does not recommend an amendment at this time.

Local Access Street and Alley

Height Specifications

- 1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of four stories and a maximum of six stories in height, except where otherwise noted in the TDDP. No accessory building shall be more than 18 feet to its eaves.**

The applicant provided the following response to the development standards above:

“Buildings along alleys range from 3-6 stories in height. There are no local access streets within this CSP.”

Staff comment: The applicant is asking for relief in order to build structures three stories when the TDDP requires four stories. A building height amendment requires review and approval by the District Council in accordance with Section 27-548.09.01. The staff supports a revision to the building heights as stated above and as shown on the applicant’s exhibit “Building Heights.”

Siting Specifications

- 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.**

The applicant provided the following response to the development standards above:

“Building Street facades will be addressed at DSP.”

Staff comment: Staff concurs that building street facades will be addressed at DSP. No amendment is required at this time.

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

The applicant provided the following response to the development standards above:

“Modifications to Block lengths have been itemized above.”

Staff comment: As stated above, staff supports the variations to this requirement as is shown on the alternative land use plan.

- 3. Buildable Area: Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All single-family residential buildings are required to be located two feet back from the build-to line to provide additional room for a front porch as stated below in the elements specifications. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan.**

The applicant provided the following response to the development standards above:

“Blocks and building areas are as shown on the proposed CSP. As it relates to alleys, specific design elements will be addressed at DSP.”

Staff comment: The staff agrees that this issue should be addressed at the time of the DSP review.

- 4. Side Yard Line: The minimum side setback is five feet.**

The applicant provided the following response to the development standards above:

“Side setbacks will be addressed at DSP.”

Staff comment: The staff agrees that this issue should be addressed at the time of the DSP review.

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

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The applicant provided the following response to the development standards above:

“Rear yard lines will be addressed at DSP.”

Staff comment: The staff agrees that this issue should be addressed at the time of the DSP review.

STREETSCAPE STANDARDS

GENERAL DESIGN PRINCIPLES AND INTENT

Blocks and Alleys

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

The applicant provided the following response to the development standards above:

“See previous answers regarding 400 feet requirements.”

Staff comment: Again, staff supports the variations to the building block lengths as stated earlier in this report.

- 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.**

The applicant provided the following response to the development standards above:

“Alleys are incorporated into the Blocks containing Buildings G, H and K-R. Buildings A-F and I-J are served by streets.”

Staff comment: Alleys on the plan serve the single-family attached portions of the development. The requirement above seems to state that all buildings should be served by an alley, which is not reasonable considering the proposed uses such as multifamily development with interior parking structure, office and retail mixed-use buildings of 4–12 stories in height. Therefore the staff supports the request for relief from this development standard.

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- 6. Shade Trees: At least one canopy shade tree per 200 square feet of the required open (unpaved) area shall be planted in the rear lot area and no closer than five feet to any common lot line. Trees shall be a minimum of four-inch caliper and ten feet in height. Tree species shall be as specified in the TDDP street tree list.**

The applicant provided the following response to the development standards above:

“The proposed CSP is an urban transit oriented design. Shade trees are not proposed in the alley sections.”

Staff comment: This requirement does not make sense in the context of the proposed development of the TDDP as a whole. All of the single-family development is required to be served by alleys; alley design may include a minimal amount of unpaved surface at the rear of the units. Further, there is no requirement for unpaved/open space at the rear of the units. Size dimensions described above do not follow the industry standards, which are set by the American Standards for Nursery Stock, and the TDDP does not have a street tree list for alleys. Therefore, the staff does not recommend an amendment at this time, but it should be reanalyzed at the time of DSP.

8. Curb Cuts: Curb cuts shall be prohibited on Boulevard and Main Street development sites.

The applicant provided the following response to the development standards above:

“The proposed CSP incorporates curb cuts only as necessary to access structured parking.”

Staff Comment: The above TDDP requirement is problematic because curb cuts are a necessary element in the design of this type of high-intensity development in order to provide access to the parking structure and loading and service areas. The applicant’s request for relief is reasonable.

OFF-STREET PARKING

Configurations and Techniques:

2. Uses Within Parking Structures Along Street Frontages: Retail uses shall be provided on the ground floor of any parking structure with street frontage within commercial mixed-use blocks as identified in the West Hyattsville TDDP. Retail spaces on the ground floor shall have display windows, canopies/awnings, and recessed entrance doors to enhance the parking structure. Parking structures on corner lots shall provide ground-floor retail uses within the parking structure along both the front and side streets.

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The applicant provided the following response to the development standards above:

“The commercial/mixed use blocks proposed on the revised CSP are contained in Blocks A, C, D,

and F. On the frontages containing retail or commercial uses (as shown on the CSP and described herein) the retail extends along the front and sides at the corners. Not all facades contain ground level retail/commercial as specified above.”

Staff comment: In most cases the plans have provided for uses other than parking structures at the street level. However, Building C has an extensive amount of the parking structure at the street line of Ager Road and the street located along the north face of the building. Staff recommends that prior to the approval of a detailed site plan that the incorporation of live work units, or retail/office type uses be incorporated along the street frontage of Ager Road and the street bordering the north end of the parking structure.

5. Parking Structure Height: Structured parking shall be from a minimum of two stories to a maximum of five stories. Parking garages shall not exceed the height of the surrounding buildings and shall not visually dominate the block where visible from the street or other public space.

The applicant provided the following response to the development standards above:

“There are no stand alone parking structures. All structured parking is incorporated into the building design. Incorporated into Building C is the WMATA parking structure which is planned at 5-6 stories. Other garages will not exceed 5 stories.”

Staff comment: The staff supports the applicant’s proposal to allow the height of the WMATA parking structure to exceed 5 stories. However, it appears that the parking structures within building C will visually dominate the block. The staff recommends that the plans be revised to incorporate additional uses within the block to reduce the visual appearance of parking structure dominating the entire block.

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A building height amendment requires review and approval by the District Council in accordance with Section 27-548.09.01.

- 6. Siting of Parking Structures With Street Frontage: All parking structures with street frontage shall be located at the build-to lines that shall be sited zero feet from the sidewalk edge to create a continuous street wall. Each applicant or the applicant's heirs, successors, and/or assignees, shall be responsible for parking structure improvements as delineated in the West Hyattsville TDDP. Parking garages shall be located within the interior of a block, surrounded by buildings that front the street except where otherwise delineated in the West Hyattsville TDDP. Parking structures on corner lots shall meet the build-to lines along both the front and side streets.**

The applicant provided the following response to the development standards above:

“There are no stand alone parking structures. All structured parking is incorporated into the building design, but are not necessarily surrounded on all four sides by buildings (Building A – surrounded on 4 sides; Building B – surrounded on 3 sides; Building C – surrounded on 2 1/3 sides; Building D – surrounded on 3 sides; Building E – surrounded on 3 sides; Building F – surrounded on 1 side but backs on to the tracks; Building – surrounded on 2 sides but backs onto the tracks; Building J – surrounded on 2 sides but backs onto the tracks. Mixed-use/commercial buildings (Buildings A; C; and F) meet the zero feet to sidewalk requirement. Residential buildings (Buildings B; D; E; I and J) include a green space strip. Parking structures have the same build to lines as the buildings they are incorporated in.”

Staff comment: The intent of the requirement above has not been fulfilled. The concept of limiting the amount of structured parking along the street edge is vital to the vibrancy of the streetscape of the project. Prior to the approval of a detailed site plan for the project, the plans should place other uses besides parking structures along the street edge, except those areas where WMATA parking structure(s) are proposed. Where parking structures are located along the street edge, the design of the parking structure should be of the highest visual quality and contribute toward the pedestrian experience.

- 7. Parking Structure Entrances and Exits (Single-Family Residential): Parking structure entrances and exits within single-family residential areas shall not be more than 80 square feet in area, and there shall not be more than one garage door for each 16 feet of building frontage. All townhouse and live/work unit garages shall be tuck-under. Access to parking garages from the street frontage shall be prohibited. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts.**

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The applicant provided the following response to the development standards above:

“There are no parking structures within single family areas. The garage design for single family residential will be addressed at DSP; however, there will potentially be some parking garages proposed from the street frontage. Parking access will be reviewed at the time of DSP.”

Staff comment: Parking structures are not used to serve single-family development, so it is unclear if the requirement above was intended to refer to multifamily development. Even then, the requirement is difficult to understand. Staff agrees that parking access will be examined in detail at DSP, at which time requests to vary from the standards may be necessary.

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

The applicant provided the following response to the development standards above:

“Except that vehicles will have access from the street frontage, the CSP incorporates this principle. The garage in Building A has 1 entrance; Building B has 1 entrance; Building C has 3 entrances (includes main WMATA parking); Building D has 1 entrance; Building E has 1 entrance; Building F has 2 entrances; Building I has 1 entrance; and Building J has 1 entrance.”

Staff comment: This requirement should be reviewed at the time of the detailed site plan review, as the conceptual site plan does not provide the level of detail this requirement sets forth. Therefore, the staff does not recommend that the Planning Board take an action on this particular development standard.

*15. The Transportation Planning Section reviewed the revised CSP and provided the following comments dealing with pedestrian and bicycle facilities in a memo dated February 8, 2008:

CSP-05006 was initially reviewed by staff in May 2006. Recommendations regarding pedestrian, trail, and bicycle facilities were made at that time and incorporated into the resolution (PBCPB No. 06-218). These conditions continue to be appropriate for the revised plan and should be included as part of the approval for the remanded plan. More specifically, Condition 11 (a – f) and Condition 15 continue to be applicable to the remand and should be carried forward on subject application.

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In addition to Condition 11 and Condition 15 of PBCPB No. 06-218, staff also recommends the following conditions:

- a. Provide standard or wide sidewalks along both sides of all internal roads, excluding alleys, unless modified by DPW&T or the City of Hyattsville.
- b. The pedestrian walkway/tunnel near the West Hyattsville Metro Station will be evaluated at the time of DSP for Infrastructure. Appropriate improvements for public safety or accessibility will be recommended at that time, if necessary.

The **Transportation Planning Section** reviewed the revised CSP and provided the following additional comments in a memo dated February 11, 2008:

The revised conceptual site plan submitted proposes to develop the property under the M-X-T zoning with mix of residential, office and retail uses that may include up to 1,400 residential units (130 to 225 townhouse units, and 1,175 to 1,270 multi-family units), 200,000 to 230,000 Gross Square Feet (GSF) of office space, 62,500 to 92,500 GSF commercial retail, with a community center of at least 13,000 GSF. The revised plan proposes provision of no more than 3,858 parking and loading spaces, of which 641 will be constructed as replacement for existing metro's Park and Ride and Kiss and Ride parking spaces, in accordance with the recommended parking ratios contained in the WH-TDDP. The suggested 3,858 parking spaces include provision of 334 on-street parking spaces, or more than eight percent, along streets and roadways within the West Hyattsville TDDP. This is done without providing any approval from the appropriate agencies having jurisdiction over these roadways. For these reasons, staff recommends that provision of on-street parking and conformance to the approved WH-TDDP parking ratios be revisited with each detailed site plan.

This memorandum is intended to provide analysis of a proposed development mix in response to the remand order from the District Council. The order did not specifically request that the Planning Board review its transportation adequacy findings made as part of the approval of the original CSP application (CSP-05006), and the companion Preliminary Plan of Subdivision (4-05145). As result, this review would be limited to the comparison of estimated site trip generation between the original plan and a proposed development mix suggested by the revised plan prepared per the remand order. This is done to determine whether or not a new adequacy determination would be required for the revised concept plan, and/or a new preliminary plan, if needed.

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As a part of the original findings of adequacy, the total development and Maximum AM and PM peak-hour vehicle trips were limited to 1,400 residential units, 230,000 GSF of office space, and 62,000 GSF of retail space, or different mix of uses generating no more than 866(444 inbound, and 422 outbound), and 1,037 (491 inbound, 546 outbound) new AM and PM peak-hour vehicle trips. This finding, as stated, provides the needed flexibility in recommending changes to development quantities by type provided the resulting new AM and PM total vehicle trips generated are equal to or less than the above stated trip caps.

Based on the possible development ranges included in the revised site analysis, the applicant's traffic consultant has concluded that the suggested development levels of approximately 1,333 residential units (143 townhouses and 1,190 multi-family units), 213,000 Gross Square Feet (GSF) of office space, 79,200 GSF commercial retail, 13,000 GSF community center, would generate 813, and 1026 new vehicle trips during the AM and PM peak hours. The calculated AM and PM peak-hour vehicle trip estimates are 53 and 11 vehicle trips less than the approved 866 AM and 1,037 PM vehicle trip caps.

In addition to meeting the approved AM and PM vehicle trip caps, the development on subject property is subject to several additional transportation related conditions and is required to make several roadway improvements in the area pursuant to a finding of adequate public facilities made for the Concept Plan (CSP-05006), and the Preliminary Plan of Subdivision (4-05145). These findings were supported by a traffic study submitted and reviewed by staff. Staff recommends inclusion of all transportation-related conditions as part of this and any subsequent approval.

The revised conceptual site plan proposes reasonable design alternatives for internal street network and major roadways serving the proposed site, some of which are not consistent with the previously approved cross sections, and established standards utilized by State, County and/or the City. The TDDP requires applicant to construct the needed streetscape and roadway improvements as well as providing acceptable coordination with applicable state, county or municipal agencies for maintenance of these facilities. Since this has yet to be done, staff recommends submission of a detailed site plan for infrastructure which clearly identifies all proposed public and private roadways and includes approval from the appropriate operating agency (City, DPW&T and /or SHA) on the appropriateness of the proposed street cross sections, design elements, rights-of-way limits, provision of on-street parking and street furniture, and the required maintenance authority.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required, if the revised conceptual site plan application, prepared per the District Council remand order, is approved with the following additional conditions to approval conditions contained in the Prince George's County Planning Board approval resolution (PGCPB No. 06-218):

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- a. Prior to the approval each detailed site plan, the applicant shall provide a detailed trip generation tabulation which will demonstrate the projected total AM and PM peak-hour vehicle trips for the proposed development and all previously approved will be at or below the approved AM, and PM peak-hour vehicle trip caps of 866 (444 inbound, and 422 outbound), and 1,037 (491 inbound, and 546 outbound), respectively.
- b. Prior to the approval of any detailed site plans (DSP) by the Planning Board for construction of any gross floor area on the subject site, a DSP for infrastructure which clearly identifies all proposed public and private roadways and includes approval from the appropriate operating agency (City, DPW&T and /or SHA) on the appropriateness of the proposed street cross sections, design elements, rights-of-way limits, provision of on-street parking and street furniture, and the required maintenance authority shall have received certificate approval.

*16. The staff of the **Department of Parks and Recreation (DPR)** has reviewed the conceptual site plan. Our review considered the recommendations of the **Approved Transit District Development Plan and Sectional Map Amendment for the West Hyattsville Transit District Overlay Zone, Master Plan for Planning Area 68, current zoning and subdivision regulations and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.**

The subject remanded conceptual site plan application had been revised to address site design issues. Condition 12 of CSP-05006 address the parks and recreational facilities, and DPR staff believes that this condition should remain without change.

Condition 3c. of approved by the Planning Board CSP-05006 states:

Prior to approval of the conceptual site plan, the following issues shall be conceptually indicated with the appropriate graphics or notes; prior to approval of the applicable detailed site plan, the issues shall be resolved and appropriately delineated on the plans:

- c. **Provide the Park Drive east/west private street connection to accommodate vehicular traffic in addition to the pedestrian promenade, if acceptable to the Department of Public Works and Transportation (DPW&T) the Department of Parks and Recreation (DPR).**

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Staff Comments: The applicant proposes Park Drive, an east/west street connection (60-foot right-of-way), which is in two locations impacts the adjacent parkland. DPR staff believes that this proposal will require disposal of the parkland. The existing parkland had been purchased by M-NCPPC with the funds established by Capper-Cramton Act for the protection of stream valleys of the Potomac and Anacostia Rivers. The disposal of this parkland is subject to the National Capital Planning Commission (NCPC) and M-NCPPC Planning Board and Full Commission approvals. DPR staff discussed with the applicant the possibility of land exchange to justify disposal of the parkland. The applicant agrees with DPR proposal in concept but believes that it is too premature to discuss the details of land exchange because of conceptual nature of the CSP-05006 application and future approval of the road alignment by DPW&T and Washington Metropolitan Area Transit Authority (WMATA). DPR staff agrees to discuss the details of the land exchange and construction details of east/west trail connector at the time of the detailed site plan. The applicant submitted conceptual layout of the 10-foot-wide master planned trail along Park Drive. DPR staff finds this location of the trail acceptable.

DPR staff recommends to the Planning Board that all previously approved conditions related to the parks and recreation shall remain. In addition approval of the above-referenced remanded Comprehensive Design Plan CDP-05006 shall be subject to the following additional conditions:

- a. The applicant shall establish the exact location of the Park Drive (east/west road connection) and submit to DPR a land exchange proposal at least 60 days prior to submission of the first detailed site plan. The land exchange proposal shall clearly demonstrate that monetary and recreational value of land to be conveyed to M-NCPPC is greater than the value of disposed parkland. If DPR staff finds that the land proposed for exchange is not clearly more valuable, the applicant shall fund two appraisals to be ordered by DPR. The land exchange will be based on the values indicated in appraisals.
- b. The applicant shall work with the DPR staff to obtain National Capital Planning Commission approval for the disposal of parkland for road construction.

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*17. **Urban Design Section**—The following is a chart comparing the previously approved plans and the revised plan in regard to unit count:

	<u>Previously approved plan</u>	<u>Revised plan</u>
<u>Single-family attached units (townhouses)</u>	<u>193</u>	<u>130–225 (143 shown on the plan)</u>
<u>Multifamily units</u>	<u>1,170</u>	<u>1,000–1,270 (130 of the units shown on the plan are actually three-family dwellings dispersed among the townhouses)</u>
<u>Community Center</u>	<u>23,000 square feet</u>	<u>13,000 square feet</u>
<u>Retail</u>	<u>69,380 square feet</u>	<u>60,000–85,000 square feet</u>
<u>Office</u>	<u>226,620 square feet</u>	<u>200,000–230,000 square feet</u>
<u>Maximum retail/office proposed</u>	<u>296,000 square feet</u>	<u>292,000 square feet</u>

A major change to the revised plan in regard to the unit count is the addition of 130 three-family dwellings that were not previously approved or noted in the plans. In the revised plan, the three-family dwellings are located on the west side of the development and result in a decrease in the number of townhouses and an increase of new product footprints that were not included in the original plans. Approximately 44 footprints will be the three-family dwellings. Another major change is that the community center, which is required by the TDDP, has changed from 23,000 square feet to a minimum of 13,000 square feet with the exact size to be determined once an operating entity is identified. The retail and office uses have not changed substantially.

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The revised design of the west side of the development includes the addition of the three-family dwelling type, which has been described by the applicant as two two-story units above one “flat” unit with three garage spaces (one for each unit). Other changes on the west side include the reduction of multifamily structures and the redesign of the roadway system, including a connection the east and west sides with a vehicular connection. In regard to open space and recreational facilities, the revised plan has reduced two major open space components on the west side of the development. The pedestrian connection from the east side of the site to the west side of the project was originally designed to include a large open urban square identified as a “civic green” located on the west side of the development. The revised plan has replaced this square with a small traffic circle and a median strip containing LID stormwater management techniques down the middle of a roadway.

The amount of open space depicted on the revised conceptual site plan located on the west side of the development is inadequate to serve the future residents. In addition to the change above, a substantial triangle-shaped green space in the middle of the attached housing area that included the community building and pool is also reduced. The staff recognizes that the project is located just north of the stream valley park. However, the project would benefit from the development of a substantial HOA recreational open green area that would provide sufficient open space for on-site recreational facilities. Therefore, the staff recommends that the Planning Board adopt a condition that deletes nine of the three-family dwellings and six townhouses within Block O, as shown on the illustrative conceptual site plan, in order to create a substantial green area comparable to the amount of green space previously shown in the originally approved plans.

Another concern is the loss of a community building and a swimming pool that were shown on the original plan but are no longer proposed on the revised plans. The applicant has explained that the number of units available to support the pool may be too low. Staff supports this contention because it is generally understood that a development of less than 500 dwelling units could not easily support a pool due to financial restraints. The HOA that would be responsible for the pool as shown on the original plans consisted of no more that 275 units. The applicant also explained that the multifamily units located within Buildings I and J may have a pool associated with those developments, which could offer memberships to the townhouse dwellers. The staff is not opposed to the idea of allowing some flexibility in the plans at this concept stage of the development. However, at the time of the DSP review, coordination of the development of recreational facilities to serve the future populations is appropriate. There is a condition of approval that requires adequate recreational facilities to be provided, at which time the staff would use the current practice of determining an appropriate mix of on-site facilities for each phase. The staff would like to ensure the future residents access to a pool on the west side of the development in at least one of the multifamily buildings, I or J, whichever is built first, within the project. Therefore the staff recommends that the DSP for either Building I or J, whichever comes in for review first, shall include a pool. Consideration should be given to allowing the residents of the townhouse development to have access to the pool with a membership.

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The incorporation of three-family dwellings has resulted in more townhouses facing each other, creating mews of green space instead of what would normally be a street in traditional urban design. The lack of the streetscape element in the design increases the amount of lawn area on the site, but does not provide for the sense of shared public space. The pedestrian in those spaces begins to feel as if he or she is encroaching upon private yards and is less likely to walk freely in those areas.

Phase two of the development could be improved at the time of DSP if the following are taken into account:

- a. The use of three-family dwellings should only be allowed at the corners of each of the blocks, with strings of townhouse units arranged between the three-family dwellings.
- b. The mews between the units should be converted to streets in order to create a more walkable neighborhood between Blocks L and K and Q and R.
- c. The face-of-unit to face-of-unit distance should be a minimum of a 1:1 relationship where a mews is proposed.

In regard the east side of the development the reduction of the community building is the most dramatic change in the design of the plans. The original plans proposed a 23,000-square-foot facility and the revised plans propose a minimum 13,000-square-foot facility. The community center was an element of the approved preferred land use plan. One of the problems with the concept of a community center is the ultimate operator of the facility. Without a commitment from either a public or private entity to operate the facility it is questionable if this can actually come to fruition. The size of the facility may have an indirect effect on the willingness of an entity to operate the facility.

Another concern relating to the revised plans is that Hamilton Square was previously designed as a hard-surfaced plaza, with a variety of paving materials and even a focal point at its center. The revised plan treats that space with much more lawn area, which may not withstand the pressure of human activity expected in the urban development. Therefore, the staff recommends that the plans be revised to incorporate the same hardscape and level of detail in the treatment of the square as was shown on the original plans. This should be done prior to signature approval of the CSP plans.

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*18. The **Environmental Planning Section** provided the following analysis in conjunction with the

revised plans as stated in their memo dated February 5, 2008.

The Environmental Planning Section has reviewed the conceptual site plan for West Hyattsville Commons, CSP-05006, and Type I Tree Conservation Plan TCPI/019/06, received on January 23, 2008. The additional information submitted, including a revised layout of the site, warrants minor revisions to some of the existing conditions recommended for approval and some new conditions. The Environmental Planning Section recommends approval of the revised conceptual site plan, CSP-05006 and Type I Tree Conservation Plan, TCPI/19/06, subject to the new and revised conditions listed at the end of this memo.

The Environmental Planning Section previously reviewed Parcel 1 of this site as part of Preliminary Plan of Subdivision, 4-92031, with Type I Tree Conservation Plan, TCPI/15/92, which was withdrawn, and Detailed Site Plans, DSP-96047 and DSP-96048 that were approved with an exemption from the Woodland Conservation Ordinance because that parcel contained less than 10,000 square feet of woodland. Parcel 115 was previously reviewed in conjunction with Type II Tree Conservation Plan TCPH/246/91.

On September 28, 2006, the Planning Board approved CSP-05006 and TCPI/19/06. The case was appealed to the District Council on October 30, 2006; however, it was remanded back to the Planning Board March 12, 2007 for amendment of the site plan and staff and Board review. The revised plans were reviewed for conformance with the West Hyattsville sector plan, the Countywide Green Infrastructure Plan, and the Woodland Conservation Ordinance.

Because the building and street layout of the proposed application has changed, the relocation of some proposed Low Impact Development (LID) techniques was warranted. The revised Low Impact Development Design Plan submitted in the revised package shows all of the proposed concepts that were previously proposed, and applied to the new layout. The location of each of the concepts is clearly shown and identified on the plan, and is consistent with the recommendations of the West Hyattsville Sector Plan. The concept proposes 13 types of LID techniques that include green roofs, vegetative filters, naturalized water quality facilities, micro pools, and "green streets." The revised LID design plan meets the recommendations of the adopted West Hyattsville Sector Plan with regard to the incorporation of Low Impact Development techniques.

Because the use of Low Impact Development techniques are a focus of the development of the site, joint reviews by the appropriate agencies prior to submittal of the first detailed site plan and prior to the issuance of the first grading permit are necessary to ensure that the concept is adequately addressed prior to implementation. The Environmental Planning Section recommends approval of CSP-05006 and TCPI/19/06 subject to the new and revised conditions as stated below.

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Recommended Condition: Prior to the approval of any detailed site plans by the Planning Board for construction of any gross floor area on the subject site, a DSP for rough grading, infrastructure and stormwater management shall have received certificate approval.

Recommended Condition: Prior to acceptance of the detailed site plan for infrastructure, the applicant shall coordinate at least one meeting that includes DPW&T stormwater management reviewers and staff from M-NCPPC's Planning Department to confer on the design of the stormwater management on the site. The stormwater management plan shall use the low-impact development techniques shown on the Low Impact Development Design Plan dated December 18, 2007. An approved stormwater management concept letter subsequent to that meeting shall be included in the first detailed site plan application for rough grading and infrastructure.

Recommended Revisions to Previous Conditions

The following are the previous conditions revised with new language recommendations. [Brackets] indicate deleted language and underlining indicates new language.

4. **[Prior to certificate approval of the CSP, the LID plan shall be revised to illustrate] At the time of submission of the detailed site plan for infrastructure, a plan showing how the run-off from each of the building roofs will be addressed using the [symbols] methods shown on the low-impact design plan dated [June 5, 2006] December 18, 2007. The plan shall clearly show the green building techniques to be employed throughout the project and which buildings will be constructed with green roofs and what portion, conceptually, will be green. Water quality green roofs shall not be located on top decks of garages that should be employed for outdoor recreational space.**

6. **Prior to [certificate approval of the CSP] approval of the detailed site plan for infrastructure, all proposed streets perpendicular to Northeast Branch that are not identified on the LID design plan dated [June 5, 2006] December 18, 2007, as an LID street shall be designed as green streets incorporating low impact development techniques with underground, connected soil volumes and surface tree grates. [Prior to certification of the CSP, the LID plan shall be revised to] The plan shall show the location of the green streets and include a [conceptual] detail of the street tree installation including a plan view and cross section of the above and below ground features. Jamestown Road and Hamilton Street shall be designed as green streets with medians that are designed with the same treatment as the trees along the green streets, unless another design is deemed more suitable. All LID green street designs shall be subject to the review and approval of DPW&T or other appropriate entity such as the City of Hyattsville.**

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Staff comment: The new recommended conditions and the revised conditions have been included in the recommendation section of this report.

- *19. The Washington Metropolitan Area Transit Authority (WMATA) provided the following comments in a letter dated February 28, 2008 to Chairman Parker from Joel R. Washington, Director of Station Area Planning and Asset Management:

“Thank you for the opportunity to comment on the *West Hyattsville Commons site plan*. The Washington Metropolitan Area Transit Authority (“WMATA”) conditionally supports the approval of the *West Hyattsville Commons site plan*. The site plan as proposed could potentially, without more detailed site plan elements being worked out, result in unacceptable transit conflicts on the site. WMATA staff is confident these details can be resolved at more detailed levels of site planning. However, if these conflicts cannot be resolved at more detailed site planning levels, WMATA staff approval of the plan will be withheld. The remaining paragraphs provide more details on site design elements that will need to be resolved at further levels of design detail.

“(1) An "open" parking structure as required by the WMATA Design Criteria will be needed. Alternatively, a closed structure would require that sources of funds be identified to mechanical ventilators.

“(2) A shared parking program will need to be defined that can assure access for WMATA patrons to at least as many spaces as are now provided.

“(3) Access to and from the proposed replacement parking structure must be studied to determine if the traffic access proposed will accommodate Metro’s AM and PM Peak vehicular traffic to the parking structure.

“(4) The location of the Kiss & Ride facility as proposed may encourage Kiss & Ride activity elsewhere on the site. Detailed plans will need to be established to prevent Kiss & Ride activity from conflicting with bus loading/unloading, impeding bus operations or creating unsafe conditions. Additionally, detailed site plans must accommodate the need for Metro buses to layover and to re-circulate on site.

“(5) The bus bay and bus travel lanes will need to be adequately sized to accommodate buses in both directions.

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“(6) The sidewalk(s) adjacent to the bus bay(s) will need to be wide enough to accommodate bus

passenger shelters at each bus bay and adequate spacing between the shelters and the face of buildings.

“(7) Vehicular access to and from the station must be accommodated for Metro maintenance and emergency vehicles.

“(8) All necessary ADA elements must be accommodated, including slopes, voice enunciators, straight paths, etc.

“(9) Safety and security concerns for transit patrons and bus operators will need to be addressed for areas that may be located out of view of the Metro station and/or in an isolated area, particularly during the early morning and late evening hours.

“(10) The design requirements for bus stops, shelters, lighting and passenger amenities should be clear as to whether the County or the developer is responsible for the provision or maintenance of these facilities into the future.

“WMATA’s assessment of whether these detailed requirements have been met will be guided by WMATA’s Standards and Criteria documents including the following:

“(1) *WMATA’s Station Site and Access Planning Guideline*, available at www.wmata.com/about/expansion/Station%20Access/SSAPM%20March07.pdf

“(2) *Adjacent Construction Manual*

“(3) *WMATA’s ADA Checklist*

“In conclusion, WMATA conditionally supports approval of the ***West Hyattsville Commons Conceptual Site Plan***. We believe that we can work within the general framework of the plan, but there are many important specifics that would need to be addressed as we move forward. “

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*Now, Therefore, be it resolved, that pursuant to Subtitle 27 of the Prince George's County Planning Board of the Maryland-National Capital Park and Planning Commission adopted the findings contained herein and further:

- *A. RECOMMENDS to the District Council that the proposed change to the building heights as shown on the applicant's Building Heights exhibits be APPROVED; and
- *B. RECOMMENDS to the District Council that the applicant's proposed alternative land use plan exhibit be APPROVED; and
- *C. APPROVED the proposed alternative development district standards as follows:

Building Envelope and Block Standards

- 3. Allows other uses besides retail at the ground level of buildings.
- 6. Allows other uses besides retail at the ground level of buildings.
- 8. Allows parking structures to be located at the street line.
- 9. Allows the reduction from 80 percent commercial uses on the ground floor of mixed-use buildings to the following minimum percentages:

- Building A—80%
- Building B—0% not a mixed use building
- Building C—50 %
- Building D—20 %
- Building E—0 % not a mixed use building
- Building F—30%
- Buildings G-R—0% not mixed use buildings

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Building Street Types

Height Specifications

2. Allows the building height of Building C to be a maximum of six stories.

Siting Specifications

2. Allows the building block length for Building B to be not more than 510 linear feet and the building block length for Building C to be not more than 430 linear feet.
3. Allows the maximum lot coverage required to be reduced from 15 percent to 0 percent.

Main Street—Hamilton Street

Height Specifications

2. Allows the building height of Building C to be a maximum of six stories. (Same as above)

Siting Specifications

2. Allows the building block length for Building B to be not more than 510 linear feet and the building block length for Building C to be not more than 430 linear feet. (Same as above)
3. Allows the maximum lot coverage required to be reduced from 15 percent to 0 percent. (Same as above)

Park Drive

Height Specifications

1. Allows the building height of Building D and Building J to be a maximum of six stories.

Site Specifications

2. Allows the building block length for Building E to be not more than 430 linear feet and the building block length for Building J to be not more than 530 linear feet.

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Residential Streets

Siting Specifications

2. Allows the building block length for Building H to be not more than 440 linear feet and the building block length for Buildings K, L M, N, O, P Q and R to be not more than 475 linear feet.

Local Access Street and Alley

Height Specifications

1. Allows the building height along alleys to range from three to six stories in height.

Siting Specifications

2. Allows the building block length for Building H to be not more than 440 linear feet and the building block length for Buildings K, L M, N, O, P Q and R to be not more than 475 linear feet. (Same as above)

Streetscape Standards

3. Allows the block sizes to vary from the 400 linear feet as stated above.
4. Allows that all buildings do not have to be served by an alley.
8. Allows curb cuts at mid-block to the building.

Off-Street Parking

Configuration and Techniques

2. Allows the use of parking structures at the street-line.
5. Allows the WMATA parking structure to be 506 stories in height.
6. Allows the use of parking structures at the street-line. (Same as above); and

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*D. APPROVED Conceptual Site Plan CSP-05006 and APPROVED Type I Tree Conservation Plan

TCPI/19/06 for the above-described land, subject to the following revised and additional conditions:

- *1. West Hyattsville Commons shall be developed in [~~substantial~~] conformance with the conceptual site plan illustrative plan dated [~~September 1, 2006~~] February 8, 2008. Substantial deviation from the illustrative plan is permitted only upon a finding by the Planning Board or District Council that the modified design is superior to the approved concept in its fulfillment of the purpose of the Transit District Overlay Zone.
- *2. Prior to certificate approval of the conceptual site plan, the plans shall be revised as follows or the specified information shall be provided:
 - *a. Provide a community center [~~on Street "A"~~] in Building [~~C~~] A that is in close proximity to Hamilton Square. Notes on the conceptual site plan shall state that:
 - [(4)] The community center location shall be clearly identified on Building [~~C~~] A with a vertical blade marquee sign facing Hamilton Square or similar signage that establishes increased visibility of the community center; and
 - [(2)] ~~If possible, locate all or a portion of the second floor of the community center over the retail facing Hamilton Square in Building "C."~~]
 - *b. Either eliminate any parking structure screened street frontage that exceeds the 25 percent limitation on B[~~b~~]uildings B [~~and G-1~~] and C or provide architecturally articulated facades that eliminate the perception that the structures are parking garages.
 - *[~~e~~]. [~~Provide conceptual building elevations for the WMATA Parking Structure, Building "A."~~]
- *3. Prior to certificate approval of the conceptual site plan, the following issues shall be conceptually indicated with appropriate graphics or notes; prior to approval of the applicable detail site plan, the issues shall be resolved and appropriately delineated on the plans:

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- *[a. ~~Building heights for all buildings H 1 and H 2 shall be six stories or more to reduce block lengths, unless the applicant demonstrates to the satisfaction of the Planning Board at detailed site plan that this is not economically feasible, or that the additional approximate 100 units gained by building more than four stories cause the project to exceed approved limits on vehicle trip, provided the additional residential units will not reduce the amount of approved office or retail space.~~]
- *a. The building height exhibit shall establish the minimum building heights reference for each portion depicted in the plan. Any revision to increase building heights beyond that shown on the exhibit will require approval of an amendment by the District Council.
- *[b. ~~Provide a direct pedestrian connection from building H 1 and H 2 to the abutting Metro Station via an elevated pedestrian plaza and/or street level concourse that shall connect to the platform level at a new Metro station entrance, unless it can be demonstrated that this is not technically feasible or will not be permitted by WMATA.~~]
- *b[c]. Provide the Park Drive east/west private street connection to accommodate vehicular traffic in addition to the pedestrian promenade, if acceptable to the Department of Public Works and Transportation (DPW&T), the Department of Environmental Resources (DER), and the Department of Parks and Recreation (DPR).
- *[d. ~~Provide the Hamilton Street east/west street connection under the Metro tracks, unless shown to be technically infeasible or not permitted by WMATA.~~]
- *c[e]. Provide a low impact development (LID) boulevard along the street that runs the length of the west boundary of the property on the portion of the ROW within the boundaries of the project, unless at detailed site plan for adjacent units it is demonstrated that provision of LID on one side of the road is technically infeasible or the LID features do not justify the water quality benefits that would result from them in the context of the overall LID program for the site.

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- *4. ~~At the time of submission of the detailed site plan for infrastructure [Prior to certificate approval of the CSP, the LID plan shall be revised to illustrate]~~ a plan showing how the run-off from each of the building roofs will be addressed using the ~~[symbols]~~ methods shown on the plan dated ~~[June 5, 2006]~~ December 18, 2007. The plan shall clearly show the green building techniques to be employed throughout the project and which buildings will be constructed with green roofs and what portion, conceptually, will be green. Water quality green roofs shall not be located on top decks of garages that should be employed for outdoor recreational space.
5. Prior to certificate approval of the TCP I, all plans shall be revised to show the same building and street layout as that shown on the CSP.
- *6. Prior to ~~[certificate]~~ approval of the detailed site plan for infrastructure [CSP], all proposed streets perpendicular to Northeast Branch that are not identified on the LID design plan dated ~~[June 5, 2006]~~ December 18, 2007, as an LID street shall be designed as green streets incorporating low impact development techniques with underground, connected soil volumes and surface tree grates. ~~[Prior to approval of the Detailed Site Plan certification of the CSP, t].~~ The LID plan shall be revised to show the location of the green streets and include a ~~[conceptual]~~ detail of the street tree installation including a plan view and cross section of the above and below ground features. Jamestown Road and Hamilton Street shall be designed as green streets with medians that are designed with the same treatment as the trees along the green streets, unless another design is deemed more suitable.
7.
 - a. Prior to signature approval of the preliminary plan, the TCPI shall be revised to show disturbance of only those areas that are necessary for development and all proposed buildings and grading within the limits of disturbance shall be shown. This shall include off-site areas.
 - b. Prior to certificate approval of the conceptual site plan, the TCPI shall be revised to add the following note: "All street trees used in conjunction with low impact development techniques may be used toward meeting the woodland conservation requirements. The credit shall be calculated using the anticipated tree canopy at ten years' growth."
8. A Phase I noise study shall be included as part of the preliminary plan application. The noise study shall address the location of the unmitigated 65 dBA Ldn contour and the contour shall be shown on the revised TCPI. A Phase II noise study shall be provided with the detailed site plan.

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9. Prior to signature approval of the preliminary plan, a revised and approved stormwater

management concept letter and associated plans shall be submitted. The plan shall show the incorporation of all required LID techniques. The preliminary plan and revised TCPI shall reflect the elements of the concept plan.

10. At the time of detailed site plan, the DSP shall show the details of each of the proposed LID techniques.

*1[0]1. Prior to acceptance of the first detailed site plan, the application package shall be inspected to ensure that it includes a revised Type II tree conservation plan for the Chillum Park property that shows the regulated features, all proposed clearing, a clear limit of disturbance, and all information required on a TCPII.

*1[+]2. In conformance with the adopted West Hyattsville Transit District Development Plan, the applicable detailed site plans shall include the following and apply to the applicant and the applicant's heirs, successors, and/or assignees:

- a. Provide combined parking and bike lanes along the subject site's entire frontage of Ager Road per the Boulevard Street Section included on page 66 of the adopted and approved Transit District Development Plan, unless modified by DPW&T. Signage and pavement markings for the bike lanes should be in conformance with the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.
- b. Provide the wide pedestrian zone and minimum seven-foot-wide sidewalk along the subject site's entire frontage of Ager Road per the TDDP, as shown on submitted street section 16-16.
- c. Curb extensions, curb cuts, crosswalks, and pedestrian refuges are to be evaluated in conformance with the TDDP streetscape standards.
- d. All construction and/or relocation of the Northwest Branch Trail shall be approved by the Department of Parks and Recreation and be in conformance with the current Parks and Recreation guidelines and standards.
- *e. Provide ~~[additional]~~ trail connections or walkways in the townhouse portion of the development to ~~[more]~~ directly accommodate residents walking to Metro and/or other uses on the subject site. These connections can be made between groups of townhouses and other available open space, and appropriate locations should be identified.

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- f. The number and location of bicycle parking spaces shall be determined in

conformance with the Bikeways and Bicycle Parking section of the approved TDDP.

*1[2]3. West Hyattsville Commons shall be subject to the following conditions regarding recreational facilities:

- a. The applicant, his heirs, successors, and/or assignees, shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreational Facilities Guidelines*.
- *b. The private recreational facilities shall be reviewed by the Urban Design Section of DRD for adequacy and location during the detailed site plan review for all residential development.
- c. Submission of three original, executed private recreational facilities agreements (RFA) to DRD for their approval, three weeks prior to a submission of a final plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
- d. Submission to DRD of a performance bond, letter of credit, or other suitable financial guarantee for the construction of private recreational facilities in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
- e. At detailed site plan, the developer, his heirs, successors and/or assignees shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed private recreational facilities.
- f. Prior to approval of the first detailed site plan, the applicant shall reach an agreement with DPR regarding the maintenance and security of the promenade to ensure that DPR will not be burdened with unreasonable maintenance or security costs.
- g. Submission of three original, executed public recreational facilities agreements (RFA) for the construction and maintenance of the promenade to DPR for their approval, three weeks prior to submission of a final plat. Upon approval by DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

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*1[3]4. Total development within the subject property shall not exceed ~~[be limited to]~~ 1,400 residential units, 230,000 gross square feet of office space, and ~~[62,000]~~ 85,000 gross

square feet of retail space, or any other mixture of unit type or development levels generating no more than 866 (444 inbound, and 422 outbound), and 1,037 (491 inbound, 546 outbound) **new external** AM and PM peak-hour vehicle trips, excluding the community center.

*1[4]5. Total parking that will be provided within the subject property shall be limited to ratios indicated in CR-59-2006, unless revised by the Planning Board and/or District Council, and [220 spaces as] on-street parking, only if determined to be acceptable by the City of Hyattsville or DPW&T[;] [and/or SHA] as to streets under their respective jurisdiction.

*1[5]6. Detailed site plans shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the conceptual site plan and shall observe the following principles to the extent possible:

- Providing direct pedestrian connections to the Metro station.
- Siting buildings closer to the Metrorail station and siting parking farther away.
- Placing building entrances closer to rather than farther from the pedestrian network.

*1[6]7. Prior to the issuance of any building permits within the subject property, the following road improvements shall (1) have full financial assurances through either private money or full funding in the county's capital program, (2) have been permitted for construction through the operating agency's access permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency:

- a. Modification of northbound Queen Chapel Road at Chillum Road to include an exclusive left-turn lane, two through lanes and a shared through/right lane, and any other intersection improvements deemed needed by SHA. All these improvements shall be implemented according to SHA standards.
- b. Modify westbound Hamilton Street at Queen Chapel Road to include an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane, and any other intersection improvements deemed needed by SHA and /or DPW&T. All these improvements to be implemented according to DPW&T and/or SHA standards.

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- c. If deemed appropriate by DPW&T and /or SHA, modify northbound Queen Chapel Road between Chillum Road and Ager Road to accommodate the

proposed third through lane recommended along north bound Queen Chapel at Chillum Road, and any other improvements deemed needed by SHA. All these improvements to be implemented according to SHA standards.

- d. Submission of acceptable traffic signal warrants studies to DPW&T for the intersections of Ager Road with Lancer Drive and Ager Road with Nicholson Road. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If signals are deemed warranted by DPW&T, the applicant shall bond the signals prior to the release of any building permits within the subject property and install them at a time when directed by DPW&T. The requirements for the signal warrant studies may be waived by DPW&T if that agency determines in writing that there are sufficient recent studies available to make a determination regarding these two signals.
- e. Submission of acceptable detailed queue analysis using the total projected traffic for the intersection of Hamilton Street with Ager Road to DPW&T, and if deemed needed by DPW&T, the provision of double right-turn lanes along west bound Hamilton Street, and double left-turn lanes along south bound Ager Road, per DPW&T standards.

*1[7]8. ~~[The phasing schedule for the project shall be as follows: applicant shall not receive more than 500 building permits for residential units prior to receiving building permits for at least 65,000 square feet of gross floor area for the proposed office and/or retail space. If, however, the applicant applies for a building permit for Building C or Building D, both of which are mixed use retail/residential buildings, the above referenced restriction shall not apply. Additionally, the applicant shall not receive more than 1,000 total building permits for residential units prior to receiving building permits for 220,000 total square feet of gross floor area of the office/retail space (which includes the first 65,000 square feet of office/retail space). In addition, prior to issuance of the 750th building permit for residential units, the applicant shall submit the following for review by the Planning Board as they relate to the phasing thresholds above:]~~

- ~~[a. a report on present and planned future efforts to market available office space at West Hyattsville Commons to possible tenants]~~
- ~~[b. a market study examining absorption rates and the state of the office market in Hyattsville, College Park, Riverdale Park, and Greenbelt.]~~

*Denotes Amendment

Underlining indicates new language

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

The phasing schedule for the project shall be as follows:

- a. Phase I (a),(b) and (c) shall consist of Buildings/Blocks A, B and C and Hamilton Square.
- b. Phase II shall consist of Building/Blocks G, H, K–R inclusive.
- c. Phase III shall consist of Building F
- d. Phase IV shall consist of Buildings D, E, I and J.

Buildings D and F may be issued a building permit concurrent with or earlier than a permit for any other buildings within earlier Phases so as to facilitate the completion of buildings around Hamilton Square.

Buildings within Phase II may be issued building permits any time after the construction of the WMATA garage and the interim WMATA Kiss-and-Ride facilities and after the Applicant provides the Department of Environmental Resources with a certification from a third party inspector verifying that Building A's foundation and first four (4) floors and walls have been constructed in accordance with its permit.

Except as otherwise provided above, Buildings within Phase IV may be issued building permits any time after the Applicant provides the Department of Environmental Resources with a certification from a third party inspector verifying that Building F's foundation and first four (4) floors and walls have been constructed in accordance with its permit.

Building B may be deferred to Phase II of the Applicant is pursuing the acquisition of Parcel A-9 (5600 Ager Road).

*1[8]9. Prior to the approval of the applicable detailed site plan, the following issues shall be addressed:

- a. Brick fronts shall be a standard feature for no less than 60 percent of all townhouses.

*Denotes Amendment

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- *[b. ~~The pool house on Block "I" shall be placed in a visually prominent location, in a building that is clad primarily with brick or other attractive masonry.~~]

- *b[e]. Entrance features including signage, landscaping, and/or landmark or identity structures shall be shown on the detailed site plan and shall be appropriately coordinated in design.
- *c[d]. Demonstrate building massing with walls that do not exceed the 40-foot limit for blank, uninterrupted lengths without architectural features.
- *[d. ~~Show good faith efforts to provide retail uses along the southern side of the WMATA parking structure, Building "A," at time of detailed site plan for the WMATA parking structure.~~]

*[19. ~~Prior to certificate approval of the conceptual site plan:~~

- a. ~~Locate all proposed entrance features and gateways on the conceptual site plan.~~
- b. ~~Provide a design guidelines and standards booklet for the proposed West Hyattsville Commons development. The booklet shall describe the design principals and standards, accompanied by illustrations and photographs, for the following commercial and residential components of the project:~~

~~Building Envelope and Block Standards~~

i. ~~General Design Principals and Intent~~

ii. ~~Building Street Types~~

~~Streetscape Standards~~

iii. ~~General Design Principals and Intent~~

iv. ~~General Streetscape Standards~~

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~~Architectural Standards~~

v. ~~General Design Principals and Intent~~

~~vi. Building Facades~~

~~vii. Window and Door/Entrances~~

~~viii. Signage~~

~~Parking Standards~~

~~ix. General Design Principals and Intent On-Street Parking~~

~~x. Off-Street Parking~~

~~xi. Bikeways and Bicycle Parking]~~

- *20. Prior to the approval of the Detailed Site Plan for Infrastructure, any issues related to the location of Park Drive shall be resolved to the satisfaction of DPR and DPW&T or the road connection shall be removed from the plans.
- *21. The applicant shall work with DPR staff to obtain National Capital Planning Commission approval for the disposal of parkland for road construction, if necessary.
- *22. Prior to the approval each detailed site plan, the applicant shall provide a detailed trip generation tabulation which will demonstrate the projected total AM and PM peak-hour new external vehicle trips for the proposed development and all previously approved new external vehicle trips will be at or below the approved new external AM and PM peak-hour vehicle trip caps of 866 (444 inbound, and 422 outbound), and 1,037 (491 inbound, and 546 outbound), respectively, excluding the community center.
- *23. Prior to the approval of any detailed site plans (DSP) by the Planning Board for construction of any gross floor area on the subject site, a DSP for infrastructure shall be reviewed and approved by the Planning Board which clearly identifies all proposed public and private roadways and includes approval from the appropriate operating agency (City and/or DPW&T) on the appropriateness of the proposed street cross sections, design elements, rights-of-way limits, provision of on-street parking and street furniture.

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- *24. Prior to the approval of the first final plat, the applicant shall report to the Planning Board on the assignment of maintenance responsibility for all streets in the development.
- *25. Provide standard or wide sidewalks along both sides of all internal roads, excluding alleys, unless modified by DPW&T or the City of Hyattsville.

- *26. The pedestrian walkway/tunnel near the West Hyattsville Metro Station will be evaluated at the time of DSP for infrastructure. Appropriate improvements for public safety or accessibility may be suggested to WMATA at that time, if necessary, but it is acknowledged that the pedestrian tunnel is not part of the property under the Applicant's control.
- *27. Prior to acceptance of the detailed site plan for infrastructure, the applicant shall coordinate at least one meeting that includes DPW&T stormwater management reviewers and staff from M-NCPPC's Planning Department to confer on the design of the stormwater management on the site. The stormwater management plan shall use the low impact development techniques shown on the low impact development design plan dated December 18, 2007. An approved stormwater management concept letter subsequent to that meeting shall be included in the first detailed site plan application for rough grading and infrastructure. All LID design for streets shall be subject to review and approval by DPW&T.
- *28. Prior to the approval of a DSP for Building C, the applicant should consider the use of either live/work units or retail/office uses along the street edge of Ager Road, but not in the area of the WMATA garage, and along the street edge of the street located on the north side of the parking structure, or that the façade of the garage be designed, as shown in the CDP exhibits, to mimic those of attractive commercial buildings which will screen the horizontal tier structure of the garage.
- *29. Prior to the approval of a DSP for Building B, the relationship of Building B to the internal street line should be improved by adding residential units along the frontage of the internal street, instead of 260 linear feet of parking garage.
- *30. Prior to the approval of a DSP for Building F, a shadow study should be submitted to indicate the impact of shadow on the plaza for the four seasons of the year. Adjustments to the height of the building, from what is currently shown as an 8–12 story building on the CSP, shall be considered.

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- *31. The following issues shall be considered prior to the approval of a DSP for the single-family neighborhood:
- a. The use of three-family dwellings should only be allowed at the corners of each of the blocks, with strings of townhouse units arranged between the three-family dwellings.

- b. The mews between the units should be converted to streets in order to create a more walkable neighborhood between Blocks L and K and Q and R.
- c. The face-of-unit to face-of-unit distance should be a minimum of a 1:1 relationship where a mews is proposed. Where two buildings are of unequal heights, the average height of the buildings shall determine the width between the buildings.
- *32. Prior to the approval of a Detailed Site Plan for Phase I of the development, the size of the community center and the determination of an entity to operate the facility shall be resolved.
- *33. The Detailed Site Plan for infrastructure shall consider the amount of hardscape and level of detail in the treatment of Hamilton Square.
- *34. At the time of Detailed Site Plan for the west side of the development, the green area within Block O shall be reviewed for appropriate size for recreational use.

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BE IT FURTHER RESOLVED, that a mandatory hearing before the District Council is required by Section 27-548.09.01.

* * * * *

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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Cavitt and Parker voting in favor of the motion and with Commissioner Vaughns absent at its regular meeting held on Thursday, February 28, 2008 in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of March 2008.

Oscar S. Rodriguez
Executive Director

PGCPB No. 06-218(A)
File No. CSP-05006
Page 76

By Frances J. Guertin
Planning Board Administrator

OSR:FJG:SL:bjs

R E S O L U T I O N

WHEREAS, West Hyattsville Property Co. LLC is the owner of an 18.45-acre parcel of land known as Part of Parcel 1, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Mixed Use–Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on December 9, 2016, West Hyattsville Property Co. LLC filed an application for approval of a Preliminary Plan of Subdivision for 183 lots and 32 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-15020 for Riverfront at West Hyattsville was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on March 2, 2017, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

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

WHEREAS, on March 2, 2017, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016, and APPROVED a Variance from Section 27-548(h), and further APPROVED Preliminary Plan of Subdivision 4-15020, including Variations from Section 24-122(a) and Section 24-121(a)(4), for 183 lots and 32 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the applicant shall revise the PPS to:
 - a. Designate the parcels proposed for multifamily development using consecutive numbering (1–3).
 - b. Reflect the lot and parcel designations consistently on the PPS and Type 1 tree conservation plan.
 - c. Clearly label the improvements shown on the abutting parkland to the west are off-site and not part of this application.
 - d. Label the disposition of all existing easements and structures on the subject property.

- e. Revise General Note 6 to indicate the subject property is in the Transit District Overlay (T-D-O) Zone.
- f. Delete General Notes 15 and 16.
- g. Revise General Note 18 to indicate the subject property is not within the Military Installation Overlay Zone.
- h. Add to General Note 33 that a variation to Section 24-122(a) is approved for the public utility easements as shown hereon.
- i. Add to General Note 38 that this PPS approval is not pursuant to Conceptual Site Plan CSP-05006.
- j. Remove the development standards table and replace it with the following table:

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

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

- k. Remove the temporary pedestrian access shown across Parcel EE and replace it with a direction arrow that indicates a possible pedestrian route to the Washington Metropolitan Area Transit Authority access trail.
- l. Show the continuation of the 10-foot wide public utility easement along Little Branch Run on Parcels CC and DD and the subject property's entire frontage of Ager Road.
- m. Indicate a public vehicular use easement over Winter Alley and Whisper Alley.
- n. Indicate that the homeowners association (HOA) and alley parcels are to be conveyed to the HOA.
- o. Label the centerline of Ager Road and provide a dimension from the subject property to the centerline.
- p. Label and dimension all rights-of-way, consistent with the typical road section plan submitted on January 26, 2017, except that the typical road section for Little Branch Run shall be modified and shown on the PPS to include a 3.33-foot-wide planting strip behind

the provided 5-foot-wide sidewalk (minimum 59-foot-wide street section) along the frontage of Parcels EE and DD.

- q. Reflect the property boundary consistent with the Alta Survey filed with this application.
2. Total development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips. Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.
3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision prior to the approval any building permits.
4. Development of this site shall be in conformance with Stormwater Management Concept Plan 11905-2016-00 and any subsequent revisions. The final plat shall note the stormwater management concept plan number and approval date.
5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.
6. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following at the time of detailed site plan review:
 - a. Provide a street transition plan that shows the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The dedication of Nicholson Street and Kirkwood Place shall occur at the time of final plat approval.
 - b. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.

- c. Evaluate the need for a temporary sidewalk connection through the subject site, from the end of Kirkwood Place to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station in phase with development. This temporary connection will not be constructed until and unless safe access can be provided through the subject site, and appropriate easements required if necessary.
 - d. Provide plans to show a conceptual location for two Capital Bikeshare stations within public spaces: one along or near Ager Road and another on the promenade along River Terrace Road, subject to modifications by the operating agencies.
7. At time of the first final plat of subdivision, the applicant shall convey to the Maryland-National Capital Park and Planning Commission, Planning Department, 0.28± acre of open space, as designated on the approved preliminary plan of subdivision.
8. The land to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC) shall be subject to the following conditions:
 - a. An original, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (M-NCPPC), along with the final plat.
 - b. M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges prior to and subsequent to final plat.
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by the M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be determined by the General Counsel's Office, M-NCPPC) shall be submitted to the DPR within two weeks prior to applying for grading permits.
 - e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by the M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by the M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.

- f. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in acceptable condition for conveyance, prior to dedication.
 - g. All existing structures shall be removed from the property to be conveyed, unless the applicant obtains the written consent of the Prince George's County Department of Parks and Recreation.
 - h. The applicant shall terminate any leasehold interests on property to be conveyed to M-NCPPC.
 - i. No stormwater management facilities or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). DPR shall review and approve the location and/or design of these features. If such proposals are approved by the DPR, a performance bond, maintenance and easement agreements shall be required prior to issuance of grading permits.
9. Prior to signature of the preliminary plan of subdivision, the natural resources inventory (NRI) shall be revised as follows:
- a. Revise the Forest Stand Characteristics Table to update the acreage for the two forest stands to 3.77 acres.
 - b. Revise the NRI certification block to type-in the previous signature approval.
 - c. Cross out the previous qualified professional signature and have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
10. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised as follows:
- a. Show all specimen trees within 100 feet of the property boundary as remaining.
 - b. Revise the legend to replace the symbol for specimen trees to be removed with a symbol for existing specimen trees.
 - c. Add the following note below the specimen tree table: "This tree is located off-site."
 - d. Provide hatching over the adjacent Maryland-National Capital Park and Planning Commission owned property and the following label:

"Parcel 112 is not part of this plan."

- e. Show stormwater management and storm drain features on the entire site in accordance with the approved concept plan (11905-2016-01).
 - f. Revise the DRD QR code approval block to type-in the assigned plan number (4-15020).
 - g. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
11. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016). The following note shall be placed on the final plat of subdivision:
- “This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
12. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, Waters of the U.S., or floodplain, the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
13. Prior to issuance of building permits for townhouse Lots 1–8, either provide a certification by a professional engineer with competency in acoustical analysis to be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, or provide a revised noise report that demonstrates that the upper level noise impacts do not exceed 65 dBA Ldn.
14. Prior to acceptance of a detailed site plan for the multifamily development on Parcels DD, EE, and FF, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.
15. At the time of review of the detailed site plan for architecture for the single-family attached units and final plat for the lots of such units, the following issues shall be considered:
- a. Variation in the unit width in a stick of more than six units in a row, to incorporate a unit with a minimum width of 18 feet wide for every three narrower units, if possible.
 - b. Architecture which provides entrances on the endwall of units where the endwall is

fronting on a public street or open space.

- c. Provide a minimum eight-foot distance between the end unit lot lines of any two single-family attached building groups where pedestrian circulation is proposed between the units.
 - d. An evaluation of adequate access to the proposed parking on Hush Alley, in accordance with the requirements of the Prince George's County Zoning Ordinance and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, to determine if the removal of parking or widening of the alley is necessary.
16. Prior to the approval of building permits for the identified parcels (Parcels CC and DD as labeled on the submitted Type 1 tree conservation plan) exposed to vibration impacts above the Federal Trade Authority levels for residential buildings, the applicant and the applicant's heirs, successors, and/or assignees shall submit evidence to the Environmental Planning Section (M-NCPPC) that the vibration study dated July 18, 2016, prepared by Hush Acoustics LLC, Vibration Analysis results has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.
 17. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

"This property is located within close proximity to a metro line and may be subject to 'feelable vibration' and noise impacts."
 18. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.
 19. Prior to, or concurrent with, the approval of the first final plat, public right-of-way dedication across the Washington Metropolitan Area Transit Authority property shall be provided.
 20. Prior to approval of the final plat of subdivision, a draft public vehicular access easement, to the benefit of the City of Hyattsville, over Winter Alley and Whisper Alley, which provides connectivity to the public streets at each end of the alleys, shall be submitted to the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the City of Hyattsville for review and approval by the Commission. The easement documents shall ensure that the rights of M-NCPPC and the City of Hyattsville are included. Prior to recordation of the final plat, the easements shall be recorded in Prince George's County land records and the liber/folio of the easement shall be indicated on the final plat, and the limits of the easements

reflected consistent with the approved preliminary plan of subdivision and detailed site plan.

21. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a homeowners association has been established. The draft covenants shall be submitted to the Subdivision Review Section of the Development Review Division for review and approval, to ensure that the rights of The Maryland-National Capital Park and Planning Commission are included. The liber/folio of the declaration of covenants shall be noted on the final plat prior to recordation.
22. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the homeowners association (HOA) land as identified on the approved preliminary plan of subdivision and detailed site plan (DSP). Land to be conveyed shall be subject to the following:
 - a. A copy of the deed for the property to be conveyed shall be submitted to the Subdivision Review Section of the Development Review Division, Upper Marlboro.
 - b. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section, or the entire project.
 - c. The conveyed land shall not suffer the disposition of construction materials, soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
 - d. Any disturbance of land to be conveyed to an HOA shall be in accordance with an approved DSP. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and storm drain outfalls.
 - e. Storm drain outfalls shall be designed to avoid adverse impacts on land to be conveyed to an HOA. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division, in accordance with the approved DSP.
 - f. The Planning Board or its designee shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.
23. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Note the Planning Board's approval of a variation to Section 24-122(a) for reduced width and location of public utility easements, unless modified by the affected utilities.
 - b. Note the Planning Board's approval of a variation to Section 24-121(a)(4) lot depth for

lots abutting the metro rail tracks.

- c. Note the Planning Board's approval of a variance from Section 27-158(h) for lot standards in the M-X-T Zone pursuant to the approval of 4-15020 and provide the resolution number for 4-15020.
24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the west side of Ager Road, at its intersection with Lancer Drive, north of the West Hyattsville Metro Station and is currently known as Part of Parcel 1 recorded in Prince George's County Land Records in Liber 37453 at folio 103. The site is comprised of two parcels (both part of Parcel 1) that are bisected by the metro rail line. Prior to the division of Parcel 1 by the dedication of land for the crossing of the metro rail line, Parcel 1 was recorded in Plat Book WWW 29-71. The property contains an existing warehouse constructed in 1958 that is currently vacant and to be razed. The overall area of the property is 18.45 acres and is located in the M-X-T (Mixed Use–Transportation Oriented) and T-D-O (Transit District Overlay) zones. The application includes 183 lots and 32 parcels for the construction of a mixed-use development including single-family attached and multifamily residential, and 10,000 square feet of gross floor area for commercial development. A detailed site plan (DSP) will be required for the development of this site in accordance with the requirements of the underlying M-X-T and T-D-O Zones.

The property is located abutting the north side of the West Hyattsville Metro Station and development of the property will include the crossing of property owned by the Washington Metropolitan Area Transit Authority (WMATA) for access to the site. The subject application is consistent with the *Plan Prince George's 2035 Approved General Plan* (General Plan) and the *2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

The applicant filed a variance from the requirements of Section 27-548(h) of the Zoning Ordinance, which requires that townhouse lots in the M-X-T Zone be a minimum of 1,800 square feet; that no more than six townhouse units be provided per building group, unless it is

demonstrated that more than six townhouse units (but not more than eight) would create a more attractive living environment; and that a minimum building width of 20 feet be provided. This provision further requires that building groups containing more than six units not exceed 20 percent of the total building groups in the development and that the end units of such building groups be a minimum of 24 feet wide. The application includes lot sizes less than 1,800 square feet; more than six townhouse units in a row, but not more than eight, for approximately 60 percent of the building groups; and lot widths less than 20 feet wide.

The lots approved in this application are to be accessed via a network of internal public streets and alleys. Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public utility company, a subdivider grant the required easement. A 10-foot-wide public utility easement (PUE) is required as a standard, along all public rights-of-way (both sides). Therefore, conformance to Section 24-122(a) is found when the standard PUE is provided. The applicant requested approval of a variation for the width and location of the PUE.

The subject site has frontage on Ager Road, a master planned arterial right-of-way, and is bisected by the metro rail tracks. Lots are required to be platted with 150-foot lot depth when adjacent to an arterial roadway and a 300-foot lot depth when adjacent to a transit right-of-way. The applicant requested approval of a variation for eight of the townhouse lots and three of the parcels (multifamily), which do not meet the required 300-foot lot depth.

3. **Setting**—The property is located on Tax Map 41, Grid D-4 and E-4 in Planning Area 68 and is zoned M-X-T and T-D-O. Development surrounding this site is also within the T-D-O Zone and include; multifamily residential to the north, also in the M-X-T Zone; the West Hyattsville Metro Station the south; Ager Road to the east; and M-NCPPC-owned parkland in the R-O-S Zone to the west.

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

Zone Use(s)	EXISTING	APPROVED
	M-X-T/T-D-O Warehouse (vacant)	M-X-T/T-D-O Multifamily Residential (300 units) Single-Family Attached (183 Units) Commercial (10,000 sq. ft.)
Acreage	18.45	18.45
Lots	0	183
Outlots	0	0
Parcels	2	32
Dwelling Units:	0	483
Public Safety Mitigation Fee	No	No
Variance(s)	No	Yes
Variation	No	Section 27-548(h) Yes Section 24-122(a) Section 24-121(a)(4)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on December 30, 2016. The requested variations to Section 24-122(a) and Section 24-121(a)(4) of the Subdivision Regulations was accepted on December 9, 2016 and was heard at the SDRC meeting on December 30, 2016, as required by Section 24-113(b) of the Subdivision Regulations. The variance request was accepted on January 26, 2017.

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George’s County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The applicant is not developing the subject site in accordance with the previous approvals and, therefore, the conditions of the previous approval do not apply. Approval of this PPS will supersede the previous approval and provide an adequacy analysis based on the development evaluated herein. The development of the remaining properties previously included in CSP-05006 and 4-05145 will be required to file a new PPS to demonstrate adequacy independent of this site. A new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 of the Zoning Ordinance, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review. The applicant has filed a Detailed Site Plan DSP-16029, which is currently under review for this site.

6. **Community Planning**—The subject property is located in the West Hyattsville Metro Local Transit Center per the General Plan. Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses. This subdivision conforms to the Plan Prince George’s 2035 recommendations for local transit centers.

The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP) retained the subject property in the Transit District Overlay/Mixed Use Transportation-Oriented (T-D-O/M-X-T) Zone. The subject property is located in the North Park Character Area; Map 13 of the TDDP categorizes the subject property completely in Development Blocks Y, Z, and AA, and partially in Blocks G, L, BB and CC. The T-D-O Zone permits and prohibits uses based upon Map 14, the Preferred Land Use Plan. Pursuant to Map 14, the TDDP recommends the following mix of uses on the subject property:

- Block G: Townhouses, 2-4 stories
- Block L: Townhouses, 2-4 stories, with structured parking abutting the west side of the metro tracks and mixed-use residential on Kirkwood Place at the northern property line.
- Block Y and BB: Multifamily Condominiums, 4-6 stories
- Block Z and AA: Townhouses, 2-4 stories
- Block CC: A greenway and Tower Residential: 10-12 stories

The subject application includes lots for townhouses on Blocks L, Y, Z, AA, BB, and CC, a lot for future multifamily on Block L and mixed use on Block G. Table 2, Detailed Use Table, of the TDDP prohibits single-family dwellings in the Structured Parking (Block L) and Multifamily, Tower and Condo (Blocks Y, BB, and CC) Preferred Land Use Categories. Given the prohibition of single-family housing in these areas, the lot sizes and lot pattern do not conform to the TDDP. However, pursuant to Section 27-548.09.01 of the Zoning Ordinance, at the time of DSP, the District Council may approve an amendment to the Transit District development requirements to permit the proposed use, which has been requested with pending Detailed Site Plan DSP-16029. If the use amendment is approved, the lot pattern as part of this PPS will conform to the TDDP. The TDDP identifies the subject property as part of the “North Park” Neighborhood, described as follows:

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

taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.” [pg. 10-11]

Other design elements identified in the TDDP for this area include:

- The extension of Nicholson Street and Kirkwood Place through the property conforms to, and implements a key recommendation of, the TDDP. The subject application includes dedication of all internal streets to public use, under the operating authority of the City of Hyattsville. The City of Hyattsville has indicated their concurrence with the plan. The sidewalks meet the DPW&T/City of Hyattsville public street standards and TDDP standards for width. The public street sections, including sidewalks, are further discussed in the Transportation and Trails findings.
- The TDDP requires the provision of pocket parks within the North Park neighborhood, located within Low-Impact Development (LID) street rights-of-way. The application does not address the LID street type, but provides pocket parks in other acceptable locations consistent with the goals of the TDDP.

Conformance of the subdivision with the West Hyattsville TDDP standards is contingent on District Council approval of a DSP amending the TDDP Preferred Land-Use Plan to permit the proposed uses on the subject property. The lot layout approved with this PPS is consistent with the amendment requested with DSP-16029. The approval of final plats is conditioned on the amendment approval. In general, the application reflects the recommendations of the TDDP and Plan Prince George’s 2035. The land uses reflect the desired walkable urban scale and a mix of uses.

7. **Stormwater Management**—An approved Stormwater Management Concept plan (11905-2016-01) and approval letter were submitted with the subject application. Floodplain compensatory storage has been provided abutting the site to the west. A condition of concept approval requires a floodplain waiver approval prior to technical approval. According to discussions with the Prince George’s County Department of Permitting, Inspection and Enforcement (DPIE), the approval of a floodplain waiver is likely.

The stormwater management (SWM) features include numerous micro-bioretenion facilities on-site. The SWM concept approval expires December 8, 2019. The approval requires a SWM fee towards providing on-site attenuation/quality control measures. No further information pertaining to SWM is required. Development shall conform with the SWM concept approval and any subsequent revisions, to ensure no on-site or downstream stream flooding.

8. **Parks and Recreation**—This PPS has been reviewed for conformance with the requirements of the West Hyattsville TDDP, the Land Preservation and Recreation Program for Prince George’s County, the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space, and the Subdivision Regulations as they pertain to public parks and recreation facilities.

Section 24-134 of the Prince George's County Subdivision Regulations requires the mandatory dedication of 2.77 acres of land suitable for active and passive recreation to serve the development. However, Section 24-134(a)(3)(D) of the Subdivision Ordinance also states that any re-subdivision of property on which land was previously dedicated or fee in lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision. The mandatory dedication requirements for this site have been met. The applicant previously donated 4.29 acres from the subject property to M-NCPPC in 1957 (Liber 2073 folio 262).

This application includes an additional 12,263 square feet of land dedication adjacent to M-NCPPC parkland, as shown on the PPS, in order to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland. The provisions of the additional land dedication are over and above the mandatory dedication requirements for Section 24-134 of the Subdivision Regulations.

9. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the West Hyattsville TDDP in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located in the West Hyattsville Transit District and is adjacent to the West Hyattsville Metro Station. Due to the site's location within the West Hyattsville Metro Center, it is subject to Section 24-124.01 and the "Transportation Review Guidelines, Part 2, 2013" at the time of Preliminary Plan of Subdivision.

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

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

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

sidewalks.

General Streetscape Standards

Streetscape

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

Streetscape elements shall include:

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

- **Bus shelters**

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

Sidewalks

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

On-Site Bicycle and Pedestrian Improvements

Sidewalks are provided along both sides of all internal roads, consistent with MPOT guidance and TDDP requirements, saving an approximate 460-foot-long portion of sidewalk along the southeast side of Little Branch Run, a public street which provides entry to the site from Ager Road and continues along the abutting vacant WMATA property. An eight-foot-wide sidewalk (or sidepath) is reflected on the north side of Little Branch Run, which will serve as a trail connection between Ager Road and the stream valley trail along Northwest Branch to the west. The TDDP recommends a “boulevard” cross section for Ager Road. However, it should be noted that DPW&T has a “complete and green street” design complete for Ager Road, any frontage improvements along this road will be consistent with the completed DPW&T designs as part of street construction permits.

There is an existing six-or seven-foot-wide concrete sidewalk linking Ager Road with the West

Hyattsville metro. This connection has adequate lighting and is heavily used by surrounding communities when accessing the station. An “interim” pedestrian connection linking the subject site to this sidewalk through Parcel ‘EE’ or ‘DD’ is encouraged, if necessary, in phase with development to promote additional pedestrian connectivity. Upon development of the multifamily units on this portion of the site, this connection may be replaced by a sidewalk and/or trail connection incorporated into the development that makes this same connection. There are issues related to this interim scenario that need to be fully vetted at the time of DSP for the multifamily units if this connection is desirable at that time.

M-NCPPC and DPW&T recently completed a ‘bike share’ feasibility study that recommended the expansion of the Capital Bike Share system into Prince George’s County. The County is hopeful of having funding in FY 2018 for the initial phase of this expansion, which will include the City of Hyattsville. Based on discussion with the City of Hyattsville and DPW&T, two stations may be appropriate on the subject site.

A coordination meeting was held with the M-NCPPC, DPW&T, DPIE and the City of Hyattsville on February 6, 2017. The road connections between the subject site and the adjacent Kirkwood Village multifamily to the north were discussed. It was determined that both Kirkwood Place and Nicholson Street, both dedicated public streets which terminate along the north property line, should connect to and continue through the subject site as internal public streets. Fencing is currently in place along the entire southern boundary of Kirkwood Village to prevent circulation through the subject site, given its vacant status, which was coordinated and constructed by the City of Hyattsville in 2001. The City of Hyattsville supports the removal of the existing fence to make the street connections. Grade establishment plans were submitted to demonstrate how the grading will accommodate these two connections on-site. Both public road extensions should be constructed to the property line, however the timing of the opening and ultimate construction of the two roads will be determined by DPIE and the City of Hyattsville.

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

Due to the location of the subject site within a designated center, the application is subject to Section 24-124.01 of the Subdivision Regulations, which includes a requirement for the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) includes the following guidance regarding off-site improvements:

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

County Council Bill CB-2-2012 also included specific guidance regarding the cost cap for

the off-site improvements. The amount of the improvements is calculated according to Section 24-124.01(c).

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

Based on the 10,000 square feet of retail and 483 dwelling units, the site has a cost cap of \$148,400.

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

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - 2. installing or improving streetlights;**
 - 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
 - 4. providing sidewalks or designated walkways through large expanses of surface parking;**
 - 5. installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
 - 6. installing street trees.**

As part of the SWM package for the site, the adjacent M-NCPPC parkland is to be used for SWM. This work includes the reconstruction of the stream valley trail, a “riverwalk” or promenade and other amenities such as trail lighting on M-NCPPC property to the west. Some of the improvements included in the bicycle pedestrian impact statement (BPIS) exhibit are part of that SWM agreement with M-NCPPC and cannot be counted towards meeting the BPIS (Section 24-124.01) requirements. After discussion with the City of Hyattsville and the Department of Parks and Recreation, it was determined that the BPIS off-site improvements should complement what is being provided by the applicant on M-NCPPC park property. The trail lighting approved as the BPIS improvement will extend from the existing lighting at the West Hyattsville Metro, where the metro tracks cross the stream valley trail, south to Queens Chapel Road, a distance of

approximately 1,200 linear feet, and will complement the improvements required as a part of the agreement with the applicant for SWM compensatory storage.

Section 24-124.01(f) of the Subdivision Regulations further specifies that, at the time of DSP, an exhibit should be provided that shows the limits, locations, and specifications and/or details for all off-site improvements.

- (f) If a conceptual or detailed site plan approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in Subsection (c) of this Section, along with the location, types, and description of major improvements, property/lot lines, and owners that are within fifty (50) feet of the subject easements and rights-of-way.**

Prior to signature approval of the DSP, a BPIS exhibit will be provided showing the location, limits, specifications and details for the off-site trail lighting required between the West Hyattsville Metro Track and Queens Chapel Road on M-NCPPC park property.

As part of the BPIS review, improvements for public safety and accessibility were evaluated at the pedestrian tunnel between the subject site and the West Hyattsville Metro during a February 6, 2017 site visit and identified no obvious safety improvements that were needed. Trail lighting is provided throughout the short (30- or 40-foot-long) tunnel and closed spaced lighting is provided along both approaches to the tunnel. The off-site BPIS improvements are better focused on the trail lighting needed along the stream valley trail.

Demonstrated nexus between the subject application and the off-site improvements

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

- (c) As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to**

connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.

Demonstrated Nexus Finding: The trail lighting approved for the off-site BPIS improvements will supplement the improvements being completed by the applicant by agreement with M-NCPPC for SWM and will provide for a lit trail connection for the future residents of the subject site to the nearby West Hyattsville Metro Station and to Queens Chapel Road. The stream valley trail is heavily used by nearby residents to get to Metro and the nearby commercial uses and apartment complexes. The lighting will directly benefit the future residents and guests of the subject site by ensuring that the trail can continue to function as a safe and visible transportation connection to the metro and other nearby uses.

Finding of Adequate Bicycle and Pedestrian Facilities

Section 24-124.01 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. More specifically, Section 24-124.01(b)(1) and (2) includes the following criteria for determining adequacy:

(b) Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.

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

receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).

Standard or wide sidewalks are provided along both sides of all internal roads. Improvements along Ager Road, east of the subject site, will be consistent with the DPW&T complete and green street designs. These designs include enhanced sidewalks and designated bike lanes along Ager Road. A sidepath is included along Little Branch Run, a street which provides access to the subject site from Ager Road and runs to the western boundary, which will accommodate bicyclists and pedestrians traveling from Ager Road to the stream valley trail. River Terrace Road, a street along the western boundary of this site, will also include a “promenade” or wide sidewalk overlooking the stream valley. The off-site improvements along the stream valley will improve the safety and utility of the trail by including trail lighting from the site to both the Metro and Queens Chapel Road. The internal improvements are consistent with complete street principles and will facilitate pedestrian and bicycle trips to the stream valley trail network. Furthermore, the connections from the site to the north to Nicholson Street and Kirkwood Place will better accommodate pedestrian movement on and off-site by providing a more interconnected street network for the subject site and the overall community. The off-site improvements will make the stream valley trail more functional as a “transportation” corridor by providing trail lighting along this heavily-travelled bicycle and pedestrian route to the metro. The internal roadways and off-site improvements along the stream valley meet the required findings for adequate pedestrian facilities.

- 2. The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
 - a. the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
 - b. the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
 - c. the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to**

traverse the area; and

- d. the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

Improvements along the site's frontage of Ager Road will be consistent with the DPW&T complete and green street designs. These designs include enhanced sidewalks and designated bike lanes along Ager Road. A sidepath is included along Little Branch Run which will accommodate bicyclists and pedestrians traveling from Ager Road to the stream valley trail. River Terrace Road will also include a "promenade" or wide sidewalk overlooking the stream valley. The off-site improvements along the stream valley will improve the safety and utility of the trail by including trail lighting from the site to both the Metro and Queens Chapel Road. Furthermore, two bike share stations are encouraged on-site, including one along or near the stream valley and another at a location closer to Ager Road, which shall be reviewed with the DSP. The internal improvements are consistent with complete street principles and will facilitate bicycle trips to the stream valley trail network. The off-site improvements will make the stream valley trail more functional as a "transportation" corridor by providing trail lighting along this heavily-travelled bicycle and pedestrian route to metro.

The internal roadways and off-site improvements along the stream valley meet the intent of the required findings for adequate pedestrian and bicycle facilities.

10. **Transportation**—The property is located on the southwest quadrant of Ager Road and Lancer Drive and is generally surrounded by the West Hyattsville Metro Station, the existing Kirkwood Village residential complex, and the Northwest Branch of the Anacostia River. Due to the site's location, the submitted plan must conform to the recommended development standards and guidelines outlined in the West Hyattsville TDDP. The submitted plan includes subdivision of the subject property into 183 lots and 32 parcels. The submitted traffic study evaluated the impact of up to 483 (183 townhouse, and 300 multifamily) residential units, and 10,000 square feet of commercial retail space for the subdivided parcels and lots. The subject site is developed with a large warehouse building that is to be razed.

Growth Policy—Service Level Standards

The subject property is located within the West Hyattsville Local Center in the Transportation Service Area (TSA) 1, as defined in the *Plan Prince George's 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The procedure for un-signalized intersections is not a true

test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The Site’s Projected AM/PM Peak-Hour Traffic

The required adequacy findings for transportation facilities for this PPS are based on the projected number of AM and PM weekday peak-hour vehicle trips. Using the applicable trip generation rates contained in the “Guidelines” and the recommended rates contained in the latest edition of the *Trip Generation Manual* (Institute of Transportation Engineers), the net buildout peak-hour vehicle-trips for each phase are presented in the table below:

Proposed Use	AM Peak Hour		PM Peak Hour	
	IN	OUT	IN	OUT
<i>Residential New Trips</i>				
183 townhouse units	26	102	95	51
300 multifamily units	31	125	117	63
Less transit discount *	-11	-45	-42	-22
Subtotal	46	182	170	92
<i>Retail New Trips</i>				
10,000 sq. ft. retail	24	14	61	67
Less pass-by trips @ 50% **	-12	-7	-30	-34
Subtotal	12	7	31	33
Total Net New Trips	58	189	201	125
Notes:				
* Eligible trip credits for Transit Oriented Development in identified Centers.				
**Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already “passing by” that site on an adjacent street that contains direct access to the site.				

As indicated, the development, at full buildout with eligible transit credits, is projected to generate 247 (58 inbound, 189 outbound) and 326 (201 inbound, 125 outbound) vehicle trips during the AM and PM peak hours, respectively.

Traffic Study Review and Findings

The submitted traffic study report (October 13, 2016) includes analysis of all critical intersections as outlined on the scoping agreement. Following the preliminary review for sufficiency, the revised study was referred to the Maryland State Highway Administration (SHA), the County (DPIE and DPW&T), and the City of Hyattsville for review and comment.

The findings outlined below are based upon a review of the revised study and written comments provided by the reviewing agencies, as well as additional analyses conducted, consistent with the “Guidelines.”

Existing Conditions

Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the critical intersections, with existing traffic conditions for each analysis period, which are summarized within the table below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	AM	PM	AM	PM
Ager Road and Hamilton Street	590	963	A	A
MD 500 (Queens Chapel Road) and Ager Road	1,011	1,039	B	B
MD 500 and Hamilton Street	874	1,346	A	D
MD 500 and MD 501 (Chillum Road)	1,207	1,301	C	D
Ager Road and Nicholson Street	140.5*	+999*	--	--
Ager Road and Lancer Drive /Future Site Access	20.7*	20.2*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the “Guidelines,” delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Background Conditions

As required, the background condition evaluates the anticipated background traffic with existing and programmed transportation infrastructure and improvements that are 100 percent funded, or bonded and permitted for construction. The background traffic combines growth in existing traffic volumes attributable to development outside the study area with traffic that would be generated by approved but not yet built developments within the study area. A review of the historical SHA traffic volume maps indicates that major roadways in the immediate vicinity of the site have experienced less than one percent growth per year over the last nine years. Therefore, with the conservative use of one-half percent per year growth rate for six years is applied to the existing traffic counts along Ager Road, Hamilton Street, MD 500, and MD 501.

The traffic study also identified only one approved and vested background development (Avondale) within the study area whose impact would affect some or all the study intersections.

The results of background traffic conditions for each analysis period is summarized within the following table:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	Ager Road and Hamilton Street	613	995	A
MD 500 (Queens Chapel Road) and Ager Road	1,048	1,092	B	B
MD 500 and Hamilton Street	902	1,391	A	D
MD 500 and MD 501 (Chillum Road)	1,249	1,347	C	D
Ager Road and Nicholson Street	191.0*	+999*	--	--
Ager Road and Lancer Drive /Future Site Access	21.8*	21.3*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Future Conditions

The full build-out traffic condition represents a combination of background traffic and the projected traffic for the subject development at build out, as presented earlier. Using the site-generated trips, an analysis of total traffic conditions was done, and the following results were determined:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Ager Road and Hamilton Street	708	1,133	A	B
MD 500 (Queens Chapel Road) and Ager Road	1,111	1,168	B	C
MD 500 and Hamilton Street	956	1,448	A	D
MD 500 and MD 501 (Chillum Road)	1,284	1,388	C	D
Ager Road and Nicholson Street				
Maximum Vehicle Delay (seconds)	+999*	+999*	Not OK	Not OK
Minor Street Approach Volume	157**	152**	Not OK	Not OK
Critical Lane Volume	639	804	OK	OK
Ager Road and Lancer Drive /Future Site Access				
Maximum Vehicle Delay (seconds)	51.8*	132.3*	Not OK	Not OK
Minor Street Approach Volume	192**	119**	Not OK	Not OK
Critical Lane Volume	651	772	OK	OK
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. Per the "Guidelines," delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.</p> <p>**The second step of analyzing unsignalized intersections is to compute the maximum minor street approach volume. Traffic volumes of 100 vehicles or less are deemed to be acceptable because, outside of exceptional conditions, such an intersection</p>				

The results shown in the tables above indicate that all locations would operate acceptably under existing, background and total traffic conditions.

On-Site Circulation and Referral Agencies 'Review Comments

Pages 21 and 24 of the TDDP include Illustrative Circulation and Street Hierarchy Plans which identify a "secondary route"/ "major collector right-of-way" (page 25) providing access to the subject site from Ager Road. However, this access route appears to be located north of the subject site and, therefore, is unable to be dedicated in the location reflected in the TDDP with this PPS. The PPS includes one access to Ager Road, opposite of existing Lancer Drive in lieu of the "secondary route" (page 25) as depicted on the West Hyattsville TDDP illustrative concepts. The submitted plans show adequate rights-of-way for access and internal streets that will accommodate all identified street elements required by the West Hyattsville TDDP.

The depicted "secondary route" north of the subject site is not a master plan road as this roadway is not mentioned either specifically or conceptually in the West Hyattsville TDDP's transportation text on pages 19–23. Further pages 24 and 25 of the TDDP include an illustrative map and a table that is presented only to describe the TDDP's street hierarchy. While all master plan roadways include some level of feasibility analysis in the associated plans, the depicted "secondary route" appears to be located off-site from the subject property and therefore, is not a feasible as an access to the subject site. For these reasons, and since the approved TDDP preceded the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) by several years and

does not include “secondary route” as a master plan major collector facility, it is concluded that this roadway is not a master plan roadway and that any future proposed development plans adjacent to the subject site will confirm the alignment of the access roadway relocated and constructed pursuant to this approval.

Following several coordination meetings between the applicant’s team, City of Hyattsville, DPIE, DPW&T, and M-NCPPC, it was determined that vehicular and pedestrian connections between the subject site and Nicholson Street and Kirkwood Place to the north were appropriate. The submitted plans correctly show right-of-way dedication to the property line for both Nicholson Street and Kirkwood Place. This action, along with the submission of street centerline profiles, adequately demonstrates safe and acceptable connections to both facilities can be made per the County and City standards, and as recommended by the West Hyattsville TDDP.

Ager Road is an existing master plan collector right-of-way for which no additional right-of-way dedication is necessary for the subject site.

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

11. **Schools**—The following evaluation for impact on school facilities is based on a review of the residential and nonresidential uses included in this PPS.

Residential

This preliminary plan reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2003 and concluded the following:

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

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	183 DU	183 DU	183 DU
Pupil Yield Factor	0.145	0.076	0.108
Subdivision Enrollment	27	14	20
Actual Enrollment	20,414	4,349	8,318
Total Enrollment	20,441	4,363	8,338
State Rated Capacity	17,570	4,334	8,125
Percent Capacity	116%	101%	103%

Multifamily Units

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	300 DU	300 DU	300 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	36	16	22
Actual Enrollment	20,414	4,349	8,318
Total Enrollment	20,450	4,365	8,340
State Rated Capacity	17,570	4,334	8,125
Percent Capacity	116%	101%	103%

County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between Interstate 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass-transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,017 and \$15,458 to be paid at the time of issuance of each building permit.

In 2013, Maryland House Bill 1433 reduced the school facilities surcharge by 50 percent for multifamily housing constructed within an approved transit district overlay zone; or where there is no approved transit district overlay zone within a one-quarter mile of a metro station; or within the Bowie State MARC Station Community Center Designation Area, as defined in the 2010 *Approved Bowie State Marc Station Sector Plan and Sectional Map Amendment*. The bill also established an exemption for studio or efficiency apartments that are located within the county urban centers and corridors as defined in Section 27A-106 of the County Code; within an approved transit district overlay zone; or where there is no approved transit district overlay zone then within one-quarter mile of a metro station. This act is in effect from October 1, 2013 through September 30, 2018.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

Nonresidential

The subdivision has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002); the nonresidential portion of the development will have no impact on the County school system.

- Fire and Rescue**—This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The project is served by Hyattsville Fire/EMS, Company 801, a first due response station (a maximum of seven minutes travel time), is located at 6200 Belcrest Road. In the Fire/EMS Department’s Statement of Adequate Apparatus, as of July 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.

Capital Improvement Program (CIP)

The Prince George’s County FY 2016-2021 Approved CIP provides funding for replacing the existing station with a new four-bay Fire/EMS station.

13. **Police Facilities**—The following evaluation for impact on police facilities is based on a review of the residential and nonresidential uses included in this PPS.

Residential

The subject property is located in Police District I, Hyattsville. The response time standard is 10 minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on December 9, 2016.

Based on the most recent available information provided by the Police Department as of December 2015, the police response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls are met.

Nonresidential

The development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all the facilities used by the Prince George’s County Police Department and the July 1, 2015 (U.S. Census Bureau) county population estimate is 909,535. Using 141 square feet per 1,000 residents, it calculates to 128,244 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

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

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

15. **Use Conversion**—The total development included in this PPS is 183 single-family attached

residential units, 300-multifamily-residential units and 10,000 square feet of commercial development in the M-X-T and T-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and on the approved preliminary plan, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.

16. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

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

The standard requirement for PUEs is ten-foot-wide along both sides of all public rights-of-way. This subdivision provides internal circulation through a network of public streets and alleys. Five to ten-foot-wide PUEs are provided throughout the development, some of which are located in the alleys and HOA space, rather than along the public street, in order to best serve the lots. The applicant requested approval of a variation to Section 24-122(a) to provide variable width and location for PUEs as outlined below.

Variation—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public utility company, a subdivider grant the required easement. It is a long-held understanding between the Planning Department and the public utility providers that a 10-foot wide public utility easement is required, as a standard, along all public rights-of-way (both sides). The applicant requested approval of a variation for the width and location of the PUEs.

Section 24-122. Public facilities requirements.

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

The subject site includes a network of five public streets which extend north from the main entry street (Little Branch Run), which is also a public street. The PUEs along the public streets are six feet wide for those streets which run south to north. The PUEs along Little Branch Run (west to east) are six to ten feet wide and, toward the eastern end, are setback from the right-of-way so that they are adjacent to the townhouse lots which are also setback from the right-of-way. The townhouse lots are all alley-loaded and a five-foot-wide PUE has been provided along and/or within all alleys. The combination of the six- and ten-foot-wide PUEs along the public streets and the five-foot-wide PUEs within the alleys collectively provide a greater PUE than normally required and allow for greater flexibility in the location of utilities.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of a variation request:

Section 24-113 Variations

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-122(a) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

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

The width reduction to the PUEs is requested along the internal public streets to the subject site. The PUEs will provide dry utility connections to the lots within the subject site and are supplemented by the location of PUEs within the alleys. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to any other property.

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

The redevelopment of this site is guided by the General Plan and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium to high density residential development which orients buildings along street frontages. The site has been designed in accordance with these design criteria and provides alley-loaded lots with building fronts oriented towards the public streets. However, the location of buildings and sidewalks along street frontages limits the available area for PUEs. Therefore, the PUEs

have been split between the front and rear of the lots to provide the total width normally required for PUEs. Given the site design criteria generated by the General Plan and TDDP, the conditions on which the variation is based are unique to this property.

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

The variation to Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. The use of reduced width PUEs, particularly in urban areas, is not uncommon and has been approved with other development applications.

This PPS and variation request for reduced width PUEs was referred to the Potomac Power and Electric Company (PEPCO), Washington Suburban Sanitary Commission (WSSC), Verizon and Comcast. WSSC will be provided a separate 30-foot-wide easement within the public streets per their standard requirement. A response from PEPCO, Verizon, and Comcast was not received. The applicant submitted a utility location plan with this application which is consistent with the submitted PPS. The final plat will reflect the approved location of the PUEs.

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

The physical conditions of the site are such that the site is triangular-shaped, having narrow frontage on Ager Road that fans out to the west along Northwest Branch Stream Valley Park. In addition, existing streets abutting the site are curvilinear, creating a modified grid pattern that provides for irregular blocks of development. In order to achieve the density and design envisioned by the Plan Prince George's 2035 and TDDP, the lots are accessed by alleys in which five-foot-wide PUEs have been provided. Requiring a ten-foot-wide PUE along the public streets on which the lots front would restrict the developable area, lessen the achievable density, and modify the street standards of the TDDP, consequently providing a layout that is at odds with the TDDP and resulting in a particular difficulty to the owner.

(5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage

of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George’s County Code.

The subject property is zoned M-X-T; therefore, this provision does not apply.

The Planning Board approves the variation to Section 24-122(a) of the Subdivision Regulations for reduced-width PUEs along the public streets.

17. **Historic**—The site is currently improved with a warehouse that was built in 1958 that is to be demolished. A search of current and historic photographs, topographic and historic maps, and locations of currently know archeological sites indicates the probability of archeological sites within the subject property is low. This PPS will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not required.
18. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-05006	TCP1-019-06	Planning Board	Approved	3/20/08	06-218(A)
		District Council	Approved	8/8/08	Council Order
4-05145	TCP1-019-06-01	Planning Board	Approved	11/6/06	06-262
NRI-002-2016	N/A	Planning Director	Approved	3/31/16	N/A

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25 and 27 that came into effect on September 1, 2010 because the application is for a new preliminary plan.

Site Description

This 18.43-acre site is in the M-X-T Zone and the West Hyattsville Transit District Development Plan and TDOZ. The site is located on the western side of Ager Road, across from its intersection with Lancer Drive. Based on available mapping information and the approved NRI, the site contains 100-year floodplain associated with the northwest branch of the Anacostia River as the only regulated environmental feature located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elsinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. The site fronts on Ager Road which is a MPOT designated Arterial roadway that is regulated for noise. Ager Road is also a designated historic roadway. According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. According to

the 2005 *Approved Countywide Green Infrastructure Plan* (Countywide Green Infrastructure Plan), the site contains regulated areas, evaluation areas, and network gap areas.

Plan Prince George's 2035 Approved General Plan

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

Conformance with the Water Resources Functional Master Plan

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for SWM, floodplain, and woodland conservation, and programs implemented by DPIE, the Prince George's County Department of Health, the Prince George's County Department of the Environment, the Prince George's Soil Conservation District, M-NCPPC, and WSSC are also deemed to be consistent with this master plan.

Conformance with the West Hyattsville TDDP

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

It should be noted that 83 percent of the site is within the 100-year floodplain. This application includes filling the floodplain, while providing compensatory floodplain storage on the adjacent M-NCPPC owned property to the west. Principles of low impact development, or environmental site design, are incorporated into the stormwater design.

Conformance with the 2005 Approved Countywide Green Infrastructure Plan

The site contains regulated, evaluation and network gap areas within the designated network of the Countywide Green Infrastructure Plan. The mapped regulated, evaluation and network gap areas are located along the western portion of the property, which, according to the approved NRI, contains floodplain associated with the Northwest Branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with the General Plan. The floodplain is to be filled in order to raise the development out of the floodplain. Compensatory floodplain storage is to be provided on the property to the west, owned by M-NCPPC, which will be reviewed as a part of a pending Mandatory Referral that will come before the Planning Board. The woodland on-site is to be cleared and the resulting woodland conservation requirements are to be met entirely off-site. While the Green Infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established

in the General Plan. The compensatory floodplain mitigation will be met on the adjacent site along with park amenities and an enhanced trail system to improve pedestrian movement and safety in the area.

Natural Resources Inventory

An approved Natural Resources Inventory, NRI-002-16, was submitted with this application. The NRI was prepared for a larger area than has been included in the PPS application. A revised NRI was submitted during the review of the application to separate the site statistics for the land area included in this application and the remainder of the area included on the NRI. While the site statistics table was revised, the approval block still contains the original certification signature. Similarly, the signature of the previous qualified professional is still shown on the plan. The update to the plan must be signed by a qualified professional. The forest stand delineation (FSD) summary table must be revised to show that the total woodland on the overall site is 3.77 acres. Minor revisions to the NRI are needed prior to the signature approval of the PPS.

The NRI indicates there is floodplain on the subject property associated with the Northwest Branch of the Anacostia; the floodplain comprises the primary management area (PMA). No specimen trees are located on the subject property. The FSD indicates that two forest stands are located on-site totaling 3.77 acres. The existing woodland on-site totals 0.42 acre and is located entirely within the floodplain.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan was submitted with the PPS (TCP1-012-2016).

The woodland conservation worksheet shows the woodland conservation threshold for this 18.43-acre property is 15 percent of the net tract area or 0.46 acre. The total woodland conservation requirement based on the amount of clearing is 0.88 acre. The woodland conservation requirement is to be met off-site.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. No specimen trees are located within the boundary of the subject site and none are approved for removal with this application. The TCP contains a label on the adjacent M-NCPPC-owned property stating to see a separate TCP; however, this area should be hatched and include a label clearly stating that the area is not included in the current application. SWM features have been shown on the plan in the area of the townhouse development; however, all stormwater and storm drain features for the entire site must be shown on the TCP in accordance with the approved SWM concept plan. The DRD QR code approval block must contain the name of the project and the assigned PPS number typed-in. After all revisions have been made, the qualified professional who prepared the plan must sign and date it and update the revision box with a summary of the revisions made.

Specimen Trees

The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site.

Preservation of Regulated Environmental Features/Primary Management Area

This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include floodplain associated with the Northwest Branch of the Anacostia.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. A statement of justification and impact exhibit for the impact were received by the Environmental Planning Section on January 9, 2017. The application includes impacts to the entire PMA on-site.

Because the site is located adjacent to a metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with the General Plan. The floodplain is to be filled in order to raise the development out of the floodplain. Compensatory floodplain storage is to be provided on the property to the west, owned by M-NCPPC. The woodland on-site is to be cleared and the resulting woodland conservation requirements are to be met entirely off-site. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in the General Plan.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

Noise and Vibration

There are noise impacts associated with the property from Ager Road and the Green Line Metro tracks which run through the site. Vibration impacts are also associated with the rail lines.

Three reports were received on the topics of noise and vibration. The first report, dated November 17, 2015, addressed outdoor noise only from traffic and railway noise sources, considered mitigation in the form of shielding from buildings based on a preliminary site design,

and clearly states that site elevations were not considered in the analysis and that the report was to be considered preliminary with respect to traffic noise. The second report, dated July 18, 2016, evaluated train noise and vibration only, and was based on a revised site layout. The third report was in the form of a comment response letter dated January 25, 2017. It should be noted that the layout should not matter with respect to calculating the unmitigated upper and lower unmitigated 65 dBA Ldn noise contours because mitigation from the shielding of buildings should not be considered in calculating unmitigated noise.

The 2016 report provides four measurements for noise and it appears that the measurement location identifier labels were switched in the discussion portion of the report because the measurements are not consistent with the locations shown on the location exhibit; however, the noise levels in the conclusion of the study make sense if the error is taken into consideration. The study recommends the construction of a wall to shield a pool associated with one of the multifamily buildings, which will be reviewed with the DSP.

The 2017 report is based on the current layout and focuses on the townhouse portion of the site. The results of the report state that without shielding of any future multifamily buildings, the townhouses will not be negatively affected by noise above 65 dBA Ldn; however, because no upper level unmitigated noise contours have been provided, the building materials for the townhouses on Lots 1–8 must be certified at time of permit by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn. A note must be added to the plat to acknowledge the site's location with respect to the noise associated with metro and with Ager Road. A Phase 2 noise report must be provided at time of DSP for all multifamily development (Parcels DD, EE, and FF) as labeled on the TCP1 to determine what, if any, mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. All multifamily buildings must have acoustical certification at time of permit.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceeded the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel DD, (1.24 acres), which would also apply to the southwestern portion of Parcel FF (1.9 acres). It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/ or compact surfaces subsequent to development. No recommendations were provided and the report states there is no feasible mitigation that can be done. The only mitigation that could be done would be to increase the setback of the buildings which would result in the loss of units. The FTA criteria for feelable vibration is 72 VdB for residences and buildings where people normally sleep for "frequent" events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the Prince George's County Code have established regulations for development as it pertains to vibration impacts. A note is to be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation 24-121(a)(4)**—Section 24-121(a)(4) of the Subdivision Regulations provides the

following lot-depth criteria for lots abutting specific rights-of-way:

- (4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.**

The subject site has frontage on Ager Road, a master planned arterial right-of-way, from which the required 150-foot-lot depth is provided. However, the site is bisected by the Metro rail tracks from which the required 300-foot-lot depth is not provided for Parcels DD, EE, and CC (or FF as labeled on the TCP1) and Lots 1–8. The applicant requested approval of a variation for the three parcels and eight lots which do not meet the required lot depth. Section 24-113(a) sets forth the required findings for approval of variation requests as follows:

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

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121(a)(4) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

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

As previously discussed in the Environmental Planning Finding, no ground-level noise impacts affect the townhouse lots adjacent to the tracks pursuant to the noise study provided. Conditions pertaining to the structural design of the townhomes and multifamily units for the mitigation of noise at the time of building permit are required. Notification to potential purchasers and tenants by the placement of notes of the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations

specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line.

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

This property is directly abutting and bisected by the Metro rail tracks and is an irregular triangle parcel. This condition is unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, to maintain the land use and densities envisioned at the metro.

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

Conditions of approval are required with this variation, which require certification by a professional engineer with competency in acoustical analysis be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to the issuance of building permits, and notes to be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation with conditions.

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

The physical surroundings of the subject site include the abutting metro rail line, which bisects the property. The location of the rail line in the eastern part of the site and entry street providing access to the subject site from Ager Road create an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of 300 multifamily dwelling units and eight townhouse lots, which is 64 percent of the units included in this PPS. This would result in a particular hardship to the applicant as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

- (5) **In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units**

accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the prince George's County Code.

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

Based on the preceding findings, the Planning Board approves the variation to Section 24-121(a)(4) for Parcels DD, EE, and FF/CC and Lots 1–8, subject to conditions, from the 300-foot-lot depth regulation.

20. **Urban Design**—In accordance with the Zoning Ordinance and TDDP, DSP approval is required for this development. A Detailed Site Plan (DSP-16029) for infrastructure has been accepted for the subject site, is currently under review, and is tentatively scheduled to be heard before the Planning Board on March 23, 2017. The requirements of the TDDP and the Zoning Ordinance will be further evaluated with the DSP review. The requirements include, but are not limited to, the following:

Conformance with the Requirements of the Zoning Ordinance

The lotting pattern for the townhouse portion of the development as shown on the PPS indicates the exclusive use of 16-foot-wide townhouse lot sizes for interior lots. The lots sizes at of the ends of each series of lots are sized sufficiently to receive larger units. All townhome lots are being served by alleys, indicating rear-load garages for the project. The incorporation of a variety of width of unit sizes shall be allowed at the time of DSP for different architecture, where space permits. The advantage of a variety of unit widths will lend more visual interest to the streetscape and may allow for a variety of price points within the development. The applicant requested a variance to allow for the narrower unit as dictated by Section 27-548(h) of the Zoning Ordinance which states, in part, the following:

In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet.

The application and statement of justification indicate that the PPS lotting pattern includes 20-foot-wide end units and 16-foot-wide interior units. The DSP for Infrastructure, DSP-16043 indicates the same layout, however, that application does not include architectural elevations, and has been submitted to obtain a grading permit. A future DSP is required to address the architectural products proposed for the development. Minor adjustments to the lot sizes to accommodate some variation in the width of the lots to create variety in the width of units is encouraged, and would require minor adjustments that will be reflected on the final plat for the development.

The pending DSP for infrastructure (in order to obtain a grading permit for the property) is being processed as an Expedited Transit Oriented Development (ETOD) plan in accordance with Section 27-290.01 of the Zoning Ordinance. The reason for the filing of the ETOD application is twofold; first, the applicant is seeking a grading permit for the property, which will allow for the removal of the existing structure and slab in the most expeditious manner; second, the ETOD provisions of Section 27-290.01 allow the applicant to forego the filing of a CSP for the property. It should be noted that a CSP, generally a requirement when developing in the M-X-T Zone, is not required for this application under the ETOD provisions. Conformance with the requirements for development in the M-X-T Zone will be further evaluated at the time of DSP review.

Conformance with the Requirements of the 2006 Approved Transit District Development Plan and SMA for the West Hyattsville Transit District Development Plan (TDDP)

The DSP for Infrastructure will be subject to TDDP standards, with emphasis placed on conformance with the applicable standards relating to grading and infrastructure development. Moreover, Map 14 on page 36 of the TDDP contains the Preferred Land Use Plan, which identifies the Preferred Land Uses for each development block within the TDDP. Map 13 contains the Block Registration Plan which provides a letter designation for each block of development. The use table identifies what uses are allowed in accordance with the preferred land uses specified for each block. The application appears to contain all, or portions of, Development Blocks L, Y, Z, AA, BB, and CC. However, an exhibit would be helpful that overlays the property boundary, the uses proposed on the property, and the block pattern laid out in Map 13, so that conformance to the TDDP can be clearly deciphered. The following are some of the issues identified:

- Part of Block CC is located in the Structured Parking character area. “Park, playground, or other recreational area” is prohibited in this Character Area. Also, most importantly, single-family dwellings are prohibited here.
- Part of Block CC is located in the Tower Residential character area. Single-family dwellings are prohibited there.
- Blocks Y and BB are located in the Condo Character Area. Single-family dwellings are prohibited there.

Any noncompliance with this Preferred Land-Use Map must be addressed at the time of a DSP through the amendment process. The applicant has submitted the proposed amendment information with the DSP application. The lotting pattern approved with this PPS is dependent upon the District Council’s approval of the proposed amendment to the TDDP for the preferred land uses to include single-family dwellings for the blocks identified above. At the time of final plat, the lotting pattern shall be in substantial conformance with the PPS and may incorporate any revisions to the lotting pattern deemed necessary by the approved DSP.

Conformance with the 2010 Prince George’s County Landscape Manual

Conformance with the landscaping requirements for the subject site will be evaluated further at the time of DSP review. The mixed-use development is within the West Hyattsville TDDP that is

technically subject to the TDDP standards as contained under the Trees and Landscaping section of General Open Space and Streetscape Standards and Guidelines. However, for those landscaping requirements not covered by the TDDP standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations will govern.

Alternative Compliance application AC-17003 has been submitted to address Section 4.1 and 4.7 of the Landscape Manual where spatial constraints of the development do not allow for full compliance with the requirements of the Landscape Manual. The AC application is currently being processed with the DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that include more than 5,000 square feet or greater of gross floor area or disturbance and require a grading permit. The subject site is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

21. **Variance 27-548(h)**—Section 27-158(h) of the Zoning Ordinance includes the following lot requirements for townhouse development in the M-X-T Zone:

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet.

The lots included with this application will accommodate 16-foot-wide townhouse interior units and 20-foot-wide townhouse end units. The minimum lot size to accommodate these units is 816 square feet. Only 14 of the 183 townhouse lots in this application have lot sizes that meet or exceed the minimum lot-size requirement of 1,800 square feet. The lotting pattern approved with this PPS provides that 17 of the 28 building groups will contain more than 6 units. Therefore, a variance from the requirement of Section 27-158(h) is required for building width, lot size, and units in a row. These variances are analyzed together because of the interrelationship affecting the lotting pattern.

Section 27-230 of the Zoning Ordinance sets forth the required findings for approval of variance requests:

Section 27-230. Criteria for granting appeals involving variances.

(a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

The physical conditions of the site are such that the site is triangular shaped having narrow frontage on Ager Road that fans out to the west along Northwest Branch Stream Valley Park. In addition, existing streets abutting the site are curvilinear, creating a modified grid pattern that provides for irregular blocks of development. This site is almost entirely within the floodplain and, in order to achieve the density and design envisioned by the General Plan and TDDP, must be graded and filled with soil to raise the property from the floodplain. The combination of these factors results in exceptional topographic conditions.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

The site has been designed in accordance with the design criteria envisioned with the General Plan and TDDP for a dense urban environment. The TDDP includes building envelope standards which include build-to lines rather than setbacks and the use of alleys in lieu of streetscapes dominated by garages, but does not specifically modify the lot size requirements set forth in the Zoning Ordinance. The strict application of this Subtitle would result in far less density, thereby resulting in an undue hardship to the owner by preventing the development of the property in accordance with the land use standards set forth by regulating plans.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The development is consistent with the goals and recommendations of the General Plan and West Hyattsville TDDP, as previously discussed, and therefore will not impair the intent, purpose, or integrity of the General Plan or sector plan.

The variances from Section 27-548(h) identified above are analyzed together because they are interrelated and, in this instance, should not be evaluated

independently of one another. If any one of the variances had not been granted, it may have resulted in a need for additional or alternative variances due to the condensed nature of the subdivision layout being developed in conformance with the M-X T Zone.

Based on the preceding findings for each of the criteria, the Planning Board approves a variance from Section 27-158(h) for the lot square footages, the lot widths, and the number of building groups exceeding six units as follows:

DEVELOPMENT STANDARD	REQUIRED	PROVIDED	CODE SECTION
a. Minimum Bldg. Width - Interior Unit	20 ft.	16 ft.	Section 27-548(h)
- End Unit	24 ft.	20 ft.	
b. Maximum TH Units per Bldg. Group	6 du	8 du (7 groups)	Section 27-548(h)
		7 du (10 groups)	
c. Max. number of Bldg. Groups w>6 du	20%	61% (17 groups)	Section 27-548(h)
d. Minimum Lot Size	1,800 sq. ft.	816 sq. ft. min. (169 lots)	Section 27-548(h)

22. **City of Hyattsville**—The City of Hyattsville provided a memorandum dated February 13, 2017, which set forth the following findings:

- **The City of Hyattsville is supportive of the three variances requested by the applicant. We understand the necessity of the variances given the geography of the site and realize that the feasibility of the project could be jeopardized should the variances not be approved.**
- **It is the City’s preference that the applicant’s “option 3” proposed street section is approved for local public access roads. It is our understanding that the applicant has revised the plan to incorporate the “option 3” geometry, and the City asks that this remains consistent in the approved plan.**
- **The City has two additional conditions that we are hopeful that the Planning Board will incorporate as conditions of approval. (1) The first condition is that the applicant must conduct and provide to both the County and City a hard copy and digital GIS file of the land survey of the subject property and subdivisions. (2) The City request is for the connection of roadways within the development to the existing publicly dedicated sections of Nicholson Street and Kirkwood Place. It is the City’s understanding that both of those existing streets were previously dedicated to the County and that their right-of-way extends over Lancer Place. We believe a roadway and pedestrian connection between the Kirkwood Apartment complex and the subject development is both appropriate and necessary. The City currently owns the fence dividing these properties and is agreeable to its removal in order to facilitate a connection.**

The PPS submitted for approval provides the public street alignment for Nicholson Street and Kirkwood Place for the uninterrupted continuation of these rights-of-way, from the north, through the subject site as recommended. The dedication of these streets, as well as the other public streets within the subdivision, to public use will occur at the time of final plat approval. Although improvements within the rights-of-way are depicted on the PPS, they are for informational purposes and to exhibit conformance with the standards of the TDDP and DPW&T for public streets. The physical improvements within the public rights-of-way will be under the jurisdiction of the operating agency, therefore the requested information is enforceable by the City of Hyattsville and DPW&T at the time of permit approval. The applicant has provided street grade profile plans with this application to demonstrate that the connection of Nicholson Street and Kirkwood Place from the subject site to the north is feasible.

23. **Washington Metropolitan Area Transit Authority (WMATA)**—A referral was provided to WMATA on January 10, 2017. However, no referral response was received. Vehicular access to the subject site is across land owned by WMATA. Prior to approval of any final plat for land solely accessed through the WMATA property, approval for public right-of-way dedication across the WMATA property must be secured in accordance with Section 24-123(a)(2) of the Subdivision Regulations.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, March, 2, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 23rd day of March 2017.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:SC:rpg



THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

May 4, 2017

**RE: DSP-16029 Riverfront at West Hyattsville Metro
Expedited Transit-Oriented Development Project
West Hyattsville Property Co., LLC, Applicant**

NOTICE OF FINAL DECISION OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on April 25, 2017.

CERTIFICATE OF SERVICE

This is to certify that on May 4, 2017, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

A handwritten signature in cursive script, reading "Redis C. Floyd", written over a horizontal line.

Redis C. Floyd
Clerk of the Council

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

Applicant: West Hyattsville Property Co., LLC

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

FINAL DECISION—APPROVAL OF DETAILED SITE PLAN

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

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

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

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

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

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

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

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

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

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

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

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

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

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

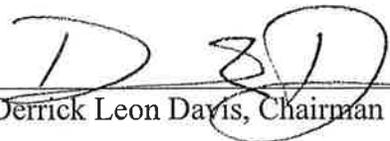
Opposed:

Abstained:

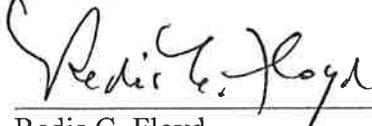
Absent:

Vote: 9-0

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

By: 
Derrick Leon Davis, Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council

March 29, 2017

West Hyattsville Property Co., LLC
8245 Boone Boulevard Ste. 690
Vienna, VA 22182

Re: Notification of Planning Board Action on
Detailed Site Plan DSP-16029
Riverfront at West Hyattsville Metro

Dear Applicant:

This is to advise you that, on **March 23, 2017**, 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(a)(1)(C)**.

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 the final notice **March 29, 2017** of the Planning Board's decision, pursuant to Section 27-290.

(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. Redis C. Floyd, Clerk of the County Council, at 301-952-3600.

Sincerely,
Alan Hirsch, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. 17-43

cc: Redis C. Floyd, Clerk of the County Council
Persons of Record

RESOLUTION

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

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

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

2. **Development Data Summary:**

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

3. **Location:** The property is located on the west side of Ager Road, at its intersection with Lancer Drive, north of the West Hyattsville Metro Station. The subject property is also located in the 2006 *Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (West Hyattsville TDDP/TDOZMA) area. The property is abutting the west side of the Metro Station in Planning Area 68 and Council District 2.

4. **Surrounding Uses:** Other development surrounding this site is also within the Transit District Overlay (T-D-O) Zone and includes multifamily residential use to the north, also in the Mixed Use-Transportation Oriented (M-X-T) Zone; the West Hyattsville Metro Station to the south; Ager Road to the east; and M-NCPPC-owned parkland in the Reserved Open Space (R-O-S) Zone to the west.

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

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

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

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

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

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

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

Architecture

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

Lighting

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

Signage

No signage is included in the subject application.

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

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

Section 27-542. Purposes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Phase 1—183 townhouse lots

- Infrastructure only
- Architectural elevations and all other design elements

Phase 2—Multifamily retail

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

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

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

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

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

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

This finding does not apply to the DSP for infrastructure.

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

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

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

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

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

Section 27-544. Regulations.

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

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

Section 27-547. - Uses permitted.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

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

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

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

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

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

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

The plans propose residential and retail uses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The applicant provided the following discussion relating to the request:

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

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

c. **General Street Scape Standards**

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

The applicant provided the following discussion relating to the request:

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

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

d. **Alley Lighting**

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

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

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

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

e. **Streetscape**

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

The applicant provided the following discussion relating to the request:

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

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

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

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

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

The applicant provided the following discussion relating to the request:

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

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

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

f. **Other Required Infrastructure**

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

The applicant provided the following discussion relating to the request:

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

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

g. **Park Drive**

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

h. **Community Center**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Location:

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

Background:

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

REQUIRED: 4.1, On-Site Residential Planting Requirements

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

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

PROVIDED: 4.1, On-Site Residential Planting Requirements.

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

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

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

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

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

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

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

Justification of Recommendation:

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

Section 4.1, Residential Requirements

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

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

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

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

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

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

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

Section 4.7 Buffering Incompatible Uses

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

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

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

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

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

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

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

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-012-2016) was submitted with the PPS application and a Type 2 Tree Conservation Plan (TCP2-001-2017) was submitted with the current DSP application.

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

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

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

Specimen Trees

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

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

12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 1.85 acres if applied to the entire acreage of the property or, however, the applicant has applied this calculation to only the townhouse development (13.55 acres) as these parcels are shown for full development and the remaining acreage is shown only for grading impacts. The subject application provides a schedule showing that the requirement has been met through the proposed on-site tree planting.
13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—According to the General Plan, the subject property is located in the West Hyattsville Metro Local Transit Center. Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses. The application conforms to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* (TDDP) and Plan Prince George's 2035 recommendations for local transit centers. The general pattern of development reflects the recommendations of the TDDP. While proposed land uses are not entirely consistent with the desired future land use plan, they reflect the desired walkable urban scale and current market realities.

There are several elements within the proposed development that are consistent with the goals and general policies of the TDDP; but whose details differ based upon the current and anticipated real estate market, the pie-shaped geometry of the subject property, and the anticipated timing of development on neighboring parcels. The TDDP assumes a coordinated, phased development of the Transit District and is influenced by real estate market practices pre-Great Recession; this is challenging to execute in the contemporary market with multiple property owners. The subject application provides an excellent example of walkable urbanism proximate and accessible to a Metro station. The provision of multifamily and commercial uses closest to Ager Road and townhouse and park uses

closer to the Northwest Branch Stream Valley Park maximizes the potential of this property to meet the goals of Plan Prince George's 2035 and the 2006 TDDP.

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

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

- c. **Environmental Planning**—The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to Preliminary Plan of Subdivision 4-15020.

Site Description

This 18.43-acre site is in the M-X-T Zone and the West Hyattsville Transit District Development Plan and T-D-O Zone. The site is located on the western side of Ager Road, across from its intersection with Lancer Drive. Based on available mapping information and the approved NRI, the site contains 100-year floodplain associated with the Northwest Branch of the Anacostia River as the only regulated environmental feature located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elisinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. The site fronts on Ager Road, which is a Master Plan of Transportation designated Arterial roadway that is regulated for noise. Ager Road is also a designated historic roadway. According to available information from the Maryland Department of Natural Resources, Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. According to the *2005 Approved Countywide Green Infrastructure Plan*, the site contains regulated areas, evaluation areas, and network gap areas.

Natural Resources Inventory

An approved Natural Resources Inventory, NRI-002-16, was submitted with the application. The NRI was prepared for a larger area than what has been included in the DSP. Minor revisions to the NRI were recommended as part of the PPS application.

The NRI indicates there is floodplain on the subject property associated with the Northwest Branch of the Anacostia River; the floodplain comprises the PMA. Three specimen trees were identified on the NRI for the overall site; however, one is located on

the adjacent property to the south (Parcel 112) and the other two are located on another off-site property to the south (Parcel 111). Both properties are owned by M-NCPPC. No additional information with regard to existing conditions is required at this time.

Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: “The Planning Board may approve a DSP if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).”

A statement of justification was submitted and reviewed as part of Preliminary Plan of Subdivision 4-15020. No new impacts are being proposed with the current application, therefore no new statement of justification is needed. The regulated environmental features on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-15020.

Stormwater Management

An approved Stormwater Management Concept Plan (11905-2016-01) and approval letter were submitted with the subject application. Floodplain compensatory storage has been provided; however, a condition of concept approval requires a floodplain waiver approval prior to technical approval.

The proposed stormwater management features include numerous micro-bioretenion facilities. The concept approval expires December 8, 2019. The approval requires a stormwater management fee towards providing on-site attenuation/quality control measures. No further information pertaining to stormwater management is required.

Noise and Vibration

There are noise impacts associated with the property from Ager Road and the Green Line Metro tracks which run through the site. Vibration impacts are also associated with the rail lines. Three reports were received and evaluated as part of the PPS application on the topics of noise and vibration. No additional information is required concerning noise for the subject DSP application.

Soils

The predominant soils found to occur on-site according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elsinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. This information is provided for the applicant’s benefit. The County may require a soils report in conformance with County Council Bill CB-94-2004 during the permit review process.

- d. **Transportation Planning**—The property is located on the southwest quadrant of Ager Road and Lancer Dr. and is generally surrounded by the West Hyattsville Metro Station, the existing Kirkwood Village residential complex, and the Northwest Branch of the Anacostia River. The subject site was developed with a large warehouse building that is currently vacant and proposed to be razed.

The required adequacy findings for transportation facilities for the planned development were made as part of the approval of a companion Preliminary Plan of Subdivision (4-15020). Prior to the recent approval of this PPS, the Planning Board had approved in 2006, the Conceptual Site Plan (CSP-05006) for a larger development site that included the subject site. Since the proposed DSP application is filled under the ETOD regulations of the Prince George's County Zoning Ordinance, and has been prepared in accordance with the requirements of the approved companion PPS, prior CSP transportation related approval conditions are no longer applicable to this application.

The proposed development will have only one access to Ager Road opposite existing Lancer Drive. The submitted revised plans include a hierarchy of streets including several street cross sections that show the placement of required streetscape, sidewalks, required bicycle facilities, and provision of on-street parking, where deemed appropriate and safe by the City of Hyattsville and the County. All these provided elements are deemed acceptable as they are meeting or exceeding the appropriate standards and guidelines of the West Hyattsville TDDP. While the proposed sections meet, or exceed the West Hyattsville TDDP standards, the full implementation of the elements within the prescribed rights of way will be subject to standards of the appropriate operating agencies.

Following several coordination meetings between the applicant's team, the City of Hyattsville, the County, and M-NCPPC staff, the revised plans correctly show the extension of both Nicholson Street and Kirkwood Place within the subject site all the way to the proposed east-west main-access roadway that will extend to Ager Road. This action along with submission of street centerline profiles adequately demonstrate safe and acceptable inner parcel connections as envisioned by the West Hyattsville TDDP.

This DSP proposes to amend the street system depicted on several West Hyattsville TDDP illustrative concepts. The West Hyattsville TDDP has depicted North Park Drive as a major collector facility. But this roadway is not a master-plan road, since this roadway is not mentioned either specifically or conceptually in the West Hyattsville TDDPs transportation text on pages 19-23. Further pages 24 and 25 of the West Hyattsville TDDP include an illustrative map and a table that is presented only to describe the West Hyattsville TDDP street hierarchy. While all master-plan roadways include some level of feasibility analysis in the associated plans, the depicted North Park Drive appears to cross parklands, run through floodplain, affect the stream buffer, and pass underneath existing and operational Metrorail tracks just west of the West Hyattsville Station. Furthermore, the Approved West Hyattsville TDDP preceded the 2009 *Countywide Master Plan of Transportation* (MPOT) by several years and does not include North Park Drive as a

master-plan roadway as a major collector facility. For these reasons, the Planning Board concurs with the assertion that this roadway is not a master plan roadway and the submitted DSP does not need to show it.

The West Hyattsville TDDP maximum parking standards requires provision of at least two on-site parking spaces per townhouse unit. As proposed, 53 end-unit townhouses will be constructed with two enclosed parking spaces, and the remaining 130 interior units each will have one enclosed parking space. The total provided parking for the proposed 183 townhouse units is 236 spaces. The maximum parking allowed for townhouses on properties within one-quarter mile of the West Hyattsville Metro Station, the subject site, is 2.00 parking spaces per unit. For the proposed 183 units, a maximum of 366 spaces is permitted. The plan shows an additional 193 on-street surface parking spaces, mostly to conform to West Hyattsville TDDP goal of providing complete streets throughout the proposed development. Further the site plan includes provision of major park facilities along the western edge of the subject property where some of proposed on-street parking will be used by park visitors. Thus, the Planning Board supports the applicant's proposed modification to the TDDP maximum parking requirements to increase the maximum allowed parking from 366 to 429 spaces.

Finally, it is important to note that the TDDP recommends the establishment of an area-wide Transportation Demand Management (TDM) district. However, the West Hyattsville TDM district has not been established.

Transportation Conclusions

Based on the preceding findings, the Planning Board concludes that the proposed DSP, as submitted, is in conformance with all applicable development standards and guidelines, and is in substantial compliance with transportation requirements of an ETOD site plan.

- e. **Trails**—The Planning Board reviewed the DSP application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located in the West Hyattsville Transit District and is adjacent to the West Hyattsville Metro Station. The property is between Ager Road and the Northwest Branch of the Anacostia River. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Transit District Development Plan and Transit District Overlay Zone Map Amendment* (TDOZMA) for the West Hyattsville Transit District Overlay Zone (TDDP). The subject application proposes 183 townhouse lots and rough grading for future multifamily development. Because the site is located within the West Hyattsville Metro Center, it was subject to Section 24-124.01 and the "Transportation Review Guidelines, Part 2, 2013," at the time of PPS.

Background

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

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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

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

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

General Streetscape Standards

Streetscape

1. **Streetscape Paving: All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.**
2. **Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the DSP for review and approval by M-NCPPC staff and County/ municipal public space maintenance agencies.**
3. **Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.**

4. **Streetscape Elements:** Streetscape elements of street trees, street furniture, landscaping and planters, shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets, in accordance with the West Hyattsville TDDP CSP streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or The BUS) and appropriate transit service-related notices at other locations within the Est Hyattsville TDOZ public realm subject to the approval of DWP&T and the appropriate municipality.

Streetscape elements shall include:

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

No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of the Prince George's County Department of Public Works and Transportation (DPW&T) and/or the City of Hyattsville expressed through an executed memorandum of understanding with the developer/applicant. All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/developer (TDDP, pages 83-84).

Sidewalks

1. **TDDP Designated Sidewalks:** All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the

streetscape sections in the TDDP. Streetscape sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local access Streets.

- 2. TDDP Non-Designated Sidewalks: Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet County specifications.**
- 3. Paving Materials for Primary Sidewalks: All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.**
- 4. Americans with Disabilities Act (ADA): All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design (TDDP, page 92).**

Proposed On-Site Bicycle and Pedestrian Improvements:

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

There is an existing six- to seven-foot-wide concrete sidewalk linking Ager Road with the West Hyattsville Metro. This connection is lit and is heavily used by surrounding communities when accessing the station. The Planning Board recommends an “interim” pedestrian connection linking the subject site to this sidewalk through Parcel EE or DD. Upon development of the multifamily units on this portion of the site, this connection will be replaced by a sidewalk and/or trail connection incorporated into the development that makes this same connection.

M-NCPPC and DPW&T recently completed a bike-share feasibility study that recommended the expansion of the Capital Bike Share system into Prince George’s County. Based on discussions with the City of Hyattsville and DPW&T, the Planning Board believes that two stations are appropriate on the subject site: one on the current phase for townhouse development and the other on the future phase for multifamily development.

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

Off-Site Improvement Exhibit:

Off-site improvements will be required as part of Preliminary Plan 4-15020, consistent with Section 24-124.01. Many of the improvements proffered by the applicant are focused on improvements to the stream valley trail and adjacent parkland. Section (d) provides guidance on the types of facilities that should be considered for off-site improvements:

Section 24-124.01(d):

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
1. **installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 2. **installing or improving streetlights;**
 3. **building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
 4. **providing sidewalks or designated walkways through large expanses of surface parking;**
 5. **installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
 6. **installing street trees.**

As part of the stormwater management package for the site, the applicant is doing extensive grading on the adjacent M-NCPPC parkland for the storage of stormwater management. As part of this work, the stream valley trail will be reconstructed, a "riverwalk" or promenade will be provided, and other amenities will be incorporated such as trail lighting. These improvements are off-site and on adjacent land dedicated to M-NCPPC. However, because the improvements included on the BPIS exhibit are required as part of the stormwater management plan, they cannot be double-counted towards the BPIS (Section 24-124.01) requirements. After discussion with the

Development Review Division (DRD), the City of Hyattsville and the Department of Parks and Recreation, it was determined that the BPIS off-site improvements should supplement what is already being provided for the stormwater management plan. The improvements proposed for the stormwater management plan are shown on the BPIS exhibit. The additional trail lighting is marked in red on this graphic. This trail lighting will extend from the existing lighting at the West Hyattsville Metro to Queens Chapel Road, a distance of approximately 1,200 linear feet.

Section 24-124.01(f) further specifies that, at the time of DSP, an exhibit should be provided that shows the limits, locations and specifications and/or details for all off-site improvements.

Section 24-124.01(f):

- (f) If a conceptual or detailed site plan approval is required for any development within the subdivision, the developer/property owner shall include, in addition to all other required information in the site plan, a pedestrian and bikeway facilities plan showing the exact location, size, dimensions, type, and description of all existing and proposed easements and rights-of-way and the appurtenant existing and proposed pedestrian and bikeway facilities throughout the subdivision and within the designated walking or biking distance of the subdivision specified in Subsection (c) of this Section, along with the location, types, and description of major improvements, property/lot lines, and owners that are within fifty (50) feet of the subject easements and rights-of-way.**

Prior to certificate approval of the DSP, the Planning Board recommends that an exhibit be provided showing the location, limits, specifications and details for the off-site trail lighting required between the West Hyattsville Metro and Queens Chapel Road.

It should also be noted that a pedestrian tunnel exists between the subject site and the West Hyattsville Metro. The Planning Board evaluated the pedestrian tunnel during a site visit on February 6, 2017 and identified no obvious safety improvements that are needed. Trail lighting is provided throughout the short (30 or 40 feet long) tunnel and closed spaced lighting is provided along both approaches to the tunnel. The Planning Board concludes that the off-site BPIS improvements are best focused on the trail lighting needed along the stream valley trail.

Trails Conclusion:

Based on the preceding analysis, and in terms of pedestrian and bicycle use, the proposal is consistent with the purposes of the M-X-T Zone and the project will generally fulfill the intent of the TDDP and provides pedestrian and bicycle facilities on the property, subject to conditions.

- f. **Prince George's County Health Department**—The Environmental Engineering/Policy Program of the Prince George's County Health Department completed a health impact assessment as stated in memorandum dated February 21, 2017 for the review of the DSP for Riverfront at West Hyattsville Metro and had the following comments/recommendations:

- (1) The public health value of access to active recreational facilities has been well documented. The site plan indicates “the subject property proposes an onsite recreation area to be dedicated to park use and connected by a hiker/biker trail along the Public R.O.W. that intersects with Ager Road.”

The development will be well served by recreational facilities, especially trails throughout the immediate area.

- (2) Scientific research has demonstrated that a high-quality pedestrian environment can support walking for both utilitarian purposes and for pleasure, leading to positive health outcomes. The proposed site “is located on the southwest side of Ager Road, approximately 620 feet north of Hamilton Street and the entrance to the West Hyattsville Metro Station.” The proximity of the Metro station will promote a high-quality pedestrian environment since many of the proposed residents will utilize the neighboring metro station as a primary form of transport.

The plans would provide for high-quality pedestrian environment if additional shade trees were provided in specific locations. A condition of approval has been included in the plans to add a few additional shade trees to the plans.

- (3) There are seven existing fast food facilities within a one-half mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh food vendors, have a significantly higher prevalence of obesity and diabetes. The developer should consider setting aside space for a community garden.

The plans propose townhouse development with common-ownership property. If there is land available to provide for planting within the common ownership area, the future HOA could provide garden space as requested by the future residents. Demand for community gardens may be demonstrated in the future, but the provisions for determining where in the community these facilities should be provided should be determined by the future HOA. It should also be noted that the requirements for tree canopy coverage on this property may cause more shade on the soils areas than would be conducive to growing vegetables.

- (4) Living in proximity to green space is associated with reduced self-reported health symptoms, better self-rated health, and higher scores on general questionnaires. In addition to the street tree plantings discussed in the Streetscape Standard Plans,

the proposed recreation area that will “be dedicated to park use,” will increase the proximity and accessibility of green space to residents of Riverfront at West Hyattsville Metro.

This is noted for the record and has been transmitted to the applicant.

- (5) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.

The plans should provide for full-cut-off optics, if possible.

- (6) The existing warehouse on the property must be razed. Therefore, the applicant must apply for a Raze Permit from Prince George’s County’s Department of Permitting, Inspections & Enforcement in order to give assurance of the proper abatement of any asbestos-containing materials in the existing structure.

This information is noted for the applicant’s benefit.

- (7) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- (8) During the demolition/construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George’s County Code.

The two suggestions above should be added as notes to the subject DSP application.

- g. **Historic Preservation**—The site is currently improved with a warehouse that was built in 1958 that is proposed to be demolished. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George’s County Historic Sites or Resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeological survey is not recommended.

- h. **City of Hyattsville**—In a letter dated February 13, 2017, Candace B. Hollingsworth, Mayor of the City of Hyattsville to Chairman Elizabeth Hewlett, Prince George’s County Planning Board, provided the following:

“On Monday, February 6, 2017, the Hyattsville City Council reviewed and voted in support of the Detailed Site Plan (DSP 16029) for the Riverfront at West Hyattsville development proposed at 5620 Ager Road.

“For the past several months, the applicant has been working with the City to modify the site plan based on comments it has received. We believe that the revisions to the initial site plan demonstrate that the applicant has been responsive to our collective comments. We ask that in your review of this DSP application you consider the following comments as conditions of approval:

- “• “Street lighting within the development shall be constructed to the PEPCO standard, so that it can be accepted into the public lighting system;
- “• “Street trees shall be native species and in scale with urban tree standards;
- “• “Landscaping in the promenade greenway is maintained by either the homeowner’s association or the County;
- “• “The low-lying vegetation in the bio-retention swales are to be of durable, low maintenance materials;
- “• “The promenade and amphitheater space must comply with the Americans with Disabilities Act;

“In addition to the conditions of approval, the City requests that the Planning Board support a departure from the standard requiring an automated irrigation system for landscaping and street trees within the public right-of-way. Provided the landscape materials are native species to Maryland, we are confident the plantings will thrive with a basic watering schedule provided by the City’s Department of Public Works, which employ several arborists and employees trained in horticultural maintenance.”

The Planning Board has reviewed each of the conditions as proposed by the City of Hyattsville; the first condition has been accommodated in the recommended conditions of approval, specifically Condition 1(n); the second condition regarding street trees has been accommodated in the recommended conditions of approval, specifically Condition 1(n); the third condition regarding the landscaping within the proposed promenade greenway is within the land area proposed for M-NCPPC. Plantings outside of the park property or the right-of-way will be maintained by the HOA. In regard to the fourth condition, the landscaping within the bioretention swales is not part of the DSP, but is determined by the agency responsible for stormwater management (DPIE) as part of the technical approval of

the final stormwater management plans. Lastly, the fifth condition relating to the promenade and amphitheater space and ADA compliance is applicable to land area to be dedicated to the M-NCPPC.

At the Planning Board hearing, Jim Chandler, Assistant City Administrator and Director of Community and Economic Development for the City of Hyattsville, testified in support of the application.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated February 10, 2017, the Fire Department provided comments on this DSP. Their comments will be enforced through their separate permitting process.
 - j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—No comments were received from this office.
 - k. **Prince George's County Police Department**—No comments were received from this office.
 - l. **Washington Metropolitan Transit Authority (WMATA)**— No comments were received from this office.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—No comments were received from this office.
 - n. **Verizon**—No comments were received from this office.
 - o. **Potomac Electric Power Company (PEPCO)**—No comments were received from this office.
14. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2), the following findings can be made:

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

The subject DSP for infrastructure and the future mixed-use development is consistent with the land use vision of the West Hyattsville TDDP, which is to create a compact, high-density and pedestrian-friendly mixed-use center around the Metro Station. The DSP is only for the infrastructure implementation. The DSP conforms to most of the mandatory requirements of the TDDP except for standards for which the applicant has requested the Planning Board apply transit development standards that are different from the mandatory requirements in the TDDP in order to achieve a superior development in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(2).

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

The subject site is within the West Hyattsville TDDP and the development proposal is consistent with the development standards and guidelines of the TDDP, except as noted in this report.

- (C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;**

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

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

The subject DSP is for infrastructure. The requirement will be reviewed for conformance at the time of full-scale DSP.

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

The subject site is the first phase of redevelopment of the area, so future buildings will need to demonstrate compatibility with the subject plan. The proposed buildings are the first substantial new development in the area that will improve the appearance of the area significantly.

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

The above does not apply to the subject application.

In conclusion and for the reasons stated herein, the proposed development, as contained in Detailed Site Plan DSP-16029, meets all required findings for approval.

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

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

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

- A. RECOMMENDS to the District Council that the applicant's proposed alternative land use plan exhibit be APPROVED as follows:
1. **Preferred Land Use Map**—The applicant's proposed amendments, which would place portions of Blocks L and G in the Multifamily Preferred Land Use Category and the remainder of Blocks L and G, as well as Blocks Y, Z, AA, BB, and parts of CC in the Townhouse Preferred Land Use Category.
- B. APPROVED the proposed alternative development district standards as follows:
1. **Modification 1:** To allow an amendment of the 400-foot maximum block length for Local Streets.
 2. **Modification 2:** To allow an amendment of the 15-foot maximum curb radius along Little Branch Run.
 3. **Modification 4:** To allow an amendment of the requirement to space street trees 30 feet on center.
 4. **Modification 5:** To allow an amendment of the required street tree types.
 5. **Modification 6:** To eliminate the required automatic irrigation system conditional on the use of native plants as an alternative.
 6. **Modification 7:** To allow River Terrace Road as a Residential Street. The TDDP requires construction of a Park Drive adjacent to the Northwest Branch Stream Valley Park.
 7. **Modification 8:** To allow the applicant not to build the required 13,000 square foot community center on the subject property.
- C. DISAPPROVED the following amendment to the 2006 *Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment* as follows:

1. **Modification 3:** To allow the applicant to not provide any lighting within the alley and not on lots five feet from alleys.
- D. APPROVED Detailed Site Plan DSP-16029, Type 2 Tree Conservation Plan TCP2-001-2017, and Alternative Compliance AC-17003, for Riverfront at West Hyattsville Metro, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - a. The Preliminary Plan of Subdivision 4-15020 shall be signature-approved.
 - b. The DSP shall be revised to conform to the approved preliminary plan of subdivision.
 - c. Incorporate the completed road connections along Nicholson Street and Kirkwood Place with an appropriate transition to the existing cross sections on the adjacent Kirkwood apartments site. The roads shall be constructed to the property line, but the timing of the opening of the two roads will be determined by the Prince George's County Department of Permitting, Inspections and Enforcement and the City of Hyattsville.
 - d. Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the DPW&T complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.
 - e. An exhibit shall be submitted showing the location, limits, specifications and details for the off-site trail lighting and/or other appropriate enhancements along the stream valley trail between the West Hyattsville Metro and Queens Chapel Road, pursuant to Section 24-124.01(f). A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).
 - f. Revise the plans to show a conceptual location for a 19-dock, 10-bike, Capital Bikeshare station in the vicinity of Ager Road. The conceptual location will be further determined on a future DSP for the multifamily parcel(s).
 - g. Add a fence around the play area with gates.
 - h. Revise the landscape plan as follows:
 - (1) An additional 36 ornamental or evergreen trees shall be provided at the time of the DSP which includes architectural elevations.

- (2) Revise the size of the ornamental and evergreen trees proposed from 4- to 4.5-inch caliper to 8 to 10-feet in height.
 - (3) Add shade trees when possible to provide for shade along the pedestrian routes where space is available.
- i. Provide for additional seating throughout the community in the form of benches and delineation on the plans and provide a list of the proposed recreational facilities.
 - j. Provide evidence from the City of Hyattsville indicating that they agree to Modifications 5 and 6 as proposed by the applicant or revise the plan accordingly.
 - k. Provide native plantings to the greatest extent possible and provide for a variety of plant material to avoid monotonous plantings within the development.
 - l. Provide notes on the plans in accordance with the Prince George's County Health Department's recommendations by adding notes to the plans as follows:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
 - m. Provide lighting details and specifications of PEPCO within the public rights-of-way.
 - n. The Type 2 tree conservation plan (TCP2) shall be revised as follows:
 - (1) Provide the standard property owner's awareness certification block to the plan and type-in the name and title of the individual signing the plan below the signature line.
 - (2) Revise the QR code approval block to type-in the associated case name and DSP number.
 - (3) Remove the preliminary plan of subdivision approval block from the plan.
 - (4) Revise the limit of disturbance to be clearly visible.

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

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, and Hewlett voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, March 23, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of March 2017.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:SHL:rpg

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPG Legal Department
Date 3/29/17



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

April 21, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Development Review Division

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

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

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

Detailed Site Plan Number: DSP-20004

Development Case Name: Riverfront at West Hyattsville

Type of Master Plan Bikeway or Trail

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

Preliminary Plan Background	
Building Square Footage (non-residential)	44,362 Medical Office
Number of Units (residential)	N/A
Abutting Roadways	Ager Road, Little Branch Run
Abutting or Nearby Master Plan Roadways	Ager Road, Lancer Drive, Hamilton Street
Abutting or Nearby Master Plan Trails	Existing Hard Surface Trail: West Hyattsville Metro Connector Existing Bike Lane: Queens Chapel Road Planned Bike Lane: Ager Road, Jamestown Road Planned Shared Roadways: Hamilton Street
Proposed Use(s)	Medical Office
Zoning	M-X-T
Centers and/or Corridors	West Hyattsville Metro Center
Prior Approvals on Subject Site	CSP-05006, 4-05145, 4-15020, DSP-16029

Unrestricted

Previous Conditions of Approval

Preliminary Plan of Subdivision (PPS) 4-15020 and Detailed Site Plan (DSP)-16029 contain prior conditions of approval relevant to pedestrian and bicycle transportation for the subject property.

Per Conditions 5 and 24 of 4-15020:

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

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

Per Condition 1(e) of DSP-16029:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:
 - e. An exhibit shall be submitted showing the location, limits, specifications and details for the off-site trail lighting and/or other appropriate enhancements along the stream valley trail between the West Hyattsville Metro and Queens Chapel Road, pursuant to Section 24-124.01(f). A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).

Comment: Staff supports the exhibit which was submitted with DSP-16029 providing improved off-site trail lighting. These conditions will remain in effect and the full financial assurances, permits for construction, and agreed upon time table for construction will be required prior to the approval of any building permit subject to 4-15020, which would include a building permit for the subject application or a building permit, for the adjacent residential development.

Existing Conditions and Proposed Sidewalk and Bicycle Infrastructure

The subject property fronts Ager Road to the east and Little Branch Run to the north. The subject site is undeveloped and vehicular access will enter the development from Ager Road and from Little Branch Run. A five-foot-wide sidewalk along Ager Road and an internal sidewalk network has been proposed and will sufficiently serve the development. There are no dedicated bike lanes in the immediate vicinity of the subject property.

Review of Master Plan Compliance:

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation (MPOT)*, and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* which recommend the following facilities:

- Planned Bike Lane: Ager Road

Comment: As a detailed site plan, bicycle transportation recommendation within the roadway are beyond the scope of the application. The required right-of-way width for Ager Road has already been dedicated and the implementation of a master plan street section, including bicycle facilities, will be required by the Department of Permitting, Inspections and Enforcement (DPIE) as appropriate or may be constructed as part of a future roadway improvement project by the Department of Public Works & Transportation (DPW&T).

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

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

Comment: The applicant's submission features sidewalks along Ager Road and an internal walkway from the sidewalks to the parking garage and medical office building. A continental style crosswalk is depicted on the submitted plans crossing the parking garage driveway entrance at Little Branch Run. Staff recommend providing a continental style crosswalk crossing the parking garage driveway entrance at Ager Road. These improvements contribute to staff finding a convenient and comprehensively designed pedestrian environment, pursuant to Sec. 27-546(d)(7).

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

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

Comment: The applicant's statement of justification indicates that a minimum of 12 bicycle spaces will be provided within the parking garage, which meets the minimum requirements of the area master plan for the number of bicycle parking spaces. Staff recommend the applicant revise the submitted plans to show the location of the bicycle parking near the main entrance of the parking garage. Additionally, staff recommend that the applicant provide Inverted-U style bicycle or a similar bicycle rack that will provide two points of contact between the bicycle and the rack for support and security.

Recommended Conditions of Approval

The Transportation Planning Section conclude that the submitted site plans meet the necessary findings for this detailed site plan and is deemed acceptable from the standpoint of pedestrian and bicycle transportation, if the following conditions are met:

1. Prior to certification of the Detailed Site Plan, the applicant shall revise the plans to provide:
 - a. A continental style crosswalk crossing the parking garage entrance at Ager Road
 - b. The bicycle parking location near the main entrance of the parking garage
 - c. Inverted-U style or a similar bicycle rack style that will allow bicycles to be supported and secured at two points of contact

April 3, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Review, DRD

VIA: Howard Berger, Supervisor, Historic Preservation Section, CWPD **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, CWPD **JAS**
 Tyler Smith, Historic Preservation Section, CWPD **TAS**

SUBJECT: DSP-20004 Riverfront at West Hyattsville - Parcel 1

The subject property comprises 2.02 acres at the intersection of Ager Road and Little Branch Run approximately 135 feet north of Jamestown Road. The subject application proposes a medical office building and parking garage. The subject property is Zoned M-X-T.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or Resources. This proposal will not impact any historic sites, historic resources or known archeological sites. Phase I archeology survey is not recommended.

Countywide Planning Division
Environmental Planning Section

301-952-3650

April 20, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Master Planner, Urban Design Section, DRD

VIA: Megan Reiser, Acting Supervisor, Environmental Planning Section, CWPD

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

SUBJECT: **Riverfront at West Hyattsville Metro; DSP-20004 and TCP2-001-2017-01**

The Environmental Planning Section has reviewed the above referenced Detailed Site Plan (DSP) and Type 2 Tree Conservation Plan initially received on March 30, 2020 and recommends approval subject to conditions listed at the end of this memorandum. Comments were given to the applicant at the Subdivision Review Committee (SDRC) meeting on April 17, 2020. No revisions were submitted in response to these comments by the applicant.

Background

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

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-05006	TCP1-019-06	Planning Board	Approved	3/20/08	06-218(A)
		District Council	Approved	8/8/08	Council Order
4-05145	TCP1-019-06-01	Planning Board	Approved	11/6/06	06-262
NRI-002-2016	N/A	Staff	Approved	3/31/16	N/A
4-15020	TCP1-019-06	Planning Board	Approved	3/2/2017	17-42
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	Council Order
NRI-002-2016-01	N/A	Staff	Approved	6/19/2017	N/A
DSP-20004	TCP2-001-2017-01	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application is for the creation of a medical office building and parking garage located on Parcel 4.

Grandfathering

The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 that came into effect on September 1, 2010 because the project is subject to Preliminary Plan 4-15020.

Conditions of Previous Approval

No previous conditions of approval are directly related to the subject application.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions Plan

An approved Natural Resources Inventory, NRI-002-16, was submitted with the application. The NRI was prepared for a larger area than what has been included in this DSP. Minor revisions to the NRI (NRI-002-16-01) were done in response to comments to the Preliminary Plan of Subdivision.

The NRI indicates there is floodplain on the overall site associated with the Northwest Branch of the Anacostia; the floodplain comprises the PMA. Three specimen trees were identified on the NRI for the overall site; however, one is located on the adjacent property to the south (Parcel 112) and the other two are located on another off-site property to the south (Parcel 111). Both properties are owned by M-NCPPC. No additional information with regard to existing conditions is required at this time. The site was recently graded in accordance with permits associated with DSP-16029. There are no woodlands or regulated environmental features currently located within the limits of this DSP application.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 2 Tree Conservation Plan (TCP2-001-2017) was previously approved for this site, which covered a greater area than that of this Detailed Site Plan. A revision to this Type 2 Tree Conservation Plan (TCP2-001-2017-01) was submitted with the current DSP application.

According to the worksheet, the overall site is 18.60 acres within the M-X-T zone. No acres of existing woodlands are on the net tract, while 0.42 acres of existing woodlands are within the floodplain. The site has a Woodland Conservation Threshold (WCT) of 0.49 acres, or 15 percent of the net tract, as tabulated. The TCP2 shows a total woodland conservation requirement of 0.91 acres. The TCP2 shows this requirement will be met by providing 0.91 acres of off-site afforestation on another property to obtain off-site conservation credits.

It appears that there may be an error with the woodland conservation worksheet. The gross tract area increased from 18.43 acres to 18.60 acres since the original TCP2 was approved. This change in acreage must be accounted for. This discrepancy has caused the overall woodland conservation requirement for the site to increase from 0.88 acres to 0.91 acres. Although 0.88 acres of the woodland conservation requirement was previously met off-site, proof that the remaining 0.03 acres of woodland conservation requirement has been met must be provided prior to issuance of the first permit. The TCP Worksheet must be revised accordingly. The TCP2 additional minor technical revisions are included in the recommended conditions below.

Specimen Trees

The removal of specimen trees requires a variance to Sec 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site. No variance is required because no specimen trees have been identified within the subject area of this application.

Preservation of Regulated Environmental Features/Primary Management Area

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

A statement of justification was reviewed and approved as part of the Preliminary Plan of Subdivision, 4-15020. No new impacts are being proposed with the current application; therefore, no new statement of justification is needed.

Soils

The predominant soils found to occur on-site according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elsinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property.

This information is provided for the applicant's benefit. The County may require a soils report in conformance with CB-94-2004 during the permit review process.

Stormwater Management

An approved Stormwater Management Concept plan and approval letter were submitted with the subject application (Concept approval #11905-2016-01). Floodplain compensatory storage has been provided.

The proposed stormwater management (SWM) features include several micro-bioretenion facilities, as well as two submerged gravel wetlands. The concept approval expires on February 3, 2023. The approval requires a SWM fee towards providing on-site attenuation/quality control measures. No further information pertaining to stormwater management is required.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-20004 and TCP2-001-2017-01 subject to the following findings and conditions.

Recommended Findings:

1. The Regulated Environmental Features (REF) on the subject property have been preserved and/or restored in a natural state to the fullest extent possible based on the evaluation provided with Preliminary Plan 4-15020.

Recommended Conditions:

1. Prior to certification of the DSP, the TCP2 shall be revised as follows:
 - a. Identify the limits of this DSP on the TCP2.
 - b. Revise the TCP2 worksheet as follows:

- i. Revise the gross tract area of the site, so it is consistent with the approved NRI and previously approved TCP2 or provide information to verify the acreage shown on the current application.
- ii. Revise the TCP Worksheet by placing an asterisk next to the Off-Site Woodland Conservation Credits Required Value, with a corresponding asterisk and the following footnote underneath the TCP Worksheet:
 "* Note: 0.88 acres of the woodland conservation requirement for this site was previously met off-site and recorded under Off-Site Woodland Conservation Acreage Transfer Certificate No.11 Tower Preserve WC Bank, as recorded under Liber 40015 Folio 196 in the Land Records of Prince George's County."
- c. Sign and date the Property Owner's Awareness Certificate on each sheet of the TCP2.
- d. Add the DSP case number into the TCP2 approval block in the signature row for this revision.

301-952-3680

April 20, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, Urban Design Review Section, Development Review Division

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

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

SUBJECT: DSP-20004 Riverfront at West Hyattsville – Parcel 1

Proposal

The applicant is proposing the construction of a three-story medical office building totaling 45,765 square-feet with an attached three-story parking garage on this approximately two-acre site.

Background

The subject project has been previously reviewed three other times. Conceptual Site Plan, (CSP)-05006 was reviewed in 2008 but this Expedited Transit Oriented Development (ETOD) application makes the CSP and conditions not required. The second review was as a Preliminary Plan of Subdivision (PPS) 4-15020 for 300 multifamily residential units, 183 single-family attached units and 10,000 square-feet of commercial space. A detailed site plan for infrastructure only (DSP-16029) was also reviewed. It proposed grading and development of infrastructure, including the location and design of the roadways, the lot layout for a 183-townhouse development, parking lots, and on-street parking, landscaping, utility location, fencing, and sidewalks on the subject property to prepare for a future multiphase mixed-use development.

Analysis of Traffic Impacts

A previous submittal, Preliminary Plan of Subdivision 4-15020 established the trip generation in each peak hour that was used for the analysis for the residential and commercial trip cap. As indicated below, the development, at full buildout with eligible transit credits, is projected to generate 247 (58 inbound, 189 outbound) and, 326 (201 inbound, 125 outbound) vehicle trips during the AM and PM peak hours, respectively.

Unrestricted

Trip Generation Summary: 4-15020 Riverfront at West Hyattsville						
Proposed Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Residential New Trips</i>						
183 townhouse units	26	102	128	95	51	146
300 multifamily units	31	125	156	117	63	180
Less transit discount *	-11	-45	-56	-42	-22	-64
Subtotal	46	182	228	170	92	262
<i>Retail New Trips</i>						
10,000 sq. ft. retail	24	14	38	61	67	128
Less pass-by trips @ 50% **	-12	-7	-19	-30	-34	-64
Subtotal	12	7	19	31	33	64
Total Net New Trips	58	189	247	201	125	326
Notes:						
* Eligible trip credits for Transit Oriented Development in identified Centers.						
**Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already "passing by" that site on an adjacent street that contains direct access to the site.						

The new plan is requesting a change in use to 183 townhouse units and 47,000 square-feet of medical office. Indicated below, the full buildout of the residential with eligible transit credits is projected to generate 237 (129 inbound, 108 outbound) and 296 (133 inbound, 163 outbound) vehicle trips during the AM and PM peak hours, respectively.

Trip Generation Summary: DSP-20004 Riverfront at West Hyattsville, Parcel 1						
Proposed Use	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Residential New Trips</i>						
183 townhouse units	26	102	128	95	51	146
Less transit discount *	-5	-20	-25	-19	-10	-29
Subtotal	21	82	103	76	41	117
<i>Office New Trips</i>						
47,000 square feet medical office	108	26	134	57	122	179
Total Net New Trips	129	108	237	133	163	296
Notes:						
* Eligible trip credits for Transit Oriented Development in identified Centers.						
**Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already "passing by" that site on an adjacent street that contains direct access to the site.						

The uses currently proposed or approved for this project are within the PPS-15020 trip cap.

During the PPS, staff reviewed the traffic impact study in accordance with the required findings at that time. It was determined that a trip cap for the site was established at 247 AM and 326 PM trips

The transportation condition located in the PGCPB No. 17-42 resolution is:

- Total development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips.**

2. **Total development on the subject site shall be limited to the mix of uses that will generate no more than 247 AM, and 326 PM weekday peak-hour trips.**

Any development that is determined to generate more peak-hour vehicle trips than identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy for transportation facilities.

The trip generation for this project is within the established trip cap for PPS-15020.

6. **In conformance with the 2009 Approved Countywide Master Plan of Transportation and the 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following at the time of detailed site plan review:**

- b. **Frontage improvements along subject site's entire frontage of Ager Road shall be consistent with the Prince George's County Department of Public Works and Transportation's complete and green street designs, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement.**

The Prince George's County Department of Public Works and Transportation has included the frontage improvements including green complete streets techniques in the approved Ager Road Improvements from MD 410 to MD 500 project. Staff reviewed the plans for contract #886-H (F), project #661091 to confirm that these improvements were included.

Parking

The site, located in the M-X-T Zone, is within one-quarter mile of the West Hyattsville Metrorail Station. The West Hyattsville Transit District Development Plan (TDDP) include a provision for the maximum number of parking spaces within the West Hyattsville Transit District Overlay (Approved West Hyattsville Transit District Development Plan and (TDOZMA) for the Transit District Overlay Zone, page 118). The maximum number of parking spaces for retail/commercial uses is 2 spaces per 1,000 square-feet. For the subject development, this equates to 92 parking spaces. The applicant proposes to construct a parking garage with 238 parking spaces and attributes the need to exceed the maximum based on the current and projected number of daily patients whose health-related conditions may prevent them from using transit and must arrive by automobile. The applicant has indicated that the proposed parking reflects the parking demand that is experienced with similar facilities in the region. Staff concur with this justification. Additionally, the applicant sponsors a "Wage Works" commuter spending account program to encourage transit and intends to continue this program in the proposed office.

Conclusion

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



MEMORANDUM

DATE: April 17, 2020

TO: Jeremy Hurlbutt, Master Planner
Urban Design Section
Development Review Division

FROM: Helen Asan, Supervisor
Land Acquisition/Management & Development Review Division
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-20004, Riverfront at West Hyattsville – Parcel 1**

The Department of Park and Recreation staff has reviewed this Detailed Site Plan DSP-20004 (DSP) for conformance with Preliminary Plan of Subdivision 4-15020 conditions as related to parks and recreation and finds that this DSP has no impact on any public park and recreation conditions of the previous approvals or has any impact on existing or future parks in this area.



Prince George's County Planning Department
Community Planning Division

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org
301-952-3972

April 21, 2020

MEMORANDUM

TO: Jeremy Hurlbutt, AICP, Master Planner, Urban Design, Development Review Division

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

FROM: Karen Mierow, AICP, Planner Coordinator, Neighborhood Revitalization Section,
Community Planning Division

SUBJECT: ETOD DSP-20004 Riverfront at West Hyattsville

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(3) of the Zoning Ordinance this Detailed Site Plan application includes request that differ from the mandatory requirements in the Transit District Development Plan. The proposed application will benefit the proposed development and the Transit District and will not substantially impair implementation of the *2006 Approved Transit District Development Plan and Transit District*.

BACKGROUND

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

Location: Southwest side of Ager Road, North of Hamilton Street and the entrance of the West Hyattsville Metro Station, Hyattsville, MD 20782

Size: Approximately 2.027 acres

Existing Uses: Vacant

Proposal: A medical office building with a pharmacy, laboratory, ground floor coffee shop and attached parking garage

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

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

Master/Transit District Development Plan: The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* recommends Townhouse (2-4 stories R-T zone) land uses on the subject property (Map 14, pg. 36).

Planning Area: 68

Community: Hyattsville /Hamilton Square neighborhood

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

SMA/TDOZMA/Zoning: The 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property as the Transit District Overlay M-X-T zone and superimposed a Transit District Overlay Zone (TDOZ). The Mixed-Use Transportation Oriented (M-X-T) Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential and commercial development around transit stations or stops (pg. 50).

TRANSIT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(3) this application is not in conformance with the mandatory requirements of the Transit District Development Plan. This application includes requests for several amendments that do not conform to the following Transit District Standards:

1. Requests to amend the standard requiring ground floor retail in a parking structure, and to allow laboratory, pharmacy, and café uses.

CPD Response: As the applicants' Statement of Justification discusses how the logistics of member use and site constraints influence the layout of the proposed parking structure and how a coffee shop is located in and only accessible from inside the proposed medical office building will serve the public. These uses do not impair implementation of the TDDP. The applicant should seek ways to better activate the streetscape and encourage walking and transit use. The proposed medical office use should be redesigned to make the coffee shop accessible from an entrance facing Ager Road and outdoor furnishings should be added to activate the streetscape.

2. Requests to modify the size, type and placement of windows.

CPD Response: The proposed window configurations are appropriate for the type and style of building proposed in this application. Windows at the ground floor level should be transparent vision glass.

3. Requests to allow internally illuminated building signage, a modification to the approved sizes for some lettering, and to allow digital LED graphics/panels as signage.

CPD Response: All building signage should be at a size and location that activates the streetscape and be pedestrian-scaled.

Additional information received on April 10th and April 17th, 2020 indicates that the LED graphics/panels are signage. The applicant has requested a modification to allow a large internally-illuminated sign featuring the Kaiser Permanente logo on the front of the building. No details of the sign's dimensions or lighting impacts (foot-candles) are provided.

The applicant should provide a detailed lighting plan, including sign dimensions to meet the General Streetscape Requirements (pg. -83-84) and Sign Standards (pg. 107-108) of the TDDP. This will ensure the existing residential uses across the street, motorist and pedestrians will not be overwhelmed by intrusive light. We have attached the Applicable TDDP requirements as an addendum for your review.

c: Long-range Agenda Notebook

Frederick Stachura, Planning Supervisor, Neighborhood Revitalization Section, Community Planning Division

From: [Reilly, James V](#)
To: [Hurlbutt, Jeremy](#)
Cc: [PGCReferrals](#)
Subject: FW: EPlan ACCEPTANCE referral for DSP-20004, RIVERFRONT AT WEST HYATTSVILLE (ETOD) (PB) via DROPBOX
Date: Monday, March 30, 2020 6:05:23 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[DSP-20004 ETOD COVER .pdf](#)
[DSP-20004 ETOD D COVER.pdf](#)
Importance: High

Office of the Fire Marshal

March 30, 2020

Jeremy Hurlbutt, Master Planner
Urban Design Section
Development Review Division
The Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Dear Mr. Simon:

The Office of the Fire Marshal of the Prince George's County Fire and EMS Department has reviewed the referral for DSP-20004, Riverfront at West Hyattsville. We have the following comments:

- 1) Hydrants shall be provided so that no exterior portion of the building is more than 500' from a hydrant as hose is laid by the fire department. Please provide an exhibit or information confirming compliance.
- 2) No exterior portion of the building shall be more than 450' from a fire access road as hose is laid by the fire department. If the parking garage will not be fully protected by an automatic fire sprinkler system, no exterior portion of the building can be more than 150' from a fire access road (NFPA 1 18 2.3.2.2). Please provide an exhibit or information confirming compliance.
- 3) A hydrant must be provided within 200' feet of any Fire Department Connection (FDC)

measured as hose is laid by the fire department.

Please let me know if you have any questions regarding these comments. Regards.

James V. Reilly
Contract Project Coordinator III



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

From: ePlan [mailto:ePlan@ppd.mncppc.org]

Sent: Monday, March 30, 2020 12:11 PM

To: #dsgintake@wsscwater.com; Smith, Tyler; Stabler, Jennifer; Hall, Ashley; Brake, Michelle; Henderson, Tamika; Franklin, Judith; Green, David A; Masog, Tom; Barnett-Woods, Bryan; Dixon, June; Chaconas, Sheila; Walker, Tineya; Fields, Ernest; Reiser, Megan; Shoulars, Katina; Reilly, James V; sltoth@co.pg.md.us; Lane Dillon ; Richards, Dorothy A.; Holley, Edward; Brooke E. Larman; Gaskins, Tabitha; De Guzman, Reynaldo S.; Giles, Mary C.; Lord-Attivor, Rene; Snyder, Steven G.; Abdullah, Mariwan; Formukong, Nanji W.; Tayyem, Mahmoud; Yuen, Steven; Contic, Wendy M.; Thweatt, Susan W.; Adepoju, Adebola O.; erigby@sha.state.md.us; kwoodroffe@sha.state.md.us; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers; martha.nichols@brentwoodmd.gov; chollingsworth@hyattsville.org; mayormiles@gmail.com

Cc: Hurlbutt, Jeremy; Kosack, Jill; Hunt, James; Summerlin, Cheryl; Grigsby, Martin; Graham, Audrey; Davis, Lisa; Fairley, Lillian; Lee, Randar; Madison, Danielle; Conner, Sherri; Checkley, Andree; Phil Hughes

Subject: EPlan ACCEPTANCE referral for DSP-20004, RIVERFRONT AT WEST HYATTSVILLE (ETOD) (PB) via DROPBOX

Importance: High

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

All,

This is an EPlan ACCEPTANCE referral for **DSP-20004, Riverfront at West Hyattsville (ETOD)**. This case was officially accepted as of today, March 30, 2020. SDRC is scheduled for April 17, 2020.

Please submit ALL comments to Jeremy Hurlbutt(email attached). Click on the hyperlink to view the

case: https://www.dropbox.com/sh/wk69ft71fzc4kca/AACCB6q0gwuXeDmX3ScguUR_a?dl=0 .

Thank you...

FOR Martin Grigsby

Donald R. Townsend

Senior Planning Technician | Development Review Division

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org



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

From: [Kwesi Woodroffe](#)
To: [Hurlbutt, Jeremy](#)
Cc: [PGCReferrals](#)
Subject: RE: EPlan ACCEPTANCE referral for DSP-20004, RIVERFRONT AT WEST HYATTSVILLE (ETOD); SHA; KW
Date: Tuesday, March 31, 2020 8:44:31 AM
Attachments: [image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)
[image025.png](#)

Good morning Jeremy,

I reviewed the subject referral and don't have any comments or objections at this time.

Thanks, Kwesi

Kwesi Woodroffe
Regional Engineer
District 3 Access Management
MDOT State Highway Administration
KWoodroffe@mdot.maryland.gov
301-513-7347 (Direct)
1-888-228-5003 – toll free
9300 Kenilworth Avenue,
Greenbelt, MD 20770
<http://www.roads.maryland.gov>



From: ePlan <ePlan@ppd.mncppc.org>
Sent: Monday, March 30, 2020 12:11 PM
To: #dsgintake@wsscwater.com; Smith, Tyler <Tyler.Smith@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Hall, Ashley <Ashley.Hall@ppd.mncppc.org>; Brake, Michelle <Michelle.Brake@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Franklin, Judith <Judith.Franklin@ppd.mncppc.org>; Green, David A

<davida.green@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Barnett-Woods, Bryan <bryan.barnett-woods@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Reiser, Megan <Megan.Reiser@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Reilly, James V <JVReilly@co.pg.md.us>; sltoth@co.pg.md.us; Lane Dillon <ljdillon@co.pg.md.us>; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; Holley, Edward <Edward.Holley@Pgparcs.com>; Larman, Brooke <Brooke.Larman@ppd.mncppc.org>; tgaskins@co.pg.md.us; Rey DeGuzman (rsdeguzman@co.pg.md.us) <rsdeguzman@co.pg.md.us>; mcgiles@co.pg.md.us; rlattivor@co.pg.md.us; Snyder, Steven G. <SGSnyder@co.pg.md.us>; mabdullah@co.pg.md.us; nwformukong@co.pg.md.us; mtayyem@co.pg.md.us; SYuen@co.pg.md.us; wmcontic@co.pg.md.us; swthweatt@co.pg.md.us; aoadepoju@co.pg.md.us; Erica Rigby <ERigby@mdot.maryland.gov>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>; jchandler@hyattsville.org; PLANNING@hyattsville.org; Kate Powers <kpowers@hyattsville.org>; martha.nichols@brentwoodmd.gov; chollingsworth@hyattsville.org; Malinda Miles <mayormiles@gmail.com>

Cc: Hurlbutt, Jeremy <Jeremy.Hurlbutt@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Hunt, James <James.Hunt@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Grigsby, Martin <Martin.Grigsby@ppd.mncppc.org>; Graham, Audrey <Audrey.Graham@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Lee, Randar <Randar.Lee@ppd.mncppc.org>; Madison, Danielle <Danielle.Madison@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Checkley, Andree <andree.checkley@ppd.mncppc.org>; Phil Hughes <PHughes@RODGERS.com>

Subject: EPlan ACCEPTANCE referral for DSP-20004, RIVERFRONT AT WEST HYATTSVILLE (ETOD) (PB) via DROPBOX

Importance: High

All,

This is an EPlan ACCEPTANCE referral for **DSP-20004, Riverfront at West Hyattsville (ETOD)**. This case was officially accepted as of today, March 30, 2020. SDRC is scheduled for April 17, 2020.

Please submit ALL comments to Jeremy Hurlbutt(email attached). Click on the hyperlink to view the case: https://www.dropbox.com/sh/wk69ft71fzc4kca/AACCB6q0gwuXeDmX3ScguUR_a?dl=0 .

Thank you...

FOR Martin Grigsby

Donald R. Townsend

Senior Planning Technician | Development Review Division

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772

301-952-4688 | donald.townsend@ppd.mncppc.org





Angela D. Alsobrooks
County Executive

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



MEMORANDUM

April 17, 2020

TO: Jeremy Hurlbutt, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director
Site/Road Plan Review Division, DPIE *Mary C. Giles* 4/25/2020

RE: Riverfront at West Hyattsville
Detailed Site Plan No. DSP-20004

CR: Ager Road

CR: Little Branch Run

In response to the Detailed Site Plan No. DSP-20004 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at 5620 Ager Road, at the intersection with Little Branch Run, approximately 135 feet north of Jamestown Road. Ager Road is a County-maintained roadway.
- The applicant is proposing construction of a medical office building and parking garage.
- DSP-20004 is consistent with Concept Number 11905-2016-01, issued on February 3, 2020.
- DPIE Traffic Section comments:
 - The proposal calls for an additional right-in/right-out entrance on Ager Road (SB). The proposed entrance is approximately 325 feet from Lancer Drive and 200 feet from WMATA Bus Loop entrance. The proposed right-in/right-out entrance needs to have an island (pork chop island) separating the entering and exiting traffic.
 - During the permitting stage additional signage will be required to prevent U-turn at the WMATA Bus Loop entrance.

Jeremy Hurlbutt
April 17, 2020
Page 2

- In the revised traffic analysis, CLV method were used to analyze the unsignalized entrances (Lancer Drive and medical office building) along Ager Road. If the applicant is not proposing to signalize them, these locations need to be analyzed using HCM methodology.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
 - a) Final site layout, exact impervious area locations are shown on plans.
 - b) Exact acreage of impervious areas has not been provided.
 - c) Proposed grading is shown on plans.
 - d) Stormwater volume computations have not been provided.
 - e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
 - f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
 - g) A narrative in accordance with the code has not been provided.
 - h) The applicant shall provide items (a-g) at the time of filing final site permits.
- DPIE has no objection to the subject DSP.

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

MCG:DJK:dar

cc: Rene Lord Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Yonas Tesfai, P.E., Engineer, S/RPRD, DPIE
Dana Karzoun, Engineer, S/RPRD, DPIE
Robert Gilbane, 1101 North Glebe Road, Suite 1000,
Arlington, VA 22201
Rodgers Consulting, Inc., 1101 Mercantile Lane, Suite 280,
Upper Marlboro, MD 20774



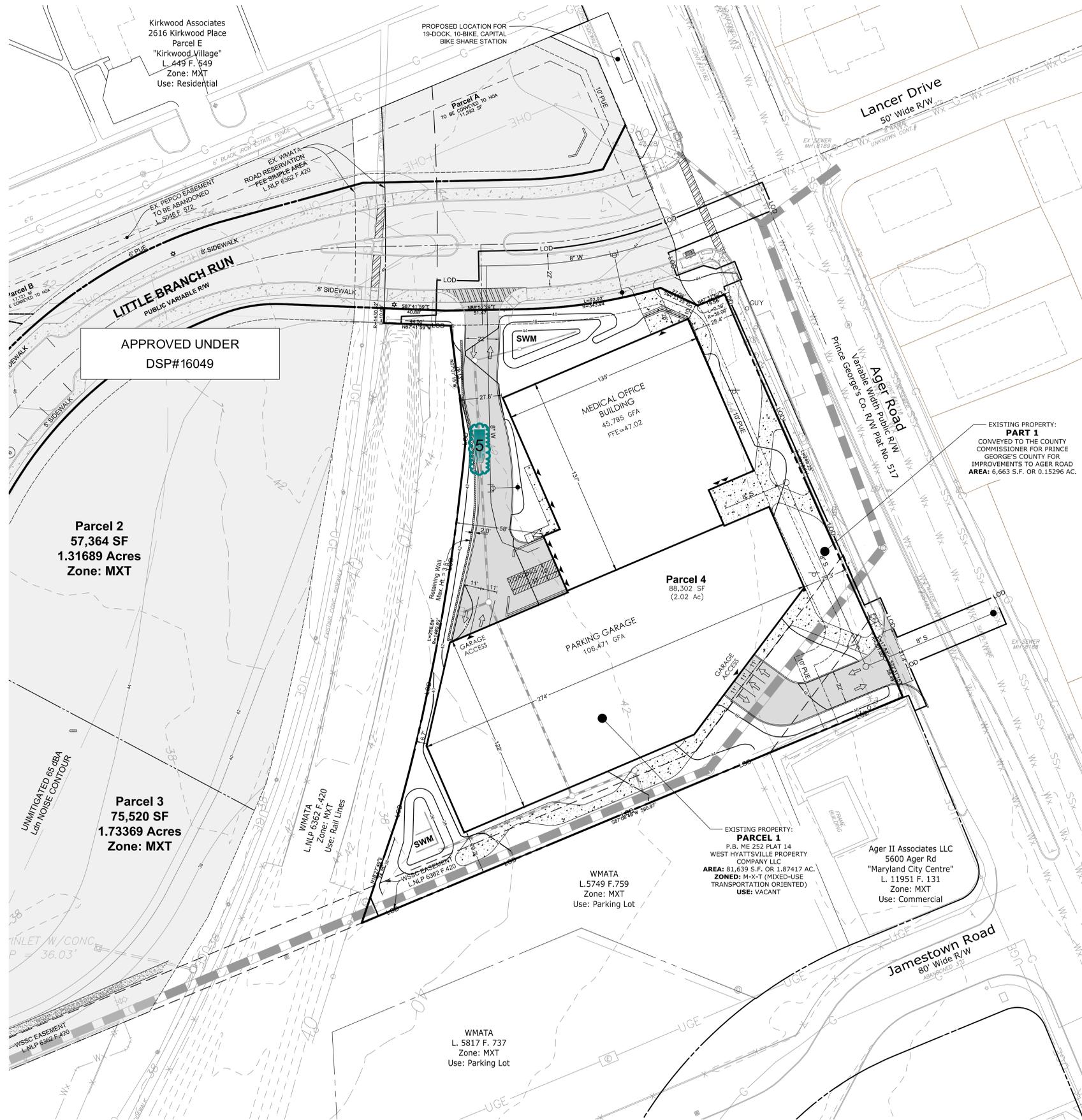
**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: April 14, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-20004 Riverfront at West Hyattsville

Upon review of the site plans, there are no comments at this time.



1

2

3

4

LEGEND:

- EX. BOUNDARY LINE
- EX. 10' CONTOUR LINE
- EX. 2' CONTOUR LINE
- EX. RIGHT OF WAY
- EX. PUBLIC UTILITY EASEMENT
- EX. WMATA EASEMENT
- EX. CONCRETE SIDEWALK
- EX. ROAD CURB
- EX. ROAD CENTER
- EX. CHAINLINK FENCE
- EX. UNDERGROUND ELECTRIC LINE
- EX. WATER LINE
- EX. SANITARY SEWER
- EX. STORM DRAIN & EASEMENT
- EX. GAS LINE
- EX. OVERHEAD ELECTRIC LINE
- EX. SOILS
- STEEP SLOPES (15-25%)
- STEEP SLOPES (OVER 25%)
- EX. FLOOD PLAIN BOUNDARY LINE
- EX. FLOOD PLAIN LINE
- EX. UNMITIGATED 65DB LINE
- PR. LIMITS OF DISTURBANCE
- PR. 10' CONTOUR LINE
- PR. 2' CONTOUR LINE
- PR. BUILDING
- PR. SIDEWALK
- PR. CURB
- PR. PAVEMENT
- PR. SEWER
- PR. WATER
- PR. STORM DRAIN
- PR. PARKING STRIPING



DETAILED SITE PLAN # 20004
WSSC MAP 207NE02 / 206NE02
TAX MAP 41 - GRID E4

PROFESSIONAL
 CERTIFICATION
 I HEREBY CERTIFY THAT THESE
 DOCUMENTS WERE PREPARED
 OR APPROVED BY ME, AND
 THAT I AM A DULY LICENSED
 PROFESSIONAL ENGINEER
 UNDER THE LAWS OF THE
 STATE OF MARYLAND.
 LICENSE NO. 32113
 EXPIRATION DATE: 9/15/21



NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURE AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT.
 NOTE: PROPOSED UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

REVISION	DATE	REVISION	DATE	REVISION	DATE

Owner / Applicant:
 Robert Gilbane
 West Hyattsville Property Company, LLC
 1100 North Glebe Road, Suite 1000 | Arlington, VA 22201
 M: (571) 344-8355 | T: (703) 312 7275 | F: (401) 588 5348
 RVGilbane@GilbaneCo.com

MEDICAL OFFICE BUILDING
RIVERFRONT AT WEST HYATTSVILLE METRO
 PLAT BOOK ME 252 PLAT No. 14
 ELECTION DISTRICT No. 17
 HYATTSVILLE, PRINCE GEORGE'S COUNTY, MARYLAND

RODGERS CONSULTING
 1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
 Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

BY	DATE
BASE DATA	
DESIGNED	
DRAWN	
REVIEWED	
RODGERS CONTACT:	
RELEASE FOR	
BY: _____	DATE: _____

SITE PLAN

SCALE:
1" = 30'
JOB No. 1208A09
DATE: FEB 2020
SHEET No. 4 of 5

1 - -WSSC Plan Review Comments

Created by: Dagoberto Beltran
On: 04/10/2020 10:53 AM

Plan #DSP-20004
Mar Thoma Church of Greater Washington

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

2 - - WSSC Standard Comments for all plans

Created by: Dagoberto Beltran
On: 04/10/2020 10:54 AM

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

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

3 - General Comments

Created by: Andres Villarraga
On: 04/15/2020 12:55 PM

Add the proposed pipeline alignment with water and sewer house connections to the plan. Additionally, if easements are required, their limits and locations must be shown. See WSSC 2017 Pipeline Design Manual Part Three, Section 2; easements and Construction Strips.

Realign water and sewer service connections to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.

Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.

Revise the plan to realign any water pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

There is a 12-inch diameter water main located on or near this property. WSSC records indicate that the pipe material is Cast Iron (CI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

Water pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

For sewer pipelines 12-inch and smaller in diameter, provide a minimum separation from a building or dwelling the greater of the following: fifteen (15) feet horizontal separation or a distance on a 1:1 slope from the bottom of the foundation of the existing or proposed building or dwelling to the bottom edge of the pipeline trench

Revise the plan to realign any sewer pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual.

A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

Geotechnical and Corrosion Submittal will be required. It appears that sources of stray current have been identified within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20

An Environmental Site Assessment report may/will be required for the proposed site.

Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 & Section 11.

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

4 - Hydraulic Comments

Created by: Andres Villarraga
On: 04/15/2020 02:51 PM

Submit a hydraulic planning analysis package for review.

Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.

A 250-foot long [non-CIP] sized water main extending to the property line will be required, connecting to the existing water main located along Ager Road, contract #1925-0182

The sewer main alignment should be revised to avoid deep and/or shallow sewer.

A 10-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

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

5 - Design Comment #1

Created by: Andres Villarraga
On: 04/15/2020 04:01 PM

make sure to provide 5-separation between proposed on-site and storm drain

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

Additional Back-up

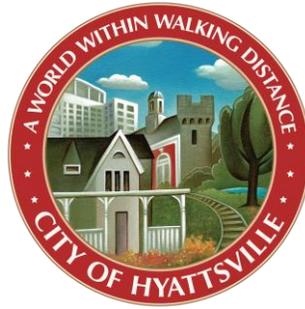
For

DSP-20004

Riverfront At West Hyattsville

Metro - Parcel 1 ETOD

Candace B. Hollingsworth
Mayor



Tracey E. Douglas
City Administrator

May 5, 2020

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

RE: Medical Office Building Architecture - Detailed Site Plan (DSP-20004)

Dear Chairman Hewlett:

On Monday, May 4, 2020, the Hyattsville City Council reviewed the Detailed Site Plan (DSP-20004) application for the Kaiser Permanente Medical Office Building on Ager Road.

The Hyattsville City Council voted in support of the applicant's proposed DSP application subject to the following conditions:

1. The first-floor surface view into the building shall meet the required 20 feet for the frontage along Ager Road;
2. The "Welcome" sign along Ager Road shall be illuminated externally, as stated in the standards; and
3. A public art element (such as a mural, sculpture, or functional art piece), in addition to the LED element, shall be integrated into the project in a high visibility area viewable from the public realm.

Furthermore, the City Council supports the applicant's amendments to be approved by the District Council, specifically the inclusion of medical laboratory and cafe to the permitted Table of Uses and the applicant's requested amendment to the maximum parking ratio.

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

Sincerely,

A handwritten signature in black ink, appearing to read "C. Hollingsworth", with a long horizontal flourish extending to the right.

Candace B. Hollingsworth
Mayor

cc: City Council
Jeremy Hurlbutt, Planner Coordinator
Tom Haller, Gibbs and Haller

Additional Back-up

For

DSP-20004

Riverfront At West Hyattsville -

Parcel 1 (ETOD)











EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



APPLICANT'S PROPOSED REVISIONS TO CONDITIONS
RIVERFRONT AT WEST HYATTSVILLE-PARCEL 1 ETOD
DETAILED SITE PLAN DSP-20004
APRIL 30, 2020

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and further recommends APPROVAL of this application to the District Council, as follows:

- A. Recommend to the District Council APPROVAL of the property owner's request to permit medical office, drug store, medical laboratory and eating and drinking establishment uses on the subject site.

- B. APPROVE 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*, as follows:
 1. **Amendment to the Preferred Land Use Plan category (page 36)**—To change the Preferred Land Use category from Multifamily to Mixed-Use Residential for the subject property.
 2. **Parking Space Size**—To allow a standard parking space size of 9 feet by 18 feet within the parking structure.
 3. **Building Envelope and Block Standards - General Design Principles and Intent (page 67)**—To not provide ground floor retail.
 4. **Building Envelope and Block Standards - General Design Principles and Intent (page 68)**—To not provide a shared parking garage, but a single-use parking garage.
 5. **Building Envelope and Block Standards - Building Street Types (page 69)**—To reduce the build-to line façade percentage on Ager Road from the required 75 percent to 68.4 percent.
 6. **Building Envelope and Block Standards -Building Street Types (page 74)**—To allow the building height along a residential street, Little Branch Run, to be 3 stories.
 7. **Building Envelope and Block Standards - Building Street Types (page 75)**—To reduce the build-to line façade percentage on Little Branch Run from the required 75 percent to 59 percent.
 8. **General Design Principles and Intent - General Design Principles and Intent (page 82)**—To not provide window boxes or planters in front of the building.
 9. **Streetscape Standards - General Streetscape Standards along Ager Road (pages 81-90)**—To modify a number of standards within this section, to allow the existing streetscape conditions along Ager Road to remain.
 10. **Streetscape Standards-General Streetscape Standards - Public Street Lighting-Lighting Fixtures (page 90)**—To use LED lighting fixtures.
 11. **Streetscape Standards - General Streetscape Standards-Blocks and Alleys (page 92)**—To allow a right-in/right-out vehicular access from Ager Road, a Boulevard Street.

12. **Architecture Standards – Building Facades (pages 104–105)**—To allow alternative materials for the building façades, as proposed herein.
 13. **Architecture Standards – Windows and Doors/Entrances (page 106)**—To allow the building façade to include glass curtainwall framing systems that extend from the ground floor to the roof, and relief from other window design standards, as proposed herein, **with the exception of the ground floor surface view into the building.**
 14. **Architecture Standards – Signage (page 108)**—To allow for internally illuminated, ground-mounted large signs, as proposed herein.
 15. **Parking Standards – General Design Principles and Intent (page 109 and 118)**—To allow for a higher number of parking spaces than allowed, per the maximum parking ratios for land uses within the West Hyattsville Transit District Overlay Zone, **for a total of to allow up to a maximum of 238 parking spaces.**
 16. **Parking Standards – General Design Principles and Intent Off-street Parking Structures (pages 109–115)**—To allow a number of design modifications, to allow the proposed parking structure, as proposed herein.
- C. APPROVE Detailed Site Plan DSP-20004 and Type 2 Tree Conservation Plan TCP2-001-2017-01 for Riverfront at West Hyattsville Metro – Parcel 1, subject to the following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Provide a continental-style crosswalk crossing the parking garage entrance at Ager Road.
 - b. Provide inverted U-style or a similar bicycle rack style that will allow bicycles to be supported and secured at two points of contact.
 - c. Show the bicycle parking location near the main entrance of the parking garage.
 - d. ~~Revise the plans to show a location for a 19-dock, 10-bike Capital Bikeshare station, along Ager Road.~~

Show the location and type of public art element (such as a mural, sculpture or functional art piece) to be integrated into the project in a high visibility area viewable from the public realm, in addition to the proposed LED supergraphic.
 - e. Revise the site and landscape plans to show locations of all proposed freestanding signs, outside of public utility easements.
 - f. Revise the sign plan to provide a signage schedule detailing all proposed signage, correctly label Sign B, label the width of all signs, and provide details and dimensions of the LED façade logo/graphic within the east elevation.
 - g. Provide additional outdoor seating for the eating and drinking establishment, along the Ager Road frontage.

- h. Revise the parking garage by reducing the height to a maximum of three and one half parking levels and adjust the number of parking spaces provided as a result of the reduction in height. Provide more architectural details or artistic elements to the ~~southern~~ modified garage elevations to ~~break up the mass and~~ provide more visual interest.
 - i. Demonstrate that the LED façade panel will not spill over into the street or neighboring properties by providing a photometric plan for this feature.
 - j. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Identify the limits of this DSP on the TCP2.
 - (2) Revise the TCP2 worksheet, as follows:
 - (a) Revise the gross tract area of the site, so it is consistent with the approved Natural Resources Inventory and previously approved TCP2 or provide information to verify the acreage shown on the current application.
 - (b) Revise the TCP worksheet by placing an asterisk next to the Off-Site Woodland Conservation Credits Required Value, with a corresponding asterisk and the following footnote underneath the TCP worksheet:

“*Note: 0.88 acres of the woodland conservation requirement for this site was previously met off-site and recorded under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11 Tower Preserve WC Bank, as recorded under Liber 40015 Folio 196 in the Land Records of Prince George’s County.”
 - (3) Sign and date the Property Owner’s Awareness Certificate on each sheet of the TCP2.
 - (4) Add the DSP case number to the TCP2 approval block in the signature row for this revision.
 - k. The “Welcome” sign along Ager Road shall be illuminated externally.
 - l. Provide final allocation of parking spaces, not to exceed 238 parking spaces.
 - m. Provide an additional outdoor seating area for employees along the rear (west side) of the building, update loading area layout per coordination with M-NCPPC staff, add egress sidewalk for the garage adjacent to the southern property line, and revise landscape plan to reflect and account for these changes.
2. Prior to approval of the final plat, a variation shall be approved by the Prince George’s County Planning Board for vehicular access to Ager Road.

May 5, 2020

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

RE: Medical Office Building Architecture - Detailed Site Plan (DSP-20004)

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