(ETOD) APPLICATION FORM

DO NOT WRITE IN THIS SPACE:

Application No.(s): _____ Planning Board Review ☐

Acceptance Date: _____ 60-day limit _____ waived ☐Yes ☐No

Posting Waived ☐ _____ Posting Date: _____ No. of Signs Posted: _____ Agenda Date: _____

Filing Fee: _____ Posting Fee: _____ Case Reviewer: _____

Subdivision Development Review Committee Date: _____

Referral Mail-Out Date: _____ Referral Due Date: _____

Date of Informational Mailing: _____ Date of Acceptance Mailing: _____

APPLICATION TYPE: ETOD **EXPEDITED TRANSIT-ORIENTED DEVELOPMENT PROJECT**

PROJECT NAME: West Hyattsville

Geographic Location (give distance related to or near major intersection) and name of applicable nearby Metrorail station/Bowie MARC:

West of the intersection of Ager Road and Lancer Drive. North of the Hyattsville Metro Station

Address (if applicable)		Tax Account # 5649181, 5649192, 1924745
Companion Case(s): 4-20040, DSP-20053, DSP-20053-01		
Total Acreage: 8.04 AC	Planning Area: Policy Analysis Area: 68	Development Review District: N/A
Tax Map/Grid: 41, E4	Current Zone(s): M-X-T	Council District: 2
200 Sheet: 207NE02	Existing Lots/Blocks/Parcels: 3 Parcels	Election District:: 17, Chillum
COG TAZ:	PG TAZ: 968, 970	Aviation Policy Area: N/A
Plat Book/Page: P. B.252 NO.14	Municipality Hyattsville	Is development exempt from SWM requirement per to 32-174? Y☐ ☑N

2002 General Plan Tier Designation (check one): ☑ Developed ☐ Developing ☐ Rural

Number of Dwelling Units: Attached _____ Detached 0 Multifamily 342	Gross Floor Area: (Commercial or Industrial use only) 0 SF
Proposed Use of Property and Request of Proposal: Proposed multifamily dwelling units on Parcel 2 and modify the courtyard.	Check all applicable: ☑Attached resolutions of previously approved applications affecting the subject property ☑Attached written substantiation of outreach efforts in accordance with Section 27-290.01(a)(8) ☑Attached Statement of Justification is in accordance with Section 27-290.01(b)
Applicant Name, Address, and Phone: WHPC Block 3, LLC & WHPC Block 4, LLC. c/o Gilbane Development Company Owner Name, Address & Phone: (if same as applicant, please indicate) 1100 North Glebe Road, Suite 1000, Arlington VA, 22201 Contact: Mr. Matt Michetti 571-344-8355	Consultant Name, Address, Phone, and Fax: Soltesz LLC, 4300 Forbes Blvd. Suite 230, Lanhan Contact Person, Phone Number, Fax, and E-Mail: Young Roh P:301-794-7555 F: 301-794-7656 Email: yroh@solteszco.com

SIGNATURE

Matt Michetti	6/2/2025		
Owner's Name (print)	Date	Applicant's Signature	Date
	6/2/2025		
Owner's Signature	Date	Contract Purchaser's Signature	Date

MEMORANDUM

To:	Development Review Division, MNCPPC 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772
From:	Zac Lette, Landscape Architect Kimley-Horn and Associated, Inc. 11400 Commerce Park Drive, Suite 400 Reston, VA 20191
Date:	07/02/2025
Subject:	Statement of Justification – Alternative Compliance from Landscape Manual Project: Riverfront at West Hyattsville, DSP-20053-02

The aforementioned project seeks to receive approval for alternative compliance from the 2010 Prince George's County Landscape Manual for the following sections:

Section 4.7. Buffering Incompatible Uses

Justification of Alternative Compliance: The project is subject to the requirements of Section 4.7 including:

- Provide a Type D Buffer at 50 feet minimum building setback width and 40 feet minimum landscaped yard width.
- Type D Buffer requires 160 Planting Units per 100 linear feet or property line.
- Total required Planting Units are 904 over 565 linear feet.

Established alternative compliance:

- Alternative compliance was achieved for Parcel 1 through the DSP-20053 - see page 41 of the Staff Report for justification which includes building setbacks to be a variable width of 10.5-37.2 feet and the landscape yard to be 10.5-37.2 feet.

Parcel 2 proposes adoption of the Parcel 1 alternative compliance for the landscape yard. As such, a minimum 14-foot width landscape yard is provided. Within the landscape yard, an existing storm drain prohibits the planting of trees within this buffer; however, shrubs are provided at full depth of the buffer to a total of 608 Planting Units. An ornamental security fence will also be provided along 394 feet of the buffer, similar to that provided at Parcel 1.

Section 25-128. Tree Canopy Coverage Requirements

Justification of Alternative Compliance:

The project is subject to the requirements of Section 25-128 including:

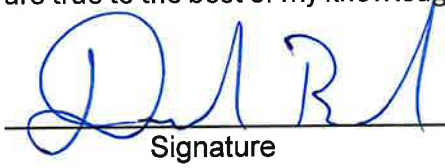
- Provide 15 percent tree canopy coverage.
- Total tree canopy coverage required: 20,386 square feet (based on 3.12 acres of Parcel 2, not included SWM facility and associated landscaping (by others).

This section of Parcel 2 proposes a total of 2,920 square feet of tree canopy coverage. The development is constrained on the north and east by existing utilities and easements that prohibit the planting of trees in these areas. Trees are provided to the west along Little Branch Run where appropriate. Existing street trees (to be replaced as needed) have not been included in this calculation as they have been established in a previous phase. The SWM facility and associated landscaping to the south has been provided by others. Trees have been proposed in the interior courtyards in an attempt offset the current shortage, however, it is requested that the proposed 2,920 square feet of coverage be considered sufficient.

AFFIDAVIT

The purpose of the affidavit is to certify the *Informational Mailing* letter regarding the application for West Hyattsville_DSP-20053-02. Were mailed to all adjoining property owners, registered associations, municipalities within a mile, and previous parties of record on June 4, 2025.

Generally, I solemnly affirm under the penalties of perjury that the contents of the foregoing paper are true to the best of my knowledge, information, and belief.



Signature

6-4-25

Date

David Bickel

Print Name

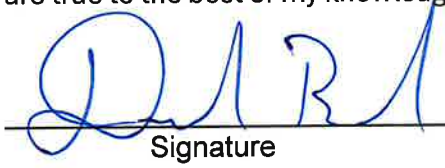
Planning Director

Title

AFFIDAVIT

The purpose of the affidavit is to certify the *Informational Mailing* letter regarding the application for West Hyattsville_DSP-20053-02. Were mailed to all adjoining property owners, registered associations, municipalities within a mile, and previous parties of record on June 4, 2025.

Generally, I solemnly affirm under the penalties of perjury that the contents of the foregoing paper are true to the best of my knowledge, information, and belief.



Signature

6-4-25

Date

David Bickel

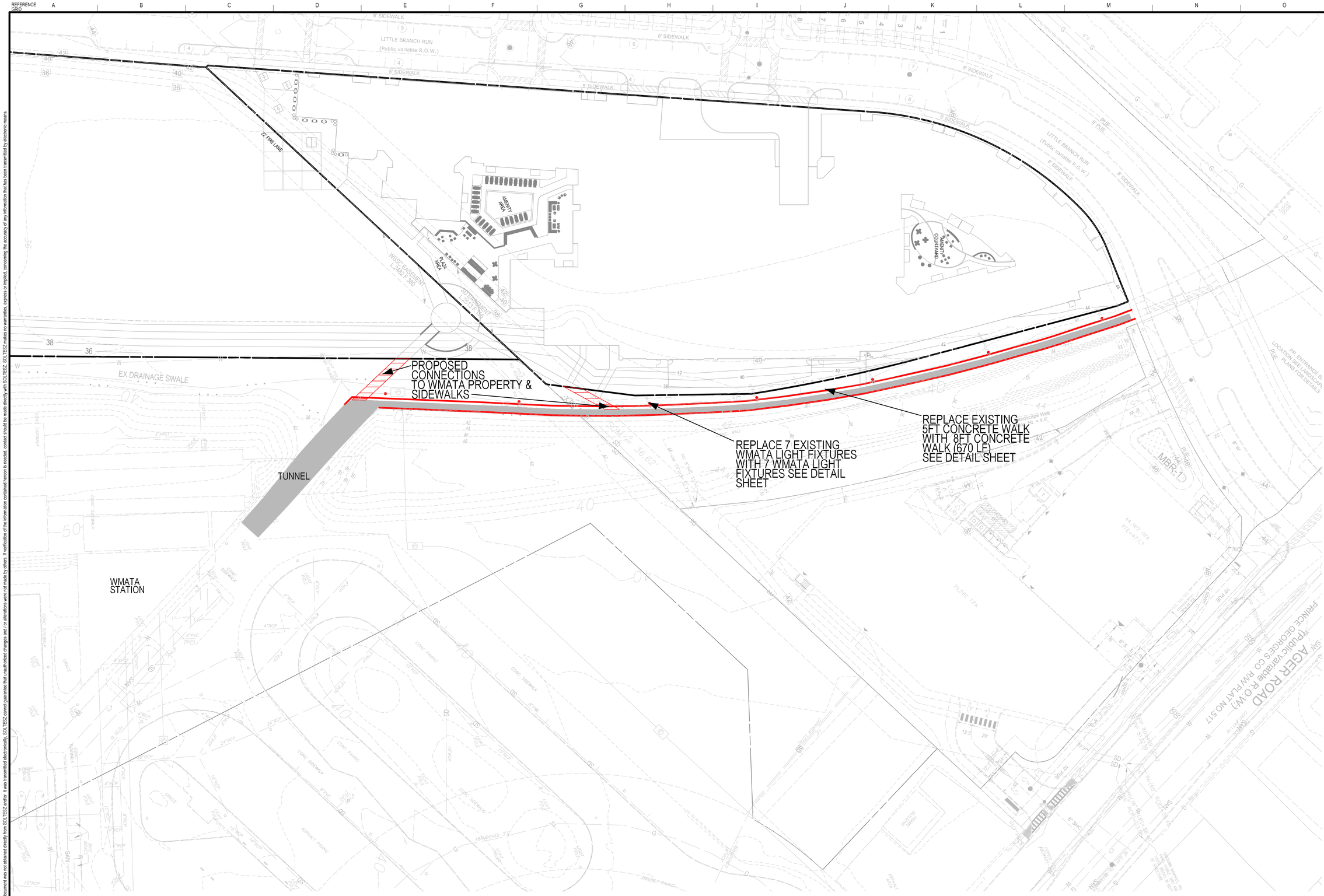
Print Name

Planning Director

Title

The original of this drawing document was prepared by Soltesz, Inc. (SOLTESZ). If this document was not obtained directly from SOLTESZ and/or it was transmitted electronically, SOLTESZ cannot guarantee that unauthorized changes and / or alterations were not made by others. If verification of the information contained hereon is needed, contact should be made directly with SOLTESZ. SOLTESZ makes no warranties, express or implied, concerning the accuracy of any information that has been transmitted by electronic means.

REFERENCE GRID



PROPOSAL:

1. REPLACE 670LF OF EXISTING 5FT CONCRETE WALK WITH 670LF OF 8FT CONCRETE WALK
2. REPLACE 7 EXISTING WMATA LIGHT FIXTURES WITH 7 WMATA LIGHT FIXTURES
3. MAKE 2 PEDESTRIAN CONNECTIONS FROM THE PROPOSED DEVELOPMENT TO WMATA'S PEDESTRIAN SYSTEM

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

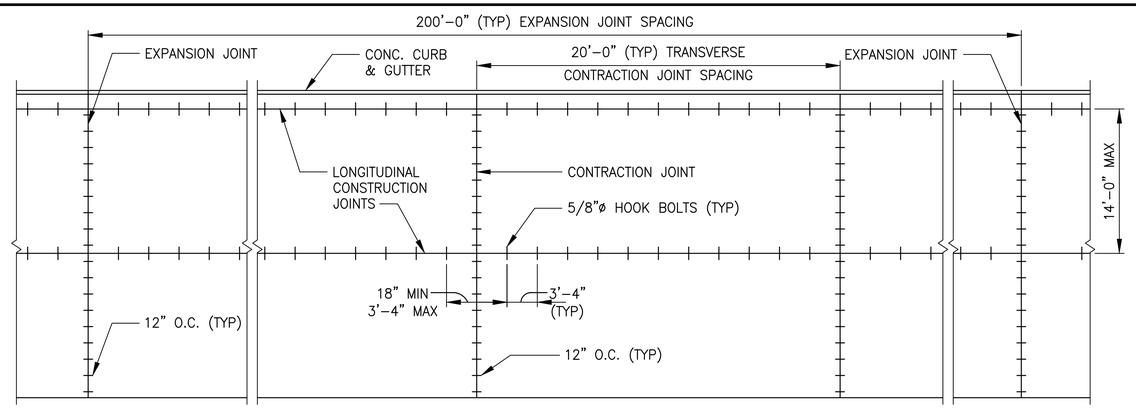
OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

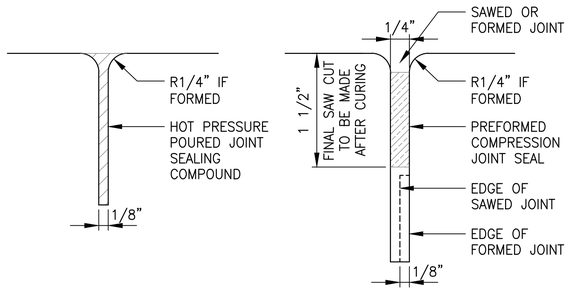
CONTACT NAME: MR. MATT MICHETTI

WMATA PROPERTY IMPROVEMENTS
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83; VERTICAL: NGVD1929	
1" =	DATE: JULY, 2021
SHEET 1 OF 1	DESIGNED: DJB; TECHNICIAN: DJB; CHECKED: DJB; CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	



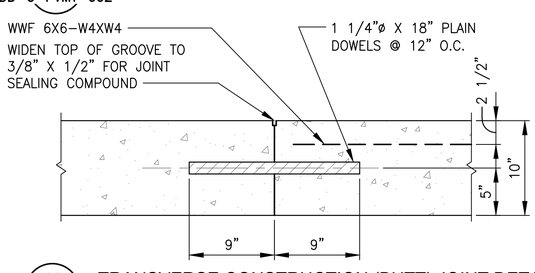
17 TYPICAL JOINT PLAN FOR LOAD TRANSFER DEVICES
DD-C-PVMT-002 SCALE: NONE



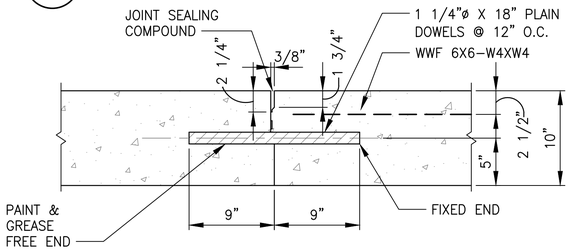
5 JOINT SEAL DETAILS
DD-C-PVMT-002 SCALE: NONE

GENERAL NOTES:

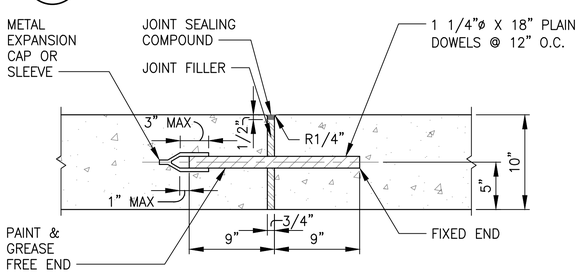
1. ALL LONGITUDINAL AND TRANSVERSE JOINTS SHALL HAVE LOAD TRANSFER DEVICES AS SHOWN.
2. PROVIDE BOND BREAKER MATERIAL AROUND FIXED STRUCTURES (I.E., MANHOLES, INLETS, ETC.) BEFORE PLACING THE CONCRETE PAVEMENT.
3. PROVIDE BOND BREAKER MATERIAL BETWEEN THE JOINT FILLER AND JOINT SEALING COMPOUND.



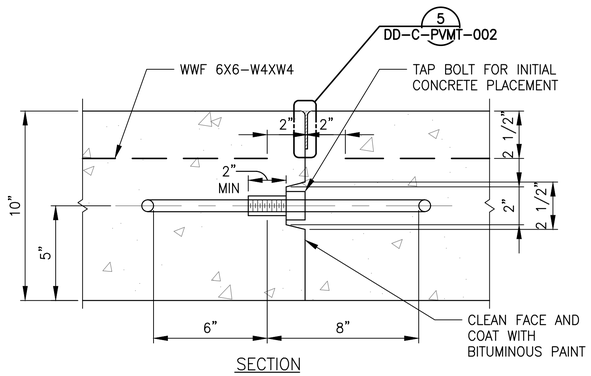
18 TRANSVERSE CONSTRUCTION (BUTT) JOINT DETAIL
DD-C-PVMT-002 SCALE: NONE



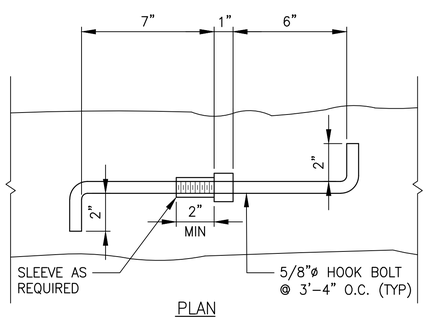
19 CONTRACTION JOINT DETAIL
DD-C-PVMT-002 SCALE: NONE



20 TRANSVERSE EXPANSION JOINT DETAIL
DD-C-PVMT-002 SCALE: NONE

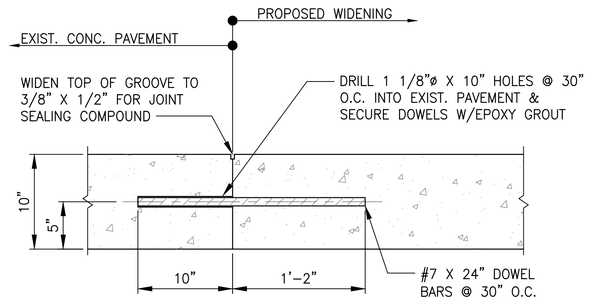


SECTION

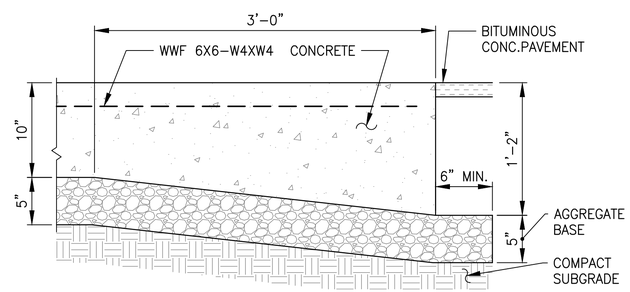


PLAN

16 TIE ROD ASSEMBLY AND LONGITUDINAL CONSTRUCTION JOINT DETAILS
DD-C-PVMT-002 SCALE: NONE



7 METHOD OF WIDENING CONCRETE PAVEMENT
DD-C-PVMT-002 SCALE: NONE



8 PAVEMENT THICKENED EDGE DETAILS
DD-C-PVMT-002 SCALE: NONE

DESIGNED	TUNG	03/1982 DATE
DRAWN	P FANFULIK	08/2016 DATE
CHECKED	T ROBINSON	10/2016 DATE

REFERENCE DRAWINGS

NUMBER	TITLE

REVISIONS

DATE	NUM	DESCRIPTION
6/2007	1	REVISED AND ISSUED BY WMATA
7/2016	2	REVISED AND ISSUED BY WMATA

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

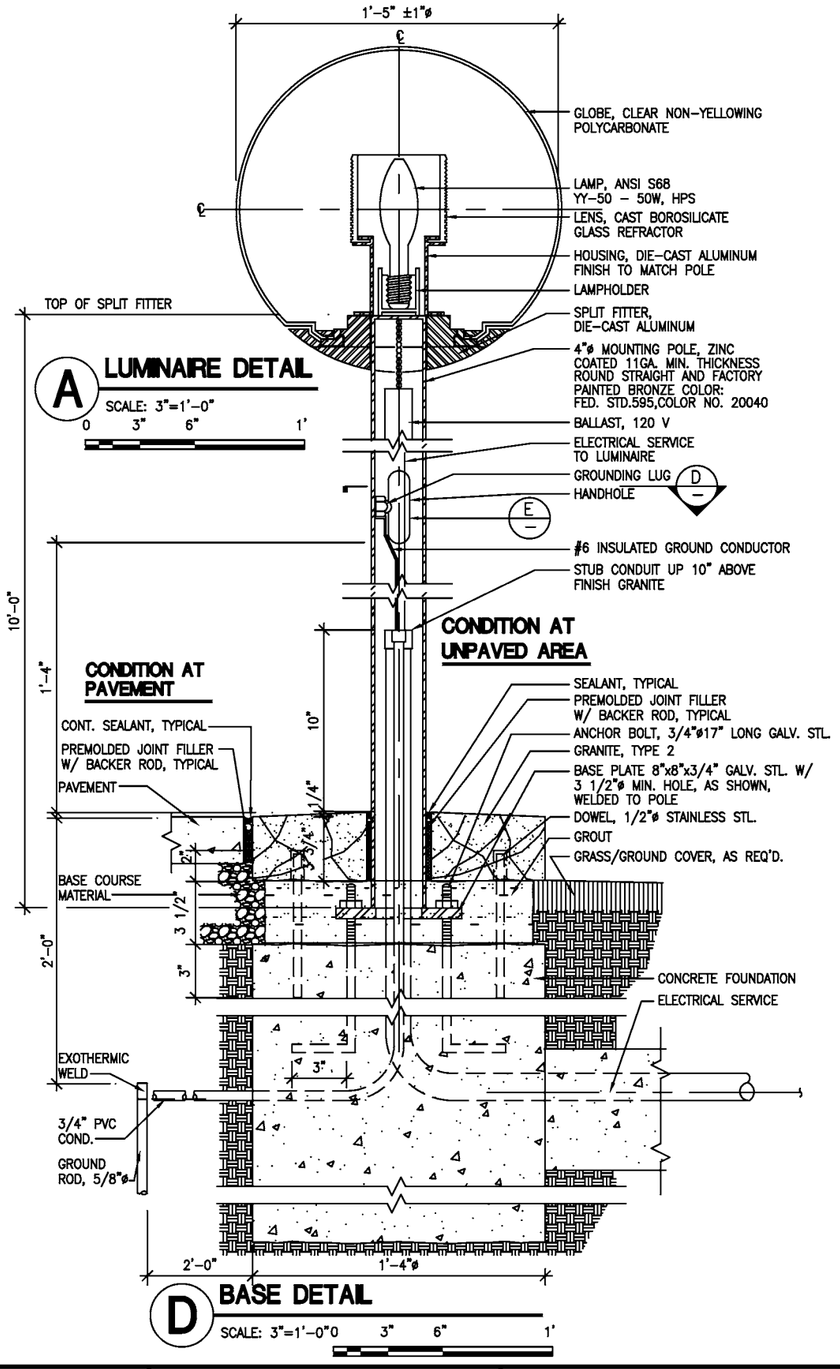
OFFICE OF DESIGN AND CONSTRUCTION
ENGA - CIVIL ENGINEERING

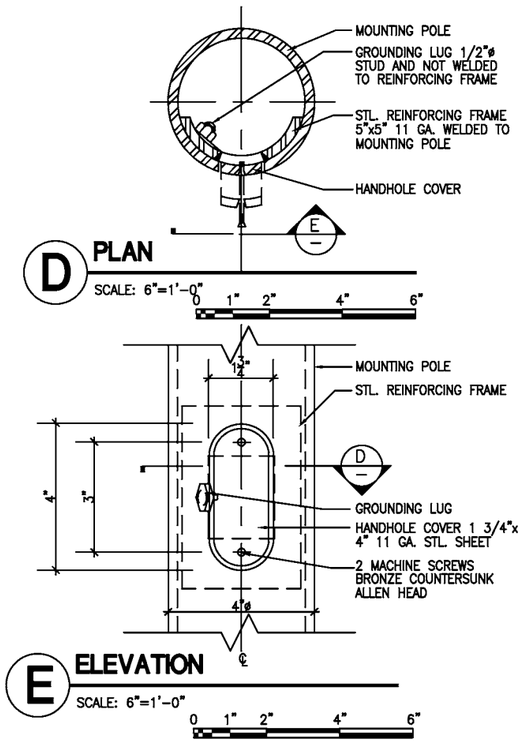
APPROVED DATE

APPROVED DATE

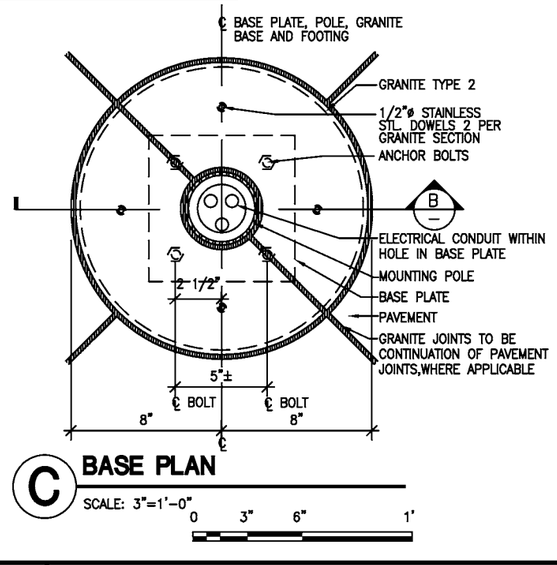
CIVIL DESIGN DIRECTIVE DRAWINGS
CONCRETE PAVEMENT JOINT DETAILS

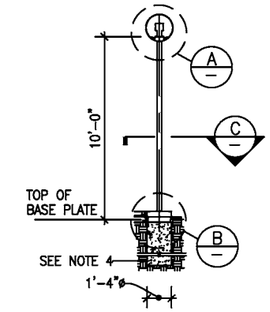
M NO.	CONTRACT NO.	SCALE	DRAWING NO.	SHEET NO.
M-	FQ-	NOT TO SCALE	DD-C-PVMT-002	02 of 03





HANDHOLE DETAILS



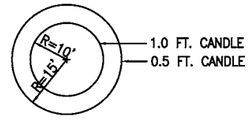


F FIXTURE ELEVATION

SCALE: 1/4"=1'-0"

0 3' 6' 12'

FIXTURE G-10, WHICH IS STILL PRESENT IN MANY WMATA FACILITIES, IS NO LONGER USED AND IS SHOWN HERE FOR REFERENCE ONLY. WMATA'S NEW STANDARD FIXTURE FOR ALL NEW INSTALLATIONS IS 97G-10 (DWG. ST-A-LT-9)



G-10-1-V-50
LES TYPE V DISTRIBUTION

PHOTOMETRICS - INITIAL F.C.

1" = 20'-0"

NOTES:

1. U.L. CERTIFICATION: PROVIDE FIXTURES CONFORMING TO N.E.C. REQUIREMENTS FOR WET LOCATIONS.
2. LAMP HOLDER RATED: 4 KV PULSE.
3. WHEN CONDUIT IS ROUGHED-IN PROVIDE TEMPORARY CONDUIT CAPS TO INSURE THE EXCLUSION OF DIRT DURING SUBSEQUENT CONSTRUCTION AND UNTIL INSTALLATION OF LIGHTING FIXTURE.
4. SEE STRUCTURAL DWGS. FOR FOOTING DEPTH AND REINFORCEMENT.

DESIGNED	D. MUNSON	1998 DATE
DRAWN	N. IBEBELE	1998 DATE
CHECKED	K. LANDESZ	1998 DATE
APPROVED	J. CORLEY	1998 DATE

REFERENCE DRAWINGS

NUMBER	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION
08/2001	ENGA	Revised and issued by the Authority

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

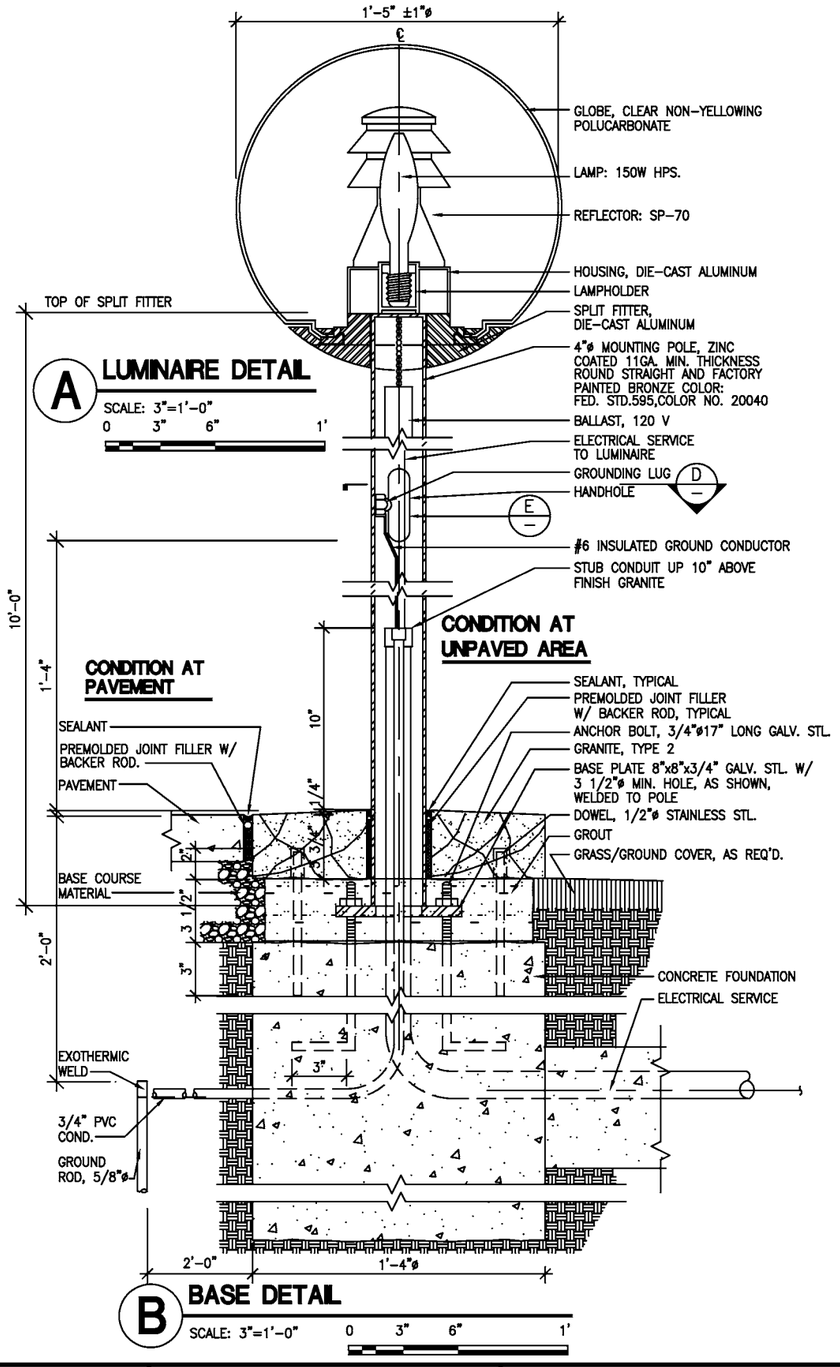
DEPARTMENT OF TRANSIT SYSTEM DEVELOPMENT
OFFICE OF ENGINEERING AND ARCHITECTURE

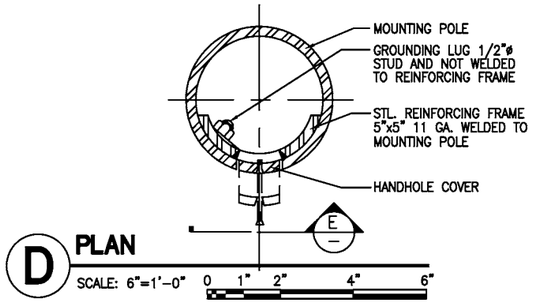
SUBMITTED _____ DATE

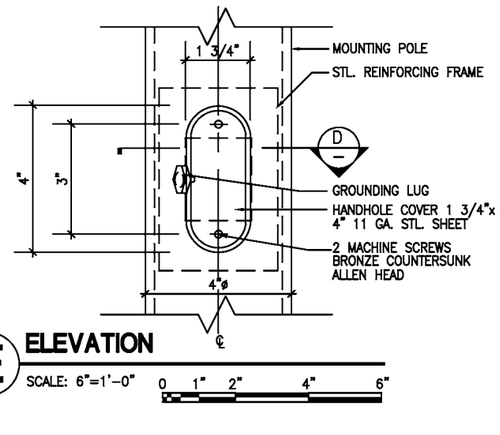
APPROVED _____ DIRECTOR May 3, 2001 DATE

ARCHITECTURAL STANDARD DRAWING
STANDARD EXTERIOR LIGHTING FIXTURE G-10

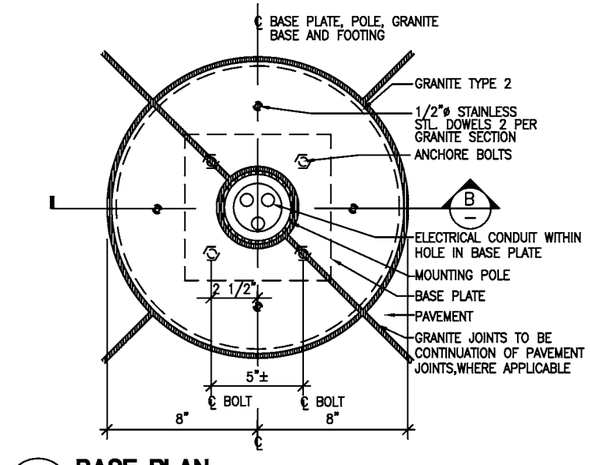
SCALE	DRAWING NO.
AS SHOWN	ST-A-LT-005

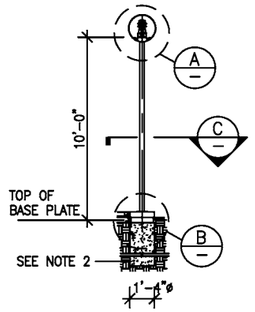


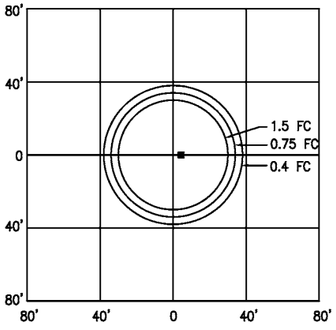




HANDHOLE DETAILS







PHOTOMETRICS – INITIAL F.C.

1" = 40'-0" 0 20' 40' 80'

NOTES:

1. U.L. CERTIFICATION: PROVIDE FIXTURES CONFORMING TO N.E.C. REQUIREMENTS FOR WET LOCATIONS.
2. WHEN CONDUIT IS ROUGHED-IN PROVIDE TEMPORARY CONDUIT CAPS TO INSURE THE EXCLUSION OF DIRT DURING SUBSEQUENT CONSTRUCTION AND UNTIL INSTALLATION OF LIGHTING FIXTURE.
3. SEE STRUCTURAL DWGS. FOR FOOTING DEPTH AND REINFORCEMENT.

DESIGNED	D. MUNSON	1998 DATE
DRAWN	N. IBIEBELE	1998 DATE
CHECKED	K. LANDESZ	1998 DATE
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REFERENCE DRAWINGS

NUMBER	DESCRIPTION

REVISIONS

DATE	BY	DESCRIPTION
08/2001	ENGA	Revised and issued by the Authority

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF TRANSIT SYSTEM DEVELOPMENT
OFFICE OF ENGINEERING AND ARCHITECTURE

SUBMITTED _____ DATE

APPROVED _____ DIRECTOR May 3, 2001 DATE

ARCHITECTURAL STANDARD DRAWING
STANDARD EXTERIOR REFLECTOR LIGHTING FIXTURE 97G-10

SCALE	DRAWING NO.
AS SHOWN	ST-A-LT-009

AFFIDAVIT

The purpose of this affidavit is to certify that pursuant to CB-55-2008 Formal Acceptance Mailing Letters regarding the application for West Hyattsville DSP-20053-02 were mailed to all adjoining property owners on October 30, 2025.

I solemnly affirm under the penalties of perjury, that the contents of the foregoing paper are true to the best of my knowledge, information, and belief.

Signature

10-30-25
Date

David J. Bickel, RLA
Print Name

Planning Director
Title

SOLTESZ

STRATEGIES FOR TODAY. INSIGHT FOR TOMORROW.

October 29, 2025

Via First Class Mail

To: Adjoining Property Owners, Municipalities within One Mile, Persons of Record, and Registered Associations

FROM: Soltesz, LLC

.

RE: West Hyattsville (Expedited Transit Oriented Development Project)
5615 Little Branch Run, Hyattsville, Md 20782
Application Number: DSP-20053-02 and TCP2-2025-0074

Dear Adjoining Property Owners, Municipalities, Persons of Record, and Registered Associations:

This letter is to inform you that The Maryland-National Capital Park and Planning Commission (M- NCPPC) is ready to accept the subject application. A TCP2 will be reviewed concurrently with the DRD application.

The address of the subject property is 5615 Little Branch Run, Hyattsville, Md 20782. The nature of the review is to develop multifamily buildings on Parcel 2 and modify the courtyard.

Once the application is formally accepted, it will be scheduled for a future Planning Board hearing. If you have not already registered to become a person of record, you are encouraged to do so at this time. As a Person of Record, you will be notified of the future Planning Board hearing and may be entitled to certain rights under the Zoning Ordinance, Subdivision Regulations, and Woodland and Wildlife Habitat Conservation Ordinance, but registration is required. You may register online at https://www.mncppcapps.org/planning/Person_of_Record/default.cfm, or you may submit your name, address, and the above- referenced application number and name by mailing a written request to:

The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, MD 20774

If you have already registered to become a person of record from an earlier mailing for this application DSP-20053-02, you do not have to register again. Being a person of record on a separate application on the same property does not make you a person of record for the subject application. You must request to become a person of record for each separate application (separate applications have different application numbers).

If you have any questions about this application, you may contact Tom Haller at 301-306-0033.

Sincerely,
Soltesz, LLC

David J. Bickel, RLA
Director of Planning.

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

CETRANO JONATHAN ETAL

2527 RIVER TERRACE RD HYATTSVILLE, MD 20782

BROWN JEROME

2524 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

WASHINGTON METRO AREA TRANS AUTH JOSEPH J MULDOON

600 5TH ST N W WASHINGTON, DC 20001

FANG YUAN

2507 NICHOLSON ST HYATTSVILLE, MD 20782

ANGELONI MICHAEL A ET AL

5612 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

REYNOLDS KENDRICK ETAL

2501 CRIMSON FOX DR HYATTSVILLE, VA 20190

WASHINGTON METRO AREA TRANS AUTH

600 5TH ST WASHINGTON, DC 20004

MARTINEZ HECTOR A & VILMA A BLANDO

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2535 RIVER TERRACE RD HYATTSVILLE, MD 20782

NDAVI FREDRICK W ETAL

2523 RIVER TERRACE RD HYATTSVILLE, MD 20782

KRAFT JEFFREY JR ETAL

2520 EMERALD BRANCH DR, HYATTSVILLE, MD 20782

PACE ANDREW K ETAL

2511 NICHOLSON ST HYATTSVILLE, MD 20782

ORRANGE JOSEPH ETAL

5604 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

PIO NAFISSA LIVING TRUST

2516 CRIMSON FOX DR HYATTSVILLE, MD 20782

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ABEDIYEH SHABNAM S

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14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

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5606 HYATTSVILLE DR HYATTSVILLE, MD 20782

FLUEGGE AMELIE VON TRUST

2517 RIVER TERRACE RD HYATTSVILLE, MD 20782

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

YURAVLIVKER NATALIE T ETAL

2509 NICHOLSON ST HYATTSVILLE, MD 20782

QUINANOLA ELIZABETH

2508 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ROBB KYLE GREGORY ETAL

2512 CRIMSON FOX DR HYATTSVILLE, MD 20782

FLOWERS RAMONO ETAL

5670 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

EICHNER RONALD B

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

AGER ROAD PARTNER LLC

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KAMGA STEVE ETAL

5601 HYATTSVILLE DR HYATTSVILLE, MD 20782

GHIMIRE POONAM

5603 HYATTSVILLE DT HYATTSVILLE, MD 20782

WELLY AMANDA RAE

2545 NICHOLSON ST HYATTSVILLE, MD 20782

ILIC JOSIPA

2535 NICHOLSON ST HYATTSVILLE, MD 20782

MONK ERIC A

2527 NICHOLSON ST HYATTSVILLE, MD 20782

NICCO ANNAN FRANCISCO ETAL

2530 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ELLIS NATHAN H

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SOLOMON JOSEPH JR

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CHOPP JUSTINE M

2512 EMERALD BRANCH DR HYATTSVILLE, MD 20782

NIGRELLI ANTHONY ETAL

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SAWYER GABRIELLE YVONNE

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JOHNSON OLUWASEGUN ETAL

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MARSHALL JASMINE NICOLE

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MARTINEZ JESSICA

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VO JENNIE

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NEWMAN TIFFANNY ETAL

5613 HYATTSVILLE DR HYATTSVILLE, MD 20782

ROBINSON CARL ETAL

2540 EMERALD BRANCH DR HYATTSVILLE, MD 20782

GILLIAM ELISHA PILAR

2538 EMERALD BRANCH DR HYATTSVILLE, MD 20782

COLLINSON STEPHEN J ET AL

2525 NICHOLSON ST HYATTSVILLE, MD 20782

WILLIAMS KELLY DARNIQUE

2523 NICHOLSON ST HYATTSVILLE, MD 20782

HACKERT CONNOR J ETAL

2505 RIVER TERRACE RD HYATTSVILLE, MD 20782

PALLMEYER KRISTEN A

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LEE ELLIOT M ETAL

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CARTER TARIK M ETAL

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PATTON NAOMI

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KASHYAP MIHIKA ETAL

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HUGHES BAVISHI FAMILY TRUST

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MBUYI NDELELA NADINE

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SEIFU ROBEL ETAL

2510 CRIMSON FOX DR HYATTSVILLE, MD 20782

GAYLES EBONY

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DENMAN COURTNEY

2508 CRIMSON FOX DR HYATTSVILLE, MD 20782

ZAVALA NINA H ETAL

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VEGA DANIEL STRAZZULLA

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FANG YUAN

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MEHTA PRACHI DHAWAL

2558 KIRKWOOD PL HYATTSVILLE, MD 20782

GASS NICHOLAS DANIEL ETAL

2554 KIRKWOOD PL HYATTSVILLE, MD 20782

EVANS IJEOMA ADAOBI OKOLO ETAL

2550 KIRKWOOD PL HYATTSVILLE, MD 20782

GRAVES JESSE T ETAL

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SPOTANSKI DAVID R ETAL

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ROZENBERG MARTIN ETAL

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BLACKWELL MICHELE

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LEE EUN JU

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YOON HAE SOOK

5610 ALPHA RIDGE AVE
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HUBBARD RYAN ETAL

2528 EMERALD BRANCH DR
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YARI FEROZA

2522 EMERALD BRANCH DR
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KATCO LLC

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HYATTSVILLE, MD 20782

KENDRICK MARCUS

5606 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

SMITH VINCENT E JR

2515 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

GUZMAN JULIO RODRIGO ROBLEDO ETAL

2504 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

GOMEZ VALENCIA LINA M

2513 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

STETTEN TIMOTHY VON ETAL

5622 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

KAY LEIGH ANN ETAL

5626 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

GIFFORD SALLY KAY

2521 CRIMSON FOX DR
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RHODES COURTNEY F

5636 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

CEDENO ZAMBRANO LORENA

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WILLIS APRILL OPHELLA

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MATHEWS DENNIS

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YE ZE ANG TRUST

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CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

CHEN DONG

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HARVEY JORDAN

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DUKES CHARLES E III

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STOUFER TINA

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GONZALEZ OMAR

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BEDON MONICA R

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ARLINGTON VA 22201

MS.NANCY L DIMAIO
4009 INGRAHAM STREET 4009 INGRAHAM ST
HYATTSVILLE MD 20781

AVONRIDGE COMMUNITY DEVELOPMENT CORPORATION

P. O. BOX 5933 HYATTSVILLE, MD 20782

BRIGHTON PLACE HOMEOWNERS ASSOCIATION

TECH ROAD 12200 SUITE 325 SILVER SPRING, MD 20904

COOL SPRING TERRACE CIVIC ASSOCIATION (CSTCA) CYNTHIA

BAUR CURRY PLACE 8300 HYATTSVILLE, MD 20783

CAROLE HIGHLANDS NEIGHBORHOOD ASSOCIATION JASON R.

CLAYTON 15TH AVENUE 7314 TAKOMA PARK, MD 20912

LEWISDALE CITIZENS' ASSOCIATION

22ND PLACE 6613 HYATTSVILLE, MD 20782

Celina R. Benitez- Mayor
One Municipal Square
Mount Rainier MD, 20712

Wanika Fisher - Council Member, District 2
1301 McCormick Drive
County Council, 2nd Floor
Largo MD, 20774

DR.ANNELIES GOGER
5105 BENTON AVENUE
BETHESDA MD 20814

MR.KELSON NISBETT
KELSON NISBETT FOR CITY COUNCIL
5614 LITTLE BRANCH RUN
HYATTSVILLE MD 20782

MELWOOD PARK ASSOCIATION C/O PROCOM

SERENDIPITY DRIVE 400 MILLERSVILLE, MD 21108

UNIVERSITY HILLS AREA CIVIC ASSOCIATION (UHACA)

PONY TRAIL LANE 7117 HYATTSVILLE, MD 20782

HYATTSVILLE COMMUNITY DEVELOPMENT CORPORATION STUART

EISENBERG FARRAGUT STREET 4314 HYATTSVILLE, MD 20781

CALVERTON CITIZENS ASSOCIATION BERNADINE (BERNIE)

KARNS GAZEBO COURT 3005 SILVER SPRING, MD 20904

TAKOMA BRANCH CIVIC ASSOCIATION

RED TOP ROAD 6810 APT. #3 TAKOMA PARK, MD 20912

Robert S. Croslin - Mayor
4310 Gallatin Street
Hyattsville MD, 20781

Jolene Ivey Council Member-At Large Ivey
1301 McCormick Drive
County Council, 2nd Floor
Largo MD, 20774

LINA GOMEZ VALENCIA
2513 EMERALD BRANCH DRIVE
HYATTSVILLE MD 20782

ARTS DISTRICT EAST HOMEOWNERS ASSOCIATION C/O LEGOMAND NORMAN

FAIRVIEW PARK DRIVE 3130 SUITE #200 FALLS CHURCH, VA 22042

SAVE OUR SUSTAINABLE HYATTSVILLE GREG

SMITH FARRAGUT STREET 4204 HYATTSVILLE, MD 20781

EVER MAY VILLAGE HOMEOWNERS ASSOCIATION AGNES

BROWN HIGGINS WAY 1007 HYATTSVILLE, MD 20782

AVONDALE NORTH WOODRIDGE CITIZENS' ASSOCIATION

PO BOX 5891 HYATTSVILLE, MD 20782

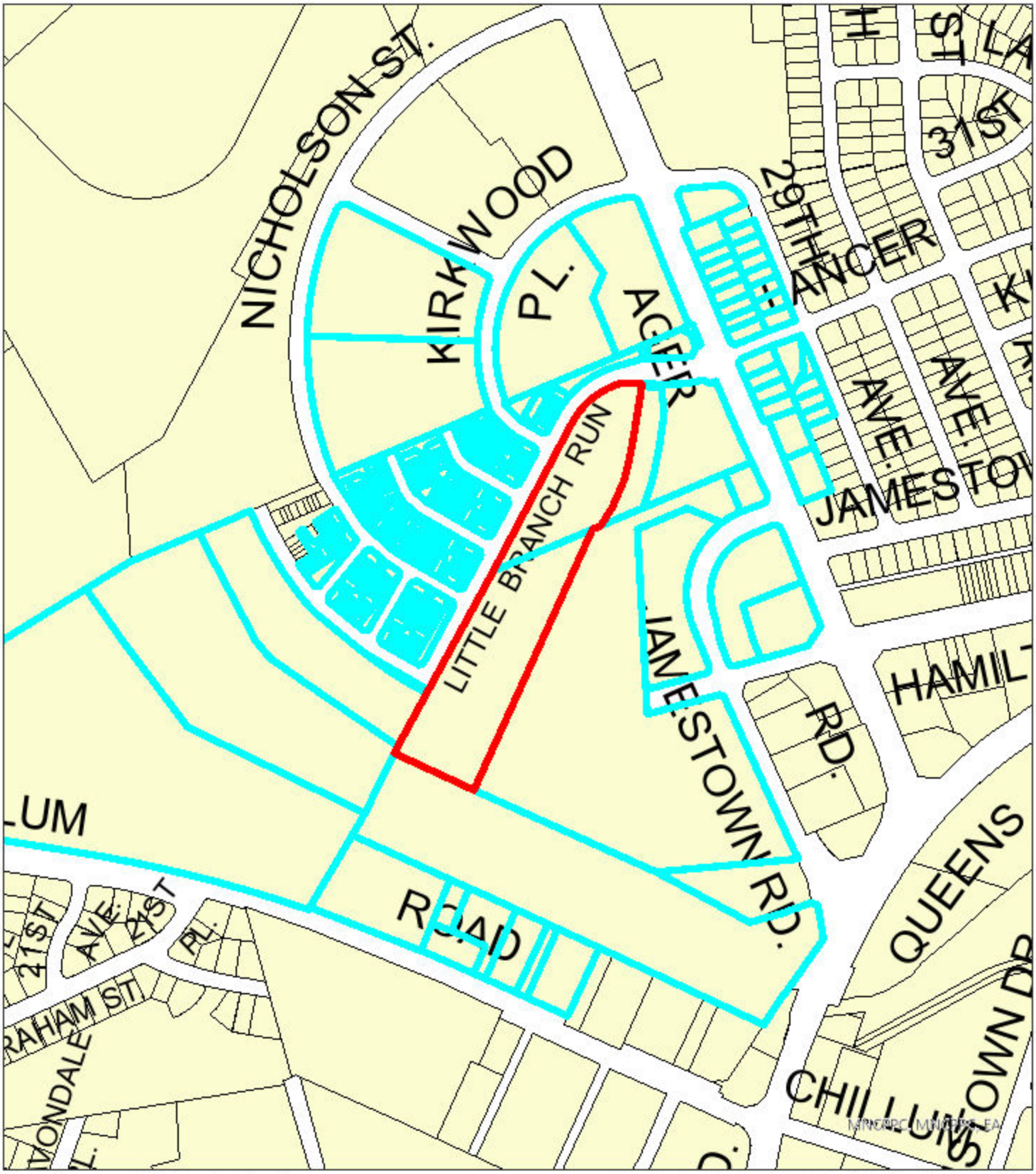
Rocio Treminio-Lopez – Mayor
3712 Utah Avenue
Brentwood MD, 20722

Lakisha Hull - Planning Director
Prince George's County Planning Department
1616 McCormick Drive
Largo MD, 20774

Calvin S. Hawkins, II - Council Member-At-Large Hawkins
1301 McCormick Drive
County Council, 2nd Floor
Largo MD, 20774

MR.MARTIN ROZENBERG
2519 RIVERTERRACE ROAD 2519 RIVER TERRACE RD.
HYATTSVILLE MD 20782

DSP-20053-02



Development Address & Sketchmap
Extract Adjoining Properties

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department Geographic Information System

0 0.05 0.1 mi

Map Date: 10/1/2025

AFFIDAVIT

The purpose of this affidavit is to certify that pursuant to CB-55-2008 Formal Acceptance Mailing Letters regarding the application for West Hyattsville DSP-20053-02 were mailed to all adjoining property owners on October 30, 2025.

I solemnly affirm under the penalties of perjury, that the contents of the foregoing paper are true to the best of my knowledge, information, and belief.

Signature

10-30-25
Date

David J. Bickel, RLA
Print Name

Planning Director
Title

SOLTESZ

STRATEGIES FOR TODAY. INSIGHT FOR TOMORROW.

October 29, 2025

Via First Class Mail

To: Adjoining Property Owners, Municipalities within One Mile, Persons of Record, and Registered Associations

FROM: Soltesz, LLC

.

RE: West Hyattsville (Expedited Transit Oriented Development Project)
5615 Little Branch Run, Hyattsville, Md 20782
Application Number: DSP-20053-02 and TCP2-2025-0074

Dear Adjoining Property Owners, Municipalities, Persons of Record, and Registered Associations:

This letter is to inform you that The Maryland-National Capital Park and Planning Commission (M- NCPPC) is ready to accept the subject application. A TCP2 will be reviewed concurrently with the DRD application.

The address of the subject property is 5615 Little Branch Run, Hyattsville, Md 20782. The nature of the review is to develop multifamily buildings on Parcel 2 and modify the courtyard.

Once the application is formally accepted, it will be scheduled for a future Planning Board hearing. If you have not already registered to become a person of record, you are encouraged to do so at this time. As a Person of Record, you will be notified of the future Planning Board hearing and may be entitled to certain rights under the Zoning Ordinance, Subdivision Regulations, and Woodland and Wildlife Habitat Conservation Ordinance, but registration is required. You may register online at https://www.mncppcapps.org/planning/Person_of_Record/default.cfm, or you may submit your name, address, and the above- referenced application number and name by mailing a written request to:

The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, MD 20774

If you have already registered to become a person of record from an earlier mailing for this application DSP-20053-02, you do not have to register again. Being a person of record on a separate application on the same property does not make you a person of record for the subject application. You must request to become a person of record for each separate application (separate applications have different application numbers).

If you have any questions about this application, you may contact Tom Haller at 301-306-0033.

Sincerely,
Soltesz, LLC

David J. Bickel, RLA
Director of Planning.

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

CETRANO JONATHAN ETAL

2527 RIVER TERRACE RD HYATTSVILLE, MD 20782

BROWN JEROME

2524 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

WASHINGTON METRO AREA TRANS AUTH JOSEPH J MULDOON

600 5TH ST N W WASHINGTON, DC 20001

FANG YUAN

2507 NICHOLSON ST HYATTSVILLE, MD 20782

ANGELONI MICHAEL A ET AL

5612 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

REYNOLDS KENDRICK ETAL

2501 CRIMSON FOX DR HYATTSVILLE, VA 20190

WASHINGTON METRO AREA TRANS AUTH

600 5TH ST WASHINGTON, DC 20004

MARTINEZ HECTOR A & VILMA A BLANDO

5708 29TH AVE HYATTSVILLE, MD 20782

PS ATLANTIC COAST LLC PUBLIC STORAGE

PO BOX 25025 DEPT PT PS27321 GLENDALE, CA 91221

HOLMES ERICA N

2535 RIVER TERRACE RD HYATTSVILLE, MD 20782

NDAVI FREDRICK W ETAL

2523 RIVER TERRACE RD HYATTSVILLE, MD 20782

KRAFT JEFFREY JR ETAL

2520 EMERALD BRANCH DR, HYATTSVILLE, MD 20782

PACE ANDREW K ETAL

2511 NICHOLSON ST HYATTSVILLE, MD 20782

ORRANGE JOSEPH ETAL

5604 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

PIO NAFISSA LIVING TRUST

2516 CRIMSON FOX DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

KHAN REHAN ETAL

5606 HYATTSVILLE DR HYATTSVILLE, MD 20782

FLUEGGE AMELIE VON TRUST

2517 RIVER TERRACE RD HYATTSVILLE, MD 20782

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

YURAVLIVKER NATALIE T ETAL

2509 NICHOLSON ST HYATTSVILLE, MD 20782

QUINANOLA ELIZABETH

2508 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ROBB KYLE GREGORY ETAL

2512 CRIMSON FOX DR HYATTSVILLE, MD 20782

FLOWERS RAMONO ETAL

5670 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

EICHNER RONALD B

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

AGER ROAD PARTNER LLC

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

KAMGA STEVE ETAL

5601 HYATTSVILLE DR HYATTSVILLE, MD 20782

GHIMIRE POONAM

5603 HYATTSVILLE DT HYATTSVILLE, MD 20782

WELLY AMANDA RAE

2545 NICHOLSON ST HYATTSVILLE, MD 20782

ILIC JOSIPA

2535 NICHOLSON ST HYATTSVILLE, MD 20782

MONK ERIC A

2527 NICHOLSON ST HYATTSVILLE, MD 20782

NICCO ANNAN FRANCISCO ETAL

2530 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ELLIS NATHAN H

2521 NICHOLSON ST HYATTSVILLE, MD 20782

ASHLEY MICHAEL

5603 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

MONTOYA STEVEN

2513 NICHOLSON ST HYATTSVILLE, MD 20782

SOLOMON JOSEPH JR

2501 RIVER TERRACE RD HYATTSVILLE, MD 20782

CHOPP JUSTINE M

2512 EMERALD BRANCH DR HYATTSVILLE, MD 20782

NIGRELLI ANTHONY ETAL

2510 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

SAWYER GABRIELLE YVONNE

2503 NICHOLSON ST HYATTSVILLE, MD 20782

JOHNSON OLUWASEGUN ETAL

5618 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MARSHALL JASMINE NICOLE

2501 EMERALD BRANCH DR HYATTSVILLE, MD 20782

MARTINEZ JESSICA

2505 CRIMSON FOX DR HYATTSVILLE, MD 20782

RUMMO JAMES

2503 CRIMSON FOX DR HYATTSVILLE, MD 20782

VO JENNIE

5680 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

FAULK LYNDA

5682 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

WASHINGTON METRO AREA TRANS AUTH REAL EST OFFCE JOSEPH J MULDOON

600 FIFTH ST NW WASHINGTON, DC 20001

NORTH POINTE PROPERTY OWNER LP

575 MADISON AVE FLOOR 22 NEW YORK, NY 10022

MALTEZ OVIDIO A ETAL

5706 29TH AVE HYATTSVILLE, MD 20782

BLANCO HUBER GUANDIQUE ETAL

2802 LANCER DR HYATTSVILLE, MD 20782

TELLES DORA A

5614 29TH AVE HYATTSVILLE, MD 20782

WASHINGTON GAS LIGHT COMPANY

1000 MAINE AVE SW WASHINGTON, DC 20024

FLASH GABRIELLE

2539 NICHOLSON ST HYATTSVILLE, MD 20782

NEWMAN TIFFANNY ETAL

5613 HYATTSVILLE DR HYATTSVILLE, MD 20782

ROBINSON CARL ETAL

2540 EMERALD BRANCH DR HYATTSVILLE, MD 20782

GILLIAM ELISHA PILAR

2538 EMERALD BRANCH DR HYATTSVILLE, MD 20782

COLLINSON STEPHEN J ET AL

2525 NICHOLSON ST HYATTSVILLE, MD 20782

WILLIAMS KELLY DARNIQUE

2523 NICHOLSON ST HYATTSVILLE, MD 20782

HACKERT CONNOR J ETAL

2505 RIVER TERRACE RD HYATTSVILLE, MD 20782

PALLMEYER KRISTEN A

5609 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE

7419 BALTIMORE ANNAPOLIS BLVD GLEN BURNIE, MD 21061

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SANGOSSE PASCALINE

2505 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

CARY BRITTANY JILLIAN

2507 EMERALD BRANCH DR HYATTSVILLE, MD 20782

BRYANT RITCHIE ROMEL

2519 CRIMSON FOX DR HYATTSVILLE, MD 20782

LEE ELLIOT M ETAL

5634 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

ALDANA SARAI

2556 KIRKWOOD PL HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SCOTT PAIGE

5674 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

DIAZ MILDRED ETAL

5621 AGER RD HYATTSVILLE, MD 20782

MARTINEZ ANDRES R

5709 AGER RD HYATTSVILLE, MD 20782

VEGA DAVID

3401 UPSHUR ST BRENTWOOD, MD 20722

ORE DE GALINDO RENE

5704 29TH AVE HYATTSVILLE, MD 20782

OSORIO HUMBERTO

2805 LANCER DR HYATTSVILLE, MD 20782

MEDINA MARICELA

2803 LANCER DR WEST HYATTSVILLE, MD 20782

YAO ZHEWEI ETAL

2542 NICHOLSON ST HYATTSVILLE, MD 20782

ANIS ADIL FARSHAD ETAL

5604 HYATTSVILLE DR HYATTSVILLE, MD 20782

YUKHANANOV RUSTAM ETAL

36 WOODLEY AVE WEST ROXBURY, MA 02132

MATHIAS JEREMY

5602 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

HARRELL DENSTINY J 5604 ALPHA RIDGE AVE

\ HYATTSVILLE, MD 20782

SPONSELLER MICHAEL A

2513 RIVER TERRACE ROAD HYATTSVILLE, MD 20782

MURRAY ALISTER A ETAL

2507 RIVER TERRACE RD HYATTSVILLE, MD 20782

COLES MELINDA

2518 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ILOH JACQUELINE

2515 NICHOLSON ST HYATTSVILLE, MD 20782

2537 EBD LLC

PO BOX 341810 BETHESDA, MD 20827

2426-28 CHILLUM ROAD LLC

9308 OCCOQUAN OVERLOOK DR LORTON, VA 22079

HERNANDEZ ALEXIS STANLEY

2522 CRIMSON FOX DR HYATTSVILLE, MD 20782

VIDRINE ARTHUR III

3905 HELVETIA DRIVE ANCHORAGE, AK 99508

KIM RACHEL APT 21

91 CHRISTOPHER ST NEW YORK, NY 10014

MCCOY BRITNEY J

2502 CRIMSON FOX DR HYATTSVILLE, MD 20782

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KIRKWOOD ASSOC'S SUITE 410

8720 GEORGIA AVE SILVER SPRING, MD 20910

OSORIO HUMBERTO ETAL

2805 LANCER DR HYATTSVILLE, MD 20782

VIA KEVIN A ETAL

5600 HYATTSVILLE DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

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RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SINGH HARTEJ

9556 CAPITAL LN UPPER MARLBORO, MD 20774

DHILLON JAPNEET SINGH ETAL

2500 EMERALD BRANCH DR HYATTSVILLE, MD 20782

WILLIAMS SHARLENA

5624 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

VERSCHNEIDER DANIEL TRUST

5638 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

COCHRAN SHAYLYN C

5676 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

HUNTER DEBORAH A

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2426-28 CHILLUM ROAD LLC

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ROBINSON RANDALL EUGENE

2506 EMERALD BRANCH DR HYATTSVILLE, MD 20782

NISBETT KELSON

5614 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

STANLEY MARTIN HOMES LLC SUITE 1100

11710 PLAZA AMERICA DRIVE RESTON, VA 20190

AKINRINADE ENIOLA APT K

301 AMORE LN BEL AIR, MD 21015

KENDRICK DJENABA

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ZURITA ENRIQUE

5702 29TH AVE HYATTSVILLE, MD 20782

TRAORE LACINE ETAL

2533 RIVER TERRACE RD HYATTSVILLE, MD 20782

ARNOLD CAMILLE M

2529 RIVER TERRACE RD HYATTSVILLE, MD 20782

YOON HAE SOOK

5608 HYATTSVILLE DR HYATTSVILLE, MD 20782

CARTER TARIK M ETAL

2541 NICHOLSON ST HYATTSVILLE, MD 20782

PATTON NAOMI

2531 NICHOLSON ST HYATTSVILLE, MD 20782

OLINGA ARTHUR ETAL

2534 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

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WARE DEXTER LAURENCE 5900 MILLRACE CT

UNIT A 201 COLUMBIA, MD 21045

JAMES JASON D

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JONES BRIA

651 DAHARAN DR FAYETTEVILLE, NC 28314

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KASHYAP MIHIKA ETAL

5610 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

HUGHES BAVISHI FAMILY TRUST

2501 NICHOLSON ST HYATTSVILLE, MD 20782

MBUYI NDELELA NADINE

5616 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

SEIFU ROBEL ETAL

2510 CRIMSON FOX DR HYATTSVILLE, MD 20782

GAYLES EBONY

2505 EMERALD BANCH DR HYATTSVILLE, MD 20782

DENMAN COURTNEY

2508 CRIMSON FOX DR HYATTSVILLE, MD 20782

ZAVALA NINA H ETAL

2504 CRIMSON FOX DR HYATTSVILLE, MD 20782

VEGA DANIEL STRAZZULLA

2507 CRIMSON FOX DR HYATTSVILLE, MD 20782

FANG YUAN

5630 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MEHTA PRACHI DHAWAL

2558 KIRKWOOD PL HYATTSVILLE, MD 20782

GASS NICHOLAS DANIEL ETAL

2554 KIRKWOOD PL HYATTSVILLE, MD 20782

EVANS IJEOMA ADAOBI OKOLO ETAL

2550 KIRKWOOD PL HYATTSVILLE, MD 20782

GRAVES JESSE T ETAL

5672 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GAO HOK S

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ROSA MARTHA & LIDIA M ETAL

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MURPHY CAROL A

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GOLD JONATHAN ETAL

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SPOTANSKI DAVID R ETAL

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ROZENBERG MARTIN ETAL

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HYATTSVILLE, MD 20782

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SHADRAVAN ROYA ETAL

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BLACKWELL MICHELE

2533 NICHOLSON ST HYATTSVILLE, MD 20782

LEE EUN JU

5608 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

YOON HAE SOOK

5610 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

HUBBARD RYAN ETAL

2528 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

YARI FEROZA

2522 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

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MEYERS DONALD II

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ZHANG CHUNZHI

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KENDRICK MARCUS

5606 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

SMITH VINCENT E JR

2515 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

GUZMAN JULIO RODRIGO ROBLEDO ETAL

2504 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

GOMEZ VALENCIA LINA M

2513 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

STETTEN TIMOTHY VON ETAL

5622 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

KAY LEIGH ANN ETAL

5626 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

GIFFORD SALLY KAY

2521 CRIMSON FOX DR
HYATTSVILLE, MD 20782

RHODES COURTNEY F

5636 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

CEDENO ZAMBRANO LORENA

5642 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

WILLIS APRILL OPHELLA

2552 KIRKWOOD PL HYATTSVILLE, MD 20782

MATHEWS DENNIS

5678 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

YE ZE ANG TRUST

5711 AGER RD HYATTSVILLE, MD 20782

ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

WHPC BLOCK 4 LLC C/O GILBANE DEVELOPMENT CO

7 JACKSON WALKWAY PROVIDENCE, RI 02903

BUTLER ANDREW THOMAS

2525 RIVER TERRACE RD HYATTSVILLE, MD 20782

OSAGHAE MORGAN EFOSA

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FAVORS RESHAD ETAL

5605 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

QUARLES BRADLEY A ETAL

2516 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

HARVEY JORDAN

5613 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

DUKES CHARLES E III

2527 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE CMC

8920 STEPHENS ROAD SUITE 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RAMIREZ JUAN DIEGO ETAL

2540 NICHOLSON ST HYATTSVILLE, MD 20782

STOUFER TINA

5605 HYATTSVILLE DR HYATTSVILLE, MD 20782

JOHNSON ANDRE D ETAL

5606 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HARDWICK ANITA JOY

2519 NICHOLSON ST HYATTSVILLE, MD 20782

ADOMAKO FELICIA A ETAL

2503 RIVER TERRACE RD HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

DEMARCO JOSEPH ETAL

2533 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SOTELO FRANCISCO JAVIER

2518 CRIMSON FOX DR HYATTSVILLE, MD 20782

ADAMS DIJON

2506 CRIMSON FOX DR HYATTSVILLE, MD 20782

LI ZHEN UNIT 1809

120 KINGSTON ST BOSTON, MA 02111

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

BECKMAN YOLANDA ETAL

2543 NICHOLSON ST HYATTSVILLE, MD 20782

THOMA DAVID HUGH ETAL

2511 RIVER TERRACE RD HYATTSVILLE, MD 20782

SMEDLEY WILLIAM VII ETAL

2509 RIVER TERRACE RD HYATTSVILLE, MD 20782

OKORONKWO AGBAI ETAL

5607 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

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2222 CHILLUM RD CHILLUM, MD 20782

SAUER WILLIAM II

5615 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

GOGER ANNELIES MARGARETHA

2502 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SMITH KRYSTIL ELAN

2509 CRIMSON FOX DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

GONZALEZ OMAR

5662 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

HYATTSVILLE WEST ONE LLC UNIT 140 B

140 Q ST NW WASHINGTON, DC 20002

WEST HYATTSVILLE PROPERTY

7419 BALTIMORE ANNAPOLIS BLVD GLEN BURNIE, MD 21061

HARRIS MARK

5610 HYATTSVILLE DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

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LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

KING PATRICE E ETAL

2514 EMERALD BRANCH DRIVE
HYATTSVILLE, MD 20782

CASSELLE RISHEA

2517 CRIMSON FOX DR
HYATTSVILLE, MD 20782

OBRIEN SEAN MICHAEL

5654 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

WILLIAMS HOWARD C

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GAO HOK S

5630 SOUTH 7TH RD ARLINGTON, VA 22204

KING EMMANUEL L

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CLEMMONS JAMES A ETAL

2536 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

MNCPPC

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HUBER STEFAN ETAL

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WHPC BLOCK 3 LLC C/O GILBANE DEVELOPMENT CO

7 JACKSON WALKWAY PROVIDENCE, RI 02903

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ROJAS INGRID ETAL

5602 HYATTSVILLE DR HYATTSVILLE, MD 20782

AFZAL MOHAMMAD

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SCHULMAN JONATHAN AARON

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DORR LALE

2515 CRIMSON FOX DR
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KAMARA KEISHA

2560 KIRKWOOD PL HYATTSVILLE, MD 20782

BEDON MONICA R

5660 LITTLE BRANCH RUN
HYATTSVILLE, VA 20782

KAISER FOUNDATION HEALTH PLAN 7TH FLOOR

4000 GARDEN CITY DR HYATTSVILLE, MD 20785

MR.JEFFREY GOINS
5AC LLC
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WASHINGTON DC 20003

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GIBBS AND HALLER
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LARGO MD 20774

LISA SUTTON
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SCOTT R WILSON
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COLLEGE PARK MD 20741

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GIBBS AND HALLER
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BELL JERRY LEE JR

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RIVERFRONT COMMUNITY RESIDENT
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SAM DENES
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ARLINGTON VA 22201

TRIET NGUYEN
8614 WESTWOOD CENTER DRIVE
SUITE 800
TYSONS VA 22182

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NA
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WAGNER ROBERT FUERST ETAL

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DAVID BICKEL
SOLTESZ
4300 FORBES BOULEVARD SUITE 230
LANHAM MD 20706
SOLTESZ, LLC
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SEVERNA PARK MD 21146

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BAUR CURRY PLACE 8300 HYATTSVILLE, MD 20783

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LEWISDALE CITIZENS' ASSOCIATION

22ND PLACE 6613 HYATTSVILLE, MD 20782

Celina R. Benitez- Mayor
One Municipal Square
Mount Rainier MD, 20712

Wanika Fisher - Council Member, District 2
1301 McCormick Drive
County Council, 2nd Floor
Largo MD, 20774

DR.ANNELIES GOGER
5105 BENTON AVENUE
BETHESDA MD 20814

MR.KELSON NISBETT
KELSON NISBETT FOR CITY COUNCIL
5614 LITTLE BRANCH RUN
HYATTSVILLE MD 20782

MELWOOD PARK ASSOCIATION C/O PROCOM

SERENDIPITY DRIVE 400 MILLERSVILLE, MD 21108

UNIVERSITY HILLS AREA CIVIC ASSOCIATION (UHACA)

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EISENBERG FARRAGUT STREET 4314 HYATTSVILLE, MD 20781

CALVERTON CITIZENS ASSOCIATION BERNADINE (BERNIE)

KARNS GAZEBO COURT 3005 SILVER SPRING, MD 20904

TAKOMA BRANCH CIVIC ASSOCIATION

RED TOP ROAD 6810 APT. #3 TAKOMA PARK, MD 20912

Robert S. Croslin - Mayor
4310 Gallatin Street
Hyattsville MD, 20781

Jolene Ivey Council Member-At Large Ivey
1301 McCormick Drive
County Council, 2nd Floor
Largo MD, 20774

LINA GOMEZ VALENCIA
2513 EMERALD BRANCH DRIVE
HYATTSVILLE MD 20782

ARTS DISTRICT EAST HOMEOWNERS ASSOCIATION C/O LEGOMAND NORMAN

FAIRVIEW PARK DRIVE 3130 SUITE #200 FALLS CHURCH, VA 22042

SAVE OUR SUSTAINABLE HYATTSVILLE GREG

SMITH FARRAGUT STREET 4204 HYATTSVILLE, MD 20781

EVER MAY VILLAGE HOMEOWNERS ASSOCIATION AGNES

BROWN HIGGINS WAY 1007 HYATTSVILLE, MD 20782

AVONDALE NORTH WOODRIDGE CITIZENS' ASSOCIATION

PO BOX 5891 HYATTSVILLE, MD 20782

Rocio Treminio-Lopez – Mayor
3712 Utah Avenue
Brentwood MD, 20722

Lakisha Hull - Planning Director
Prince George's County Planning Department
1616 McCormick Drive
Largo MD, 20774

Calvin S. Hawkins, II - Council Member-At-Large Hawkins
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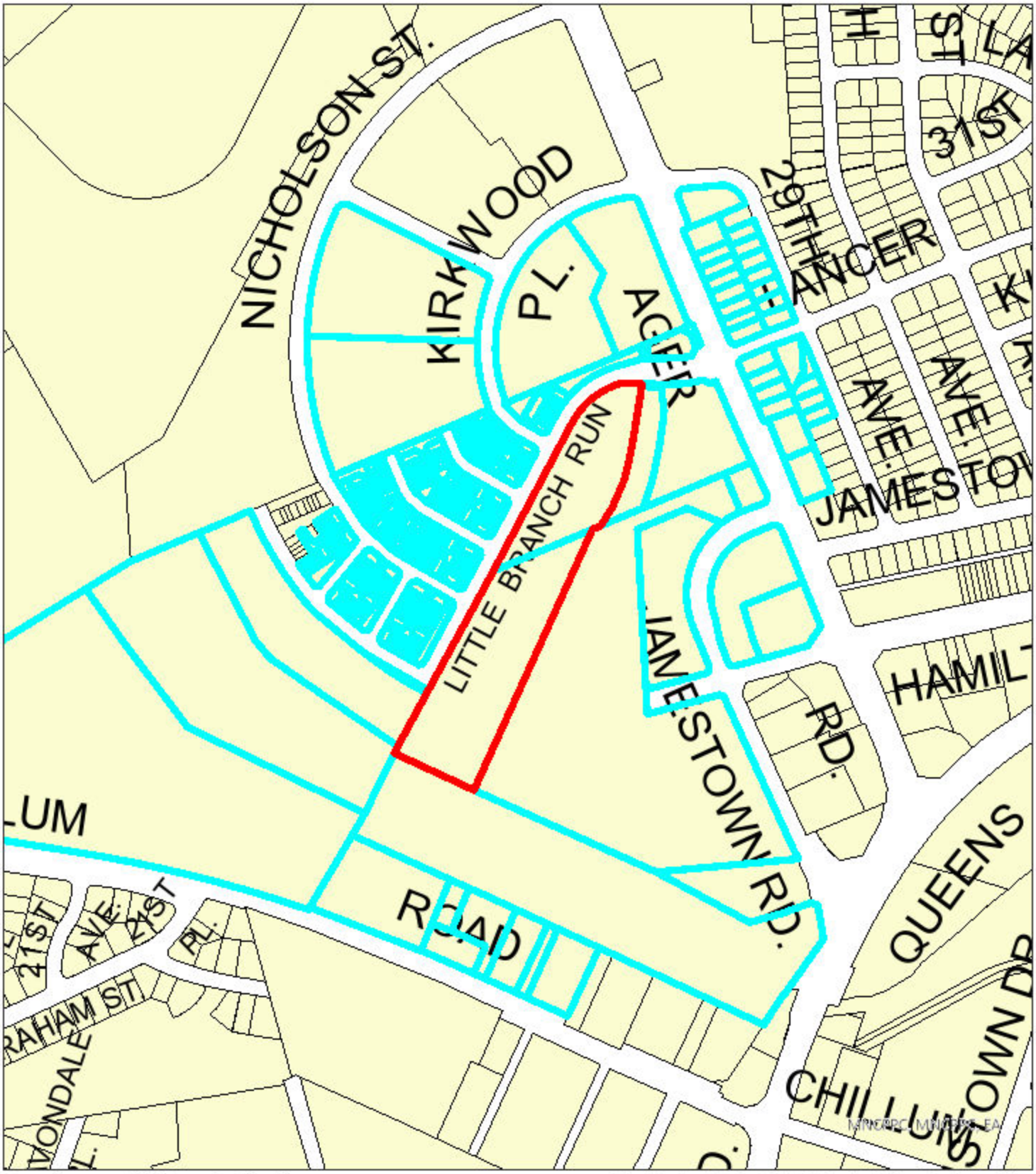
County Council, 2nd Floor
Largo MD, 20774

MR.MARTIN ROZENBERG
2519 RIVERTERRACE ROAD 2519 RIVER TERRACE RD.
HYATTSVILLE MD 20782

DSP-20053-02



Development Address & Sketchmap
Extract Adjoining Properties

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department Geographic Information System

0 0.05 0.1 mi

Map Date: 10/1/2025

SOLTESZ

STRATEGIES FOR TODAY. INSIGHT FOR TOMORROW.

May 27, 2025

Via First Class Mail

TO: Adjoining Property Owners, Municipalities with One Mile, Persons of Record, Previous Parties of Record, and Registered Associations

FROM: Soltesz, LLC

Re: West Hyattsville (Expedited Transit Oriented Development Project)
5615 Little Branch Run, Hyattsville, Md 20782
Application Number: DSP-20053-02 and TCP2-001-2017-03

Dear Adjoining Property Owners, Municipalities, Persons of Record, Previous Parties of Record, and Registered Associations:

A Detailed Site Plan for the above-referenced project will be submitted for review to the Development Review Division of the Maryland-National Capital Park and Planning Commission ("M-NCPPC"). The ETOD (Expedited Transit Oriented Development) review process will be used.

The address of the subject property is 5615 Little Branch Run, Hyattsville, Md 20782. The nature of the review is to develop multifamily buildings on Parcel 2 and modify the courtyard. A TCP2 will be reviewed concurrently with the DRD application.

If you wish to become a Person of Record to this application, you are encouraged to do so at this time. As a Person of Record, you will be entitled to certain rights under the Zoning Ordinance and Subdivision Regulations, but registration is required. You may register online at https://www.mncppcapps.org/planning/Person_of_Record/default.cfm, or you may submit your name, address, and the above referenced pre-application number and name by mailing a written request to:

The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, MD 20774

Being a Person of Record on a separate application on the same property **does not** make you a Person of Record for this application. You must request to become a Person of Record for each separate application (separate applications have different application numbers). At this time no government agency has reviewed the application. **After** the application has been filed, you may contact the M-NCPPC at 301-952-3530.

IMPORTANT: ***This notice is your opportunity to interact with the applicant team prior to the acceptance of the subject application. Once an application is accepted, it may be subject to mandatory action time frames that are established by law. Contacting the applicant as soon as possible after receiving this notice will help facilitate your ability to receive information and/or establish a time when the applicant may meet with you or your civic group to provide information and answer questions about the development proposed. Any concerns regarding an applicant's failure to provide information or engage in dialogue about the proposed development should be directed in writing to the same mailing address listed for becoming a party of record. Please be sure to include the application number with any such correspondence.***

If you are interested in receiving more information about this application, reviewing a copy of a site plan, or meeting to discuss the project, you may contact Tom Haller at 301-306-0033.

Sincerely,

Soltesz, LLC

David J. Bickel, RLA
Director of Planning

The Maryland-National Capital Park & Planning Commission
Planning Department Prince George's County
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774
www.pgplanning.org

Date: 3/24/2025

MAILING LIST - RECEIPT

[X] Development Application **DSP-20053-02**
[ ] County Application

This receipt is to acknowledge that Dave Bickel received the following lists as described by the categories below:

[X] Registered community organization list	Total Records: 14
[X] Adjoining property owners list	Total Records: 252
[X] Municipalities within one mile list	Total Records: 3
[X] Additional government contacts	Total Records: 4

This list is valid for 180 days from the date referenced above. Applicants must obtain an updated mailing list if notifications are not sent within 180 days.

This property is located on WSSC Grid: 206NE02

Martin Grigsby
Development Review Division

Download Extracts:
DSP-20053-02_03242025154049_Reg_Assoc.xlsx
DSP-20053-02_03242025154049_Adjoining_Property_Premise_Owner_Address.xlsx
DSP-20053-02_03242025154049_GovernmentContact.xlsx

A copy of the adjoining properties map has been included for your reference:
DSP-20053-02_03242025154049_Adjoining_Property.jpg

A mailing list archive has been generated for your reference:
DSP-20053-02_03242025154049_MailingListArchive.zip

The download extract links above will be available for 3 months. You must download the extracts if you need access to the data in the future.

Data extract may include duplicate address records.

CAROLE HIGHLANDS NEIGHBORHOOD ASSOCIATION JASON R. CLAYTON 7314 15TH AVENUE TAKOMA PARK, MD 20912

BRIGHTON PLACE HOMEOWNERS ASSOCIATION 12200 TECH ROAD SUITE 325 SILVER SPRING, MD 20904

CALVERTON CITIZENS ASSOCIATION BERNADINE (BERNIE) KARNS 3005 GAZEBO COURT SILVER SPRING, MD 20904

AVONRIDGE COMMUNITY DEVELOPMENT CORPORATION P. O. BOX 5933 HYATTSVILLE, MD 20782

COOL SPRING TERRACE CIVIC ASSOCIATION (CSTCA) CYNTHIA BAUR 8300 CURRY PLACE HYATTSVILLE, MD 20783

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Wanika Fisher – Council Member District 2
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Jolene Ivey – Council Member At-Large Ivey
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TRIET NGUYEN 8614 WESTWOOD CENTER DRIVE SUITE 800 TYSONS VA 22182

DOUG CARTER DAVIS CARTER SCOTT 8614 WESTWOOD CENTER DRIVE SUITE 800 TYSONS VA 22182

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JIM CHANDLER CITY OF HYATTSVILLE 4310 GALLATIN STREET HYATTSVILLE MD 20781

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ROBINSON CARL ETAL

2540 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ADOMAKO FELICIA A ETAL

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KENDRICK MARCUS

5606 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GOMEZ VALENCIA LINA M

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KAY LEIGH ANN ETAL

5626 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GONZALEZ OMAR

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WASHINGTON GAS LIGHT COMPANY

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YOON HAE SOOK

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MONK ERIC A

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KATCO LLC

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HUGHES JERMAINE J ET AL

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LEE ELLIOT M ETAL

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COCHRAN SHAYLYN C

5676 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

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GHIMIRE POONAM

5603 HYATTSVILLE DT HYATTSVILLE, MD 20782

WELLY AMANDA RAE

2545 NICHOLSON ST HYATTSVILLE, MD 20782

STOUFER TINA

5605 HYATTSVILLE DR HYATTSVILLE, MD 20782

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OLINGA ARTHUR ETAL

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MURRAY ALISTER A ETAL

2507 RIVER TERRACE RD HYATTSVILLE, MD 20782

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OCRAN JOYCELYN

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MBUYI NDELELA NADINE

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SEIFU ROBEL ETAL

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GAYLES EBONY

2505 EMERALD BANCH DR HYATTSVILLE, MD 20782

SMITH KRYSTIL ELAN

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REYNOLDS KENDRICK ETAL

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CEDENO ZAMBRANO LORENA

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HUBER STEFAN ETAL

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KENDRICK DJENABA

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GRAVES JESSE T ETAL

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LAUREL, MD 20723

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CHOPP JUSTINE M

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DUKES CHARLES E III

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GASS NICHOLAS DANIEL ETAL

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FLOWERS RAMONO ETAL

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ANIS ADIL FARSHAD ETAL

5604 HYATTSVILLE DR HYATTSVILLE, MD 20782

BECKMAN YOLANDA ETAL

2543 NICHOLSON ST HYATTSVILLE, MD 20782

FLASH GABRIELLE

2539 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

SPONSELLER MICHAEL A

2513 RIVER TERRACE ROAD
HYATTSVILLE, MD 20782

AVANT GARDE REE2 LLC

496 MCBRIDE LN SEVERNA PARK, MD 21146

QUARLES BRADLEY A ETAL

2516 EMERALD BRANCH DR.
HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE

7419 BALTIMORE ANNAPOLIS BLVD GLEN BURNIE, MD 21061

WASHINGTON METRO AREA TRANS AUTH JOSEPH J MULDOON

600 5TH ST N W WASHINGTON, DC 20001

YURAVLIVKER NATALIE T ETAL

2509 NICHOLSON ST HYATTSVILLE, MD 20782

SAUER WILLIAM II

5615 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

NIGRELLI ANTHONY ETAL

2510 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

GOGER ANNELIES MARGARETHA

2502 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE CMC

8920 STEPHENS ROAD SUITE 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

WILLIAMS SHARLENA

5624 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

LI ZHEN

5640 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MATHEWS DENNIS

5678 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

VO JENNIE

5680 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

WILLIAMS HOWARD C

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YE ZE ANG TRUST

5711 AGER RD HYATTSVILLE, MD 20782

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575 MADISON AVE FLOOR 22 NEW YORK, NY 10022

VEGA DAVID

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ZURITA ENRIQUE

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RAMIREZ JUAN DIEGO ETAL

2540 NICHOLSON ST HYATTSVILLE, MD 20782

BUTLER ANDREW THOMAS

2525 RIVER TERRACE RD HYATTSVILLE, MD 20782

KAMGA STEVE ETAL

5601 HYATTSVILLE DR HYATTSVILLE, MD 20782

FLUEGGE AMELIE VON TRUST

2517 RIVER TERRACE RD HYATTSVILLE, MD 20782

CARTER TARIK M ETAL

2541 NICHOLSON ST HYATTSVILLE, MD 20782

PATTON NAOMI

2531 NICHOLSON ST HYATTSVILLE, MD 20782

MATHIAS JEREMY

5602 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HARRELL DENSTINY J 5604 ALPHA RIDGE AVE

\ HYATTSVILLE, MD 20782

THOMA DAVID HUGH ETAL

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FAIRLEY JERRETTA

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COLES MELINDA

2518 EMERALD BRANCH DR
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FAVORS RESHAD ETAL

5605 ALPHA RIDGE AVE
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ROBINSON RANDALL EUGENE

2506 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

ANGELONI MICHAEL A ET AL

5612 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

PIO NAFISSA LIVING TRUST

2516 CRIMSON FOX DR
HYATTSVILLE, MD 20782

DHILLON JAPNEET SINGH ETAL

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HYATTSVILLE, MD 20782

STANLEY MARTIN HOMES LLC SUITE 1100

11710 PLAZA AMERICA DRIVE
RESTON, VA 20190

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MARSHALL JASMINE NICOLE

2501 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

AKINRINADE ENIOLA

5628 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

MCCOY BRITNEY J

2502 CRIMSON FOX DR
HYATTSVILLE, MD 20782

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RHODES COURTNEY F

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ALDANA SARAI

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KIRKWOOD ASSOC'S SUITE 410

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WEST HYATTSVILLE PROPERTY

7419 BALTIMORE ANNAPOLIS BLVD
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AGER ROAD PARTNER LLC

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

PS ATLANTIC COAST LLC PUBLIC STORAGE

PO BOX 25025 DEPT PT PS27321
GLENDALE, CA 91221

WHPC BLOCK 4 LLC C/O GILBANE DEVELOPMENT CO

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TRAORE LACINE ETAL

2533 RIVER TERRACE RD
HYATTSVILLE, MD 20782

ROJAS INGRID ETAL

5602 HYATTSVILLE DR HYATTSVILLE, MD 20782

KHAN REHAN ETAL

5606 HYATTSVILLE DR HYATTSVILLE, MD 20782

OSAGHAE MORGAN EFOSA

5607 HYATTSVILLE DR HYATTSVILLE, MD 20782

ILIC JOSIPA

2535 NICHOLSON ST HYATTSVILLE, MD 20782

AFZAL MOHAMMAD

5600 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

LEE EUN JU

5608 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

2537 EBD LLC

2537 EMARALD BRANCH DR HYATTSVILLE, MD 20782

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QUINANOLA ELIZABETH

2508 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SMITH VINCENT E JR

2515 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SINGH HARTEJ

2520 CRIMSON FOX DR HYATTSVILLE, MD 20782

GUZMAN JULIO RODRIGO ROBLEDO ETAL

2504 EMERALD BRANCH DR HYATTSVILLE, MD 20782

VIDRINE ARTHUR III

3905 HELVETIA DRIVE ANCHORAGE, AK 99508

CARY BRITTANY JILLIAN

2507 EMERALD BRANCH DR HYATTSVILLE, MD 20782

STETTEN TIMOTHY VON ETAL

5622 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

DORR LALE

2515 CRIMSON FOX DR HYATTSVILLE, MD 20782

MEHTA PRACHI DHAWAL

2558 KIRKWOOD PL HYATTSVILLE, MD 20782

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RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SCOTT PAIGE

5674 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KAISER FOUNDATION HEALTH PLAN 7TH FLOOR

4000 GARDEN CITY DR HYATTSVILLE, MD 20785

HYATTSVILLE WEST ONE LLC UNIT 140 B

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ABEDIYEH SHABNAM S

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MALTEZ OVIDIO A ETAL

5706 29TH AVE HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

COLLINSON STEPHEN J ET AL

2525 NICHOLSON ST HYATTSVILLE, MD 20782

WILLIAMS KELLY DARNIQUE

2523 NICHOLSON ST HYATTSVILLE, MD 20782

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KIRKWOOD ASSOC'S

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ZHANG CHUNZHI

5602 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

NISBETT KELSON

5614 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BRYANT RITCHIE ROMEL

2519 CRIMSON FOX DR HYATTSVILLE, MD 20782

VEGA DANIEL STRAZZULLA

2507 CRIMSON FOX DR HYATTSVILLE, MD 20782

WILLIS APRILL OPHELLA

2552 KIRKWOOD PL HYATTSVILLE, MD 20782

SHADRAVAN ROYA ETAL

5609 HYATTSVILLE DR HYATTSVILLE, MD 20782

SCHULMAN JONATHAN AARON

2532 EMRALD BRANCH DR HYATTSVILLE, MD 20782

ELLIS NATHAN H

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HACKERT CONNOR J ETAL

2505 RIVER TERRACE RD HYATTSVILLE, MD 20782

MONTOYA STEVEN

2513 NICHOLSON ST HYATTSVILLE, MD 20782

SAWYER GABRIELLE YVONNE

2503 NICHOLSON ST HYATTSVILLE, MD 20782

ADAMS DIJON

2506 CRIMSON FOX DR HYATTSVILLE, MD 20782

CASSELLE RISHEA

2517 CRIMSON FOX DR HYATTSVILLE, MD 20782

MARTINEZ JESSICA

2505 CRIMSON FOX DR HYATTSVILLE, MD 20782

EVANS IJEOMA ADAOBI OKOLO ETAL

2550 KIRKWOOD PL HYATTSVILLE, MD 20782

CLEMMONS JAMES A ETAL

2536 EMERALD BRANCH DR HYATTSVILLE, MD 20782

YOON HAE SOOK

5610 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HUBBARD RYAN ETAL

2528 EMERALD BRANCH DR HYATTSVILLE, MD 20782

MNCPPC

6600 KENILWORTH AVE RIVERDALE, MD 20737

JONES BRIA

2531 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SOTELO FRANCISCO JAVIER

2518 CRIMSON FOX DR HYATTSVILLE, MD 20782

GIFFORD SALLY KAY

2521 CRIMSON FOX DR HYATTSVILLE, MD 20782

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RUMMO JAMES

2503 CRIMSON FOX DR HYATTSVILLE, MD 20782

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ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

MEDINA MARICELA

2803 LANCER DR WEST HYATTSVILLE, MD 20782

YAO ZHEWEI ETAL

2542 NICHOLSON ST HYATTSVILLE, MD 20782

VIA KEVIN A ETAL

5600 HYATTSVILLE DR HYATTSVILLE, MD 20782

ARNOLD CAMILLE M

2529 RIVER TERRACE RD HYATTSVILLE, MD 20782

GOLD JONATHAN ETAL

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RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

KING EMMANUEL L

2537 NICHOLSON ST HYATTSVILLE, MD 20782

YUKHANANOV RUSTAM ETAL

5611 HYATTSVILLE DR HYATTSVILLE, MD 20782

NEWMAN TIFFANNY ETAL

5613 HYATTSVILLE DR HYATTSVILLE, MD 20782

JOHNSON ANDRE D ETAL

5606 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

NICCO ANNAN FRANCISCO ETAL

2530 EMERALD BRANCH DR HYATTSVILLE, MD 20782

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BROWN JEROME

2524 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

KRAFT JEFFREY JR ETAL

2520 EMERALD BRANCH DR, HYATTSVILLE, MD 20782

ILOH JACQUELINE

2515 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

PACE ANDREW K ETAL

2511 NICHOLSON ST HYATTSVILLE, MD 20782

RAMOS WILLIAM ALBERTO

2535 EMERALD BRANCH DR HYATTSVILLE, MD 20782

KING PATRICE E ETAL

2514 EMERALD BRANCH DRIVE HYATTSVILLE, MD 20782

MEYERS DONALD II

2529 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ORRANGE JOSEPH ETAL

5604 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KASHYAP MIHIKA ETAL

5610 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BALZARINI KRYSTIN M ETAL

2511 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ROBB KYLE GREGORY ETAL

2512 CRIMSON FOX DR HYATTSVILLE, MD 20782

DENMAN COURTNEY

2508 CRIMSON FOX DR HYATTSVILLE, MD 20782

ZAVALA NINA H ETAL

2504 CRIMSON FOX DR HYATTSVILLE, MD 20782

BARUWA KEJI RASHIDAT

2500 CRIMSON FOX DR HYATTSVILLE, MD 20782

FANG YUAN

5630 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

HAYNES DAVID MACKENZIE ETAL

5632 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

KAMARA KEISHA

2560 KIRKWOOD PL HYATTSVILLE, MD 20782

OBRIEN SEAN MICHAEL

5654 LITTLE BRANCH RUN
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FAULK LYNDA

5682 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

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ORE DE GALINDO RENE

5704 29TH AVE HYATTSVILLE, MD 20782

BLANCO HUBER GUANDIQUE ETAL

2802 LANCER DR HYATTSVILLE, MD 20782

OSORIO HUMBERTO ETAL

2805 LANCER DR HYATTSVILLE, MD 20782

MURPHY CAROL A

PO BOX 6260 HYATTSVILLE, MD 20782

The Maryland-National Capital Park & Planning Commission
Planning Department Prince George's County
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774
www.pgplanning.org

Date: 3/24/2025

MAILING LIST - RECEIPT

[X] Development Application **DSP-20053-02**
[ ] County Application

This receipt is to acknowledge that Dave Bickel received the following lists as described by the categories below:

[X] Registered community organization list	Total Records: 14
[X] Adjoining property owners list	Total Records: 252
[X] Municipalities within one mile list	Total Records: 3
[X] Additional government contacts	Total Records: 4

This list is valid for 180 days from the date referenced above. Applicants must obtain an updated mailing list if notifications are not sent within 180 days.

This property is located on WSSC Grid: 206NE02

Martin Grigsby
Development Review Division

Download Extracts:
DSP-20053-02_03242025154049_Reg_Assoc.xlsx
DSP-20053-02_03242025154049_Adjoining_Property_Premise_Owner_Address.xlsx
DSP-20053-02_03242025154049_GovernmentContact.xlsx

A copy of the adjoining properties map has been included for your reference:
DSP-20053-02_03242025154049_Adjoining_Property.jpg

A mailing list archive has been generated for your reference:
DSP-20053-02_03242025154049_MailingListArchive.zip

The download extract links above will be available for 3 months. You must download the extracts if you need access to the data in the future.

Data extract may include duplicate address records.

CAROLE HIGHLANDS NEIGHBORHOOD ASSOCIATION JASON R. CLAYTON 7314 15TH AVENUE TAKOMA PARK, MD 20912

BRIGHTON PLACE HOMEOWNERS ASSOCIATION 12200 TECH ROAD SUITE 325 SILVER SPRING, MD 20904

CALVERTON CITIZENS ASSOCIATION BERNADINE (BERNIE) KARNS 3005 GAZEBO COURT SILVER SPRING, MD 20904

AVONRIDGE COMMUNITY DEVELOPMENT CORPORATION P. O. BOX 5933 HYATTSVILLE, MD 20782

COOL SPRING TERRACE CIVIC ASSOCIATION (CSTCA) CYNTHIA BAUR 8300 CURRY PLACE HYATTSVILLE, MD 20783

EVER MAY VILLAGE HOMEOWNERS ASSOCIATION AGNES BROWN 1007 HIGGINS WAY HYATTSVILLE, MD 20782

MELWOOD PARK ASSOCIATION C/O PROCOM 400 SERENDIPITY DRIVE MILLERSVILLE, MD 21108

ARTS DISTRICT EAST HOMEOWNERS ASSOCIATION C/O LEGOMAND NORMAN 3130 FAIRVIEW PARK DRIVE SUITE #200 FALLS CHURCH, VA 22042

UNIVERSITY HILLS AREA CIVIC ASSOCIATION (UHACA) 7117 PONY TRAIL LANE HYATTSVILLE, MD 20782

AVONDALE NORTH WOODRIDGE CITIZENS' ASSOCIATION PO BOX 5891 HYATTSVILLE, MD 20782

SAVE OUR SUSTAINABLE HYATTSVILLE GREG SMITH 4204 FARRAGUT STREET HYATTSVILLE, MD 20781

LEWISDALE CITIZENS' ASSOCIATION 6613 22ND PLACE HYATTSVILLE, MD 20782

TAKOMA BRANCH CIVIC ASSOCIATION 6810 RED TOP ROAD APT. #3 TAKOMA PARK, MD 20912

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Mount Rainier, MD 20712

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Largo, MD 20774

Wanika Fisher – Council Member District 2
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County Council, 2nd Floor
Largo, MD 20774

Jolene Ivey – Council Member At-Large Ivey
1301 McCormick Drive
County Council, 2nd Floor
Largo, MD 20774

Calvin S. Hawkins, II – Council Member At-Large Hawkins
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MATT MICHETTI GILBANE DEVELOPMENT COMPANY 1100 NORTH GLEBE SUITE 1000 ARLINGTON VA 22201

MICHAEL LENHART LENHART TRAFFIC CONSULTANTS 645 BALTIMORE ANNAPOLIS BOULEVARD SUITE 214 SEVERNA PARK MD 21146

TRIET NGUYEN 8614 WESTWOOD CENTER DRIVE SUITE 800 TYSONS VA 22182

DOUG CARTER DAVIS CARTER SCOTT 8614 WESTWOOD CENTER DRIVE SUITE 800 TYSONS VA 22182

WEST HYATTSVILLE PROPERTY COMPANY 1100 NORTH GLEBE ROAD SUITE 1000 ARLINGTON VA 22201

CLIFF MAYO NA 3615 HAMILTON STREET HYATTSVILLE MD 20782

TRIET NGUYEN DAVIS CARTER SCOTT LTD 8614 WESTWOOD CENTER DRIVE TYSONS VA 22182

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JIM CHANDLER CITY OF HYATTSVILLE 4310 GALLATIN STREET HYATTSVILLE MD 20781

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ADOMAKO FELICIA A ETAL

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KENDRICK MARCUS

5606 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GOMEZ VALENCIA LINA M

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HERNANDEZ ALEXIS STANLEY

2522 CRIMSON FOX DR HYATTSVILLE, MD 20782

KAY LEIGH ANN ETAL

5626 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GONZALEZ OMAR

5662 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

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HARRIS MARK

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YOON HAE SOOK

5608 HYATTSVILLE DR HYATTSVILLE, MD 20782

MONK ERIC A

2527 NICHOLSON ST HYATTSVILLE, MD 20782

KATCO LLC

2430 CHILLUM RD HYATTSVILLE, MD 20782

HUGHES JERMAINE J ET AL

2501 NICHOLSON ST HYATTSVILLE, MD 20782

LEE ELLIOT M ETAL

5634 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

COCHRAN SHAYLYN C

5676 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GAO HOK S

5630 SOUTH 7TH RD ARLINGTON, VA 22204

OSORIO HUMBERTO

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ROZENBERG MARTIN ETAL

2519 RIVER TERRACE RD HYATTSVILLE, MD 20782

GHIMIRE POONAM

5603 HYATTSVILLE DT HYATTSVILLE, MD 20782

WELLY AMANDA RAE

2545 NICHOLSON ST HYATTSVILLE, MD 20782

STOUFER TINA

5605 HYATTSVILLE DR HYATTSVILLE, MD 20782

BLACKWELL MICHELE

2533 NICHOLSON ST HYATTSVILLE, MD 20782

OLINGA ARTHUR ETAL

2534 EMERALD BRANCH DR HYATTSVILLE, MD 20782

HARDWICK ANITA JOY

2519 NICHOLSON ST HYATTSVILLE, MD 20782

SMEDLEY WILLIAM VII ETAL

2509 RIVER TERRACE RD HYATTSVILLE, MD 20782

MURRAY ALISTER A ETAL

2507 RIVER TERRACE RD HYATTSVILLE, MD 20782

OKORONKWO AGBAI ETAL

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2426-28 CHILLUM ROAD LLC

9308 OCCOQUAN OVERLOOK DR LORTON, VA 22079

OCRAN JOYCELYN

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RIVERA FERNANDO ETAL

5600 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

EDEBIRI OSAMYIMEN TOLULOPE ETAL

5608 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MBUYI NDELELA NADINE

5616 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

SEIFU ROBEL ETAL

2510 CRIMSON FOX DR HYATTSVILLE, MD 20782

GAYLES EBONY

2505 EMERALD BANCH DR HYATTSVILLE, MD 20782

SMITH KRYSTIL ELAN

2509 CRIMSON FOX DR HYATTSVILLE, MD 20782

REYNOLDS KENDRICK ETAL

2501 CRIMSON FOX DR HYATTSVILLE, VA 20190

CEDENO ZAMBRANO LORENA

5642 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BELL JERRY LEE JR

5650 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

WAGNER ROBERT FUERST ETAL

5652 LITTLE RANCH RUN HYATTSVILLE, MD 20782

HUBER STEFAN ETAL

5656 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KENDRICK DJENABA

5658 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GRAVES JESSE T ETAL

5672 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

CARDENAS VICENTE ETAL

5619 AGER RD HYATTSVILLE, MD 20782

TELLES DORA A

5614 29TH AVE HYATTSVILLE, MD 20782

CETRANO JONATHAN ETAL

2527 RIVER TERRACE RD HYATTSVILLE, MD 20782

NDAVI FREDRICK W ETAL

2523 RIVER TERRACE RD HYATTSVILLE, MD 20782

SPOTANSKI DAVID R ETAL

2521 RIVER TERRACE RD HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

YARI FEROZA

2522 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

JAMES JASON D

2517 NICHOLSON ST HYATTSVILLE, MD 20782

ASHLEY MICHAEL

5603 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

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KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

2426-28 CHILLUM ROAD LLC

9308 OCCOQUAN OVERLOOK DR
LORTON, VA 22079

SOLOMON JOSEPH JR

2501 RIVER TERRACE RD
HYATTSVILLE, MD 20782

DEMARCO JOSEPH ETAL

2533 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

CHOPP JUSTINE M

2512 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

DUKES CHARLES E III

2527 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

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8920 Stephens Road STe 101
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JOHNSON OLUWASEGUN ETAL

5618 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

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8920 Stephens Road STe 101
LAUREL, MD 20723

VERSCHNEIDER DANIEL C

5638 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

GASS NICHOLAS DANIEL ETAL

2554 KIRKWOOD PL HYATTSVILLE, MD 20782

FLOWERS RAMONO ETAL

5670 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

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8920 Stephens Road STe 101
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JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR
CLARKSBURG, MD 20871

WASHINGTON METRO AREA TRANS AUTH

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GAO HOK S

5630 SOUTH 7TH RD ARLINGTON, VA 22204

MARTINEZ HECTOR A & VILMA A BLANDO

5708 29TH AVE HYATTSVILLE, MD 20782

ANIS ADIL FARSHAD ETAL

5604 HYATTSVILLE DR HYATTSVILLE, MD 20782

BECKMAN YOLANDA ETAL

2543 NICHOLSON ST HYATTSVILLE, MD 20782

FLASH GABRIELLE

2539 NICHOLSON ST HYATTSVILLE, MD 20782

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8920 Stephens Road STe 101
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SPONSELLER MICHAEL A

2513 RIVER TERRACE ROAD
HYATTSVILLE, MD 20782

AVANT GARDE REE2 LLC

496 MCBRIDE LN SEVERNA PARK, MD 21146

QUARLES BRADLEY A ETAL

2516 EMERALD BRANCH DR.
HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE

7419 BALTIMORE ANNAPOLIS BLVD GLEN BURNIE, MD 21061

WASHINGTON METRO AREA TRANS AUTH JOSEPH J MULDOON

600 5TH ST N W WASHINGTON, DC 20001

YURAVLIVKER NATALIE T ETAL

2509 NICHOLSON ST HYATTSVILLE, MD 20782

SAUER WILLIAM II

5615 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

NIGRELLI ANTHONY ETAL

2510 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

GOGER ANNELIES MARGARETHA

2502 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE CMC

8920 STEPHENS ROAD SUITE 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

WILLIAMS SHARLENA

5624 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

LI ZHEN

5640 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MATHEWS DENNIS

5678 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

VO JENNIE

5680 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

WILLIAMS HOWARD C

5684 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

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DIAZ MILDRED ETAL

5621 AGER RD HYATTSVILLE, MD 20782

YE ZE ANG TRUST

5711 AGER RD HYATTSVILLE, MD 20782

NORTH POINTE PROPERTY OWNER LP

575 MADISON AVE FLOOR 22 NEW YORK, NY 10022

VEGA DAVID

3401 UPSHUR ST BRENTWOOD, MD 20722

ZURITA ENRIQUE

5702 29TH AVE HYATTSVILLE, MD 20782

RAMIREZ JUAN DIEGO ETAL

2540 NICHOLSON ST HYATTSVILLE, MD 20782

BUTLER ANDREW THOMAS

2525 RIVER TERRACE RD HYATTSVILLE, MD 20782

KAMGA STEVE ETAL

5601 HYATTSVILLE DR HYATTSVILLE, MD 20782

FLUEGGE AMELIE VON TRUST

2517 RIVER TERRACE RD HYATTSVILLE, MD 20782

CARTER TARIK M ETAL

2541 NICHOLSON ST HYATTSVILLE, MD 20782

PATTON NAOMI

2531 NICHOLSON ST HYATTSVILLE, MD 20782

MATHIAS JEREMY

5602 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HARRELL DENSTINY J 5604 ALPHA RIDGE AVE

\ HYATTSVILLE, MD 20782

THOMA DAVID HUGH ETAL

2511 RIVER TERRACE RD HYATTSVILLE, MD 20782

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8920 Stephens Road STe 101 LAUREL, MD 20723

FAIRLEY JERRETTA

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COLES MELINDA

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FAVORS RESHAD ETAL

5605 ALPHA RIDGE AVE
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PALLMEYER KRISTEN A

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ROBINSON RANDALL EUGENE

2506 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

ANGELONI MICHAEL A ET AL

5612 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

PIO NAFISSA LIVING TRUST

2516 CRIMSON FOX DR
HYATTSVILLE, MD 20782

DHILLON JAPNEET SINGH ETAL

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HYATTSVILLE, MD 20782

STANLEY MARTIN HOMES LLC SUITE 1100

11710 PLAZA AMERICA DRIVE
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MARSHALL JASMINE NICOLE

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AKINRINADE ENIOLA

5628 LITTLE BRANCH RUN
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MCCOY BRITNEY J

2502 CRIMSON FOX DR
HYATTSVILLE, MD 20782

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RHODES COURTNEY F

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ALDANA SARAI

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BEDON MONICA R

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KIRKWOOD ASSOC'S SUITE 410

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WEST HYATTSVILLE PROPERTY

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GLEN BURNIE, MD 21061

AGER ROAD PARTNER LLC

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

PS ATLANTIC COAST LLC PUBLIC STORAGE

PO BOX 25025 DEPT PT PS27321
GLENDALE, CA 91221

WHPC BLOCK 4 LLC C/O GILBANE DEVELOPMENT CO

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2535 RIVER TERRACE RD
HYATTSVILLE, MD 20782

TRAORE LACINE ETAL

2533 RIVER TERRACE RD
HYATTSVILLE, MD 20782

ROJAS INGRID ETAL

5602 HYATTSVILLE DR HYATTSVILLE, MD 20782

KHAN REHAN ETAL

5606 HYATTSVILLE DR HYATTSVILLE, MD 20782

OSAGHAE MORGAN EFOSA

5607 HYATTSVILLE DR HYATTSVILLE, MD 20782

ILIC JOSIPA

2535 NICHOLSON ST HYATTSVILLE, MD 20782

AFZAL MOHAMMAD

5600 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

LEE EUN JU

5608 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

2537 EBD LLC

2537 EMARALD BRANCH DR HYATTSVILLE, MD 20782

WASHINGTON METRO AREA TRANS AUTH

2222 CHILLUM RD CHILLUM, MD 20782

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SANGOSSE PASCALINE

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QUINANOLA ELIZABETH

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SMITH VINCENT E JR

2515 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SINGH HARTEJ

2520 CRIMSON FOX DR HYATTSVILLE, MD 20782

GUZMAN JULIO RODRIGO ROBLEDO ETAL

2504 EMERALD BRANCH DR HYATTSVILLE, MD 20782

VIDRINE ARTHUR III

3905 HELVETIA DRIVE ANCHORAGE, AK 99508

CARY BRITTANY JILLIAN

2507 EMERALD BRANCH DR HYATTSVILLE, MD 20782

STETTEN TIMOTHY VON ETAL

5622 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

DORR LALE

2515 CRIMSON FOX DR HYATTSVILLE, MD 20782

MEHTA PRACHI DHAWAL

2558 KIRKWOOD PL HYATTSVILLE, MD 20782

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RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SCOTT PAIGE

5674 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KAISER FOUNDATION HEALTH PLAN 7TH FLOOR

4000 GARDEN CITY DR HYATTSVILLE, MD 20785

HYATTSVILLE WEST ONE LLC UNIT 140 B

140 Q ST NW WASHINGTON, DC 20002

MARTINEZ ANDRES R

5709 AGER RD HYATTSVILLE, MD 20782

ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

MALTEZ OVIDIO A ETAL

5706 29TH AVE HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

COLLINSON STEPHEN J ET AL

2525 NICHOLSON ST HYATTSVILLE, MD 20782

WILLIAMS KELLY DARNIQUE

2523 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

ZHANG CHUNZHI

5602 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

NISBETT KELSON

5614 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BRYANT RITCHIE ROMEL

2519 CRIMSON FOX DR HYATTSVILLE, MD 20782

VEGA DANIEL STRAZZULLA

2507 CRIMSON FOX DR HYATTSVILLE, MD 20782

WILLIS APRILL OPHELLA

2552 KIRKWOOD PL HYATTSVILLE, MD 20782

SHADRAVAN ROYA ETAL

5609 HYATTSVILLE DR HYATTSVILLE, MD 20782

SCHULMAN JONATHAN AARON

2532 EMRALD BRANCH DR HYATTSVILLE, MD 20782

ELLIS NATHAN H

2521 NICHOLSON ST HYATTSVILLE, MD 20782

HACKERT CONNOR J ETAL

2505 RIVER TERRACE RD HYATTSVILLE, MD 20782

MONTOYA STEVEN

2513 NICHOLSON ST HYATTSVILLE, MD 20782

SAWYER GABRIELLE YVONNE

2503 NICHOLSON ST HYATTSVILLE, MD 20782

ADAMS DIJON

2506 CRIMSON FOX DR HYATTSVILLE, MD 20782

CASSELLE RISHEA

2517 CRIMSON FOX DR HYATTSVILLE, MD 20782

MARTINEZ JESSICA

2505 CRIMSON FOX DR HYATTSVILLE, MD 20782

EVANS IJEOMA ADAOBI OKOLO ETAL

2550 KIRKWOOD PL HYATTSVILLE, MD 20782

CLEMMONS JAMES A ETAL

2536 EMERALD BRANCH DR HYATTSVILLE, MD 20782

YOON HAE SOOK

5610 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HUBBARD RYAN ETAL

2528 EMERALD BRANCH DR HYATTSVILLE, MD 20782

MNCPPC

6600 KENILWORTH AVE RIVERDALE, MD 20737

JONES BRIA

2531 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SOTELO FRANCISCO JAVIER

2518 CRIMSON FOX DR HYATTSVILLE, MD 20782

GIFFORD SALLY KAY

2521 CRIMSON FOX DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

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RUMMO JAMES

2503 CRIMSON FOX DR HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

MEDINA MARICELA

2803 LANCER DR WEST HYATTSVILLE, MD 20782

YAO ZHEWEI ETAL

2542 NICHOLSON ST HYATTSVILLE, MD 20782

VIA KEVIN A ETAL

5600 HYATTSVILLE DR HYATTSVILLE, MD 20782

ARNOLD CAMILLE M

2529 RIVER TERRACE RD HYATTSVILLE, MD 20782

GOLD JONATHAN ETAL

2536 NICHOLSON ST HYATTSVILLE, MD 20785

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

KING EMMANUEL L

2537 NICHOLSON ST HYATTSVILLE, MD 20782

YUKHANANOV RUSTAM ETAL

5611 HYATTSVILLE DR HYATTSVILLE, MD 20782

NEWMAN TIFFANNY ETAL

5613 HYATTSVILLE DR HYATTSVILLE, MD 20782

JOHNSON ANDRE D ETAL

5606 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

NICCO ANNAN FRANCISCO ETAL

2530 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

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BROWN JEROME

2524 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

KRAFT JEFFREY JR ETAL

2520 EMERALD BRANCH DR, HYATTSVILLE, MD 20782

ILOH JACQUELINE

2515 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

PACE ANDREW K ETAL

2511 NICHOLSON ST HYATTSVILLE, MD 20782

RAMOS WILLIAM ALBERTO

2535 EMERALD BRANCH DR HYATTSVILLE, MD 20782

KING PATRICE E ETAL

2514 EMERALD BRANCH DRIVE HYATTSVILLE, MD 20782

MEYERS DONALD II

2529 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ORRANGE JOSEPH ETAL

5604 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KASHYAP MIHIKA ETAL

5610 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BALZARINI KRYSTIN M ETAL

2511 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ROBB KYLE GREGORY ETAL

2512 CRIMSON FOX DR HYATTSVILLE, MD 20782

DENMAN COURTNEY

2508 CRIMSON FOX DR HYATTSVILLE, MD 20782

ZAVALA NINA H ETAL

2504 CRIMSON FOX DR HYATTSVILLE, MD 20782

BARUWA KEJI RASHIDAT

2500 CRIMSON FOX DR HYATTSVILLE, MD 20782

FANG YUAN

5630 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

HAYNES DAVID MACKENZIE ETAL

5632 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

KAMARA KEISHA

2560 KIRKWOOD PL HYATTSVILLE, MD 20782

OBRIEN SEAN MICHAEL

5654 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

FAULK LYNDA

5682 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

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7 JACKSON WALKWAY PROVIDENCE, RI 02903

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HUNTER DEBORAH A

5712 29TH AVE HYATTSVILLE, MD 20782

ORE DE GALINDO RENE

5704 29TH AVE HYATTSVILLE, MD 20782

BLANCO HUBER GUANDIQUE ETAL

2802 LANCER DR HYATTSVILLE, MD 20782

OSORIO HUMBERTO ETAL

2805 LANCER DR HYATTSVILLE, MD 20782

MURPHY CAROL A

PO BOX 6260 HYATTSVILLE, MD 20782

The Maryland-National Capital Park & Planning Commission
Planning Department Prince George's County
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774
www.pgplanning.org

Date: 3/24/2025

MAILING LIST - RECEIPT

[X] Development Application **DSP-20053-02**
[ ] County Application

This receipt is to acknowledge that Dave Bickel received the following lists as described by the categories below:

[X] Registered community organization list	Total Records: 14
[X] Adjoining property owners list	Total Records: 252
[X] Municipalities within one mile list	Total Records: 3
[X] Additional government contacts	Total Records: 4

This list is valid for 180 days from the date referenced above. Applicants must obtain an updated mailing list if notifications are not sent within 180 days.

This property is located on WSSC Grid: 206NE02

Martin Grigsby
Development Review Division

Download Extracts:
DSP-20053-02_03242025154049_Reg_Assoc.xlsx
DSP-20053-02_03242025154049_Adjoining_Property_Premise_Owner_Address.xlsx
DSP-20053-02_03242025154049_GovernmentContact.xlsx

A copy of the adjoining properties map has been included for your reference:
DSP-20053-02_03242025154049_Adjoining_Property.jpg

A mailing list archive has been generated for your reference:
DSP-20053-02_03242025154049_MailingListArchive.zip

The download extract links above will be available for 3 months. You must download the extracts if you need access to the data in the future.

Data extract may include duplicate address records.

CAROLE HIGHLANDS NEIGHBORHOOD ASSOCIATION JASON R. CLAYTON 7314 15TH AVENUE TAKOMA PARK, MD 20912

BRIGHTON PLACE HOMEOWNERS ASSOCIATION 12200 TECH ROAD SUITE 325 SILVER SPRING, MD 20904

CALVERTON CITIZENS ASSOCIATION BERNADINE (BERNIE) KARNS 3005 GAZEBO COURT SILVER SPRING, MD 20904

AVONRIDGE COMMUNITY DEVELOPMENT CORPORATION P. O. BOX 5933 HYATTSVILLE, MD 20782

COOL SPRING TERRACE CIVIC ASSOCIATION (CSTCA) CYNTHIA BAUR 8300 CURRY PLACE HYATTSVILLE, MD 20783

EVER MAY VILLAGE HOMEOWNERS ASSOCIATION AGNES BROWN 1007 HIGGINS WAY HYATTSVILLE, MD 20782

MELWOOD PARK ASSOCIATION C/O PROCOM 400 SERENDIPITY DRIVE MILLERSVILLE, MD 21108

ARTS DISTRICT EAST HOMEOWNERS ASSOCIATION C/O LEGOMAND NORMAN 3130 FAIRVIEW PARK DRIVE SUITE #200 FALLS CHURCH, VA 22042

UNIVERSITY HILLS AREA CIVIC ASSOCIATION (UHACA) 7117 PONY TRAIL LANE HYATTSVILLE, MD 20782

AVONDALE NORTH WOODRIDGE CITIZENS' ASSOCIATION PO BOX 5891 HYATTSVILLE, MD 20782

SAVE OUR SUSTAINABLE HYATTSVILLE GREG SMITH 4204 FARRAGUT STREET HYATTSVILLE, MD 20781

LEWISDALE CITIZENS' ASSOCIATION 6613 22ND PLACE HYATTSVILLE, MD 20782

TAKOMA BRANCH CIVIC ASSOCIATION 6810 RED TOP ROAD APT. #3 TAKOMA PARK, MD 20912

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Largo, MD 20774

Wanika Fisher – Council Member District 2
1301 McCormick Drive
County Council, 2nd Floor
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Jolene Ivey – Council Member At-Large Ivey
1301 McCormick Drive
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Largo, MD 20774

Calvin S. Hawkins, II – Council Member At-Large Hawkins
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County Council, 2nd Floor
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MATT MICHETTI GILBANE DEVELOPMENT COMPANY 1100 NORTH GLEBE SUITE 1000 ARLINGTON VA 22201

MICHAEL LENHART LENHART TRAFFIC CONSULTANTS 645 BALTIMORE ANNAPOLIS BOULEVARD SUITE 214 SEVERNA PARK MD 21146

TRIET NGUYEN 8614 WESTWOOD CENTER DRIVE SUITE 800 TYSONS VA 22182

DOUG CARTER DAVIS CARTER SCOTT 8614 WESTWOOD CENTER DRIVE SUITE 800 TYSONS VA 22182

WEST HYATTSVILLE PROPERTY COMPANY 1100 NORTH GLEBE ROAD SUITE 1000 ARLINGTON VA 22201

CLIFF MAYO NA 3615 HAMILTON STREET HYATTSVILLE MD 20782

TRIET NGUYEN DAVIS CARTER SCOTT LTD 8614 WESTWOOD CENTER DRIVE TYSONS VA 22182

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ADOMAKO FELICIA A ETAL

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KENDRICK MARCUS

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GOMEZ VALENCIA LINA M

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ROSA MARTHA & LIDIA M ETAL

5705 AGER RD HYATTSVILLE, MD 20782

CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

DAWSON MICHAEL T ETAL

2538 NICHOLSON ST HYATTSVILLE, MD 20782

GILLIAM ELISHA PILAR

2538 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

HERNANDEZ ALEXIS STANLEY

2522 CRIMSON FOX DR HYATTSVILLE, MD 20782

KAY LEIGH ANN ETAL

5626 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GONZALEZ OMAR

5662 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

EICHNER RONALD B

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

WASHINGTON GAS LIGHT COMPANY

1000 MAINE AVE SW WASHINGTON, DC 20024

HARRIS MARK

5610 HYATTSVILLE DR HYATTSVILLE, MD 20782

YOON HAE SOOK

5608 HYATTSVILLE DR HYATTSVILLE, MD 20782

MONK ERIC A

2527 NICHOLSON ST HYATTSVILLE, MD 20782

KATCO LLC

2430 CHILLUM RD HYATTSVILLE, MD 20782

HUGHES JERMAINE J ET AL

2501 NICHOLSON ST HYATTSVILLE, MD 20782

LEE ELLIOT M ETAL

5634 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

COCHRAN SHAYLYN C

5676 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GAO HOK S

5630 SOUTH 7TH RD ARLINGTON, VA 22204

OSORIO HUMBERTO

2805 LANCER DR HYATTSVILLE, MD 20782

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

ROZENBERG MARTIN ETAL

2519 RIVER TERRACE RD HYATTSVILLE, MD 20782

GHIMIRE POONAM

5603 HYATTSVILLE DT HYATTSVILLE, MD 20782

WELLY AMANDA RAE

2545 NICHOLSON ST HYATTSVILLE, MD 20782

STOUFER TINA

5605 HYATTSVILLE DR HYATTSVILLE, MD 20782

BLACKWELL MICHELE

2533 NICHOLSON ST HYATTSVILLE, MD 20782

OLINGA ARTHUR ETAL

2534 EMERALD BRANCH DR HYATTSVILLE, MD 20782

HARDWICK ANITA JOY

2519 NICHOLSON ST HYATTSVILLE, MD 20782

SMEDLEY WILLIAM VII ETAL

2509 RIVER TERRACE RD HYATTSVILLE, MD 20782

MURRAY ALISTER A ETAL

2507 RIVER TERRACE RD HYATTSVILLE, MD 20782

OKORONKWO AGBAI ETAL

5607 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

WASHINGTON METRO AREA TRANS AUTH JOSEPH J MULDOON

600 5TH ST N W WASHINGTON, DC 20001

2426-28 CHILLUM ROAD LLC

9308 OCCOQUAN OVERLOOK DR LORTON, VA 22079

OCRAN JOYCELYN

5611 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

RIVERA FERNANDO ETAL

5600 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

EDEBIRI OSAMYIMEN TOLULOPE ETAL

5608 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MBUYI NDELELA NADINE

5616 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

SEIFU ROBEL ETAL

2510 CRIMSON FOX DR HYATTSVILLE, MD 20782

GAYLES EBONY

2505 EMERALD BANCH DR HYATTSVILLE, MD 20782

SMITH KRYSTIL ELAN

2509 CRIMSON FOX DR HYATTSVILLE, MD 20782

REYNOLDS KENDRICK ETAL

2501 CRIMSON FOX DR HYATTSVILLE, VA 20190

CEDENO ZAMBRANO LORENA

5642 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BELL JERRY LEE JR

5650 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

WAGNER ROBERT FUERST ETAL

5652 LITTLE RANCH RUN HYATTSVILLE, MD 20782

HUBER STEFAN ETAL

5656 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KENDRICK DJENABA

5658 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

GRAVES JESSE T ETAL

5672 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

CARDENAS VICENTE ETAL

5619 AGER RD HYATTSVILLE, MD 20782

TELLES DORA A

5614 29TH AVE HYATTSVILLE, MD 20782

CETRANO JONATHAN ETAL

2527 RIVER TERRACE RD HYATTSVILLE, MD 20782

NDAVI FREDRICK W ETAL

2523 RIVER TERRACE RD HYATTSVILLE, MD 20782

SPOTANSKI DAVID R ETAL

2521 RIVER TERRACE RD HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

YARI FEROZA

2522 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

JAMES JASON D

2517 NICHOLSON ST HYATTSVILLE, MD 20782

ASHLEY MICHAEL

5603 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
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KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

2426-28 CHILLUM ROAD LLC

9308 OCCOQUAN OVERLOOK DR
LORTON, VA 22079

SOLOMON JOSEPH JR

2501 RIVER TERRACE RD
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DEMARCO JOSEPH ETAL

2533 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

CHOPP JUSTINE M

2512 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

DUKES CHARLES E III

2527 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

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5618 LITTLE BRANCH RUN
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8920 Stephens Road STe 101
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VERSCHNEIDER DANIEL C

5638 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

GASS NICHOLAS DANIEL ETAL

2554 KIRKWOOD PL HYATTSVILLE, MD 20782

FLOWERS RAMONO ETAL

5670 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
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JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR
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GAO HOK S

5630 SOUTH 7TH RD ARLINGTON, VA 22204

MARTINEZ HECTOR A & VILMA A BLANDO

5708 29TH AVE HYATTSVILLE, MD 20782

ANIS ADIL FARSHAD ETAL

5604 HYATTSVILLE DR HYATTSVILLE, MD 20782

BECKMAN YOLANDA ETAL

2543 NICHOLSON ST HYATTSVILLE, MD 20782

FLASH GABRIELLE

2539 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

SPONSELLER MICHAEL A

2513 RIVER TERRACE ROAD
HYATTSVILLE, MD 20782

AVANT GARDE REE2 LLC

496 MCBRIDE LN SEVERNA PARK, MD 21146

QUARLES BRADLEY A ETAL

2516 EMERALD BRANCH DR.
HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE

7419 BALTIMORE ANNAPOLIS BLVD GLEN BURNIE, MD 21061

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600 5TH ST N W WASHINGTON, DC 20001

YURAVLIVKER NATALIE T ETAL

2509 NICHOLSON ST HYATTSVILLE, MD 20782

SAUER WILLIAM II

5615 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

NIGRELLI ANTHONY ETAL

2510 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

GOGER ANNELIES MARGARETHA

2502 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT OF WEST HYATTSVILLE CMC

8920 STEPHENS ROAD SUITE 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

WILLIAMS SHARLENA

5624 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

LI ZHEN

5640 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

MATHEWS DENNIS

5678 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

VO JENNIE

5680 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

WILLIAMS HOWARD C

5684 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

WASHINGTON METRO AREA TRANS AUTH

600 5TH ST WASHINGTON, DC 20004

WASHINGTON METRO AREA TRANS AUTH REAL EST OFFCE JOSEPH J MULDOON

600 FIFTH ST NW WASHINGTON, DC

DIAZ MILDRED ETAL

5621 AGER RD HYATTSVILLE, MD 20782

YE ZE ANG TRUST

5711 AGER RD HYATTSVILLE, MD 20782

NORTH POINTE PROPERTY OWNER LP

575 MADISON AVE FLOOR 22 NEW YORK, NY 10022

VEGA DAVID

3401 UPSHUR ST BRENTWOOD, MD 20722

ZURITA ENRIQUE

5702 29TH AVE HYATTSVILLE, MD 20782

RAMIREZ JUAN DIEGO ETAL

2540 NICHOLSON ST HYATTSVILLE, MD 20782

BUTLER ANDREW THOMAS

2525 RIVER TERRACE RD HYATTSVILLE, MD 20782

KAMGA STEVE ETAL

5601 HYATTSVILLE DR HYATTSVILLE, MD 20782

FLUEGGE AMELIE VON TRUST

2517 RIVER TERRACE RD HYATTSVILLE, MD 20782

CARTER TARIK M ETAL

2541 NICHOLSON ST HYATTSVILLE, MD 20782

PATTON NAOMI

2531 NICHOLSON ST HYATTSVILLE, MD 20782

MATHIAS JEREMY

5602 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HARRELL DENSTINY J 5604 ALPHA RIDGE AVE

\ HYATTSVILLE, MD 20782

THOMA DAVID HUGH ETAL

2511 RIVER TERRACE RD HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

FAIRLEY JERRETTA

5601 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

COLES MELINDA

2518 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

FAVORS RESHAD ETAL

5605 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

PALLMEYER KRISTEN A

5609 ALPHA RIDGE AVE
HYATTSVILLE, MD 20782

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HARVEY JORDAN

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HYATTSVILLE, MD 20782

FANG YUAN

2507 NICHOLSON ST HYATTSVILLE, MD 20782

ROBINSON RANDALL EUGENE

2506 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

ANGELONI MICHAEL A ET AL

5612 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

PIO NAFISSA LIVING TRUST

2516 CRIMSON FOX DR
HYATTSVILLE, MD 20782

DHILLON JAPNEET SINGH ETAL

2500 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

STANLEY MARTIN HOMES LLC SUITE 1100

11710 PLAZA AMERICA DRIVE
RESTON, VA 20190

KIM RACHEL

2503 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

MARSHALL JASMINE NICOLE

2501 EMERALD BRANCH DR
HYATTSVILLE, MD 20782

AKINRINADE ENIOLA

5628 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

MCCOY BRITNEY J

2502 CRIMSON FOX DR
HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101
LAUREL, MD 20723

RHODES COURTNEY F

5636 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

ALDANA SARAI

2556 KIRKWOOD PL HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

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LAUREL, MD 20723

BEDON MONICA R

5660 LITTLE BRANCH RUN
HYATTSVILLE, VA 20782

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

WASHINGTON METRO AREA TRANS AUTH

600 5TH ST WASHINGTON, DC 20004

KIRKWOOD ASSOC'S SUITE 410

8720 GEORGIA AVE SILVER SPRING, MD 20910

WEST HYATTSVILLE PROPERTY

7419 BALTIMORE ANNAPOLIS BLVD
GLEN BURNIE, MD 21061

AGER ROAD PARTNER LLC

5420 WISCONSIN AVE CHEVY CHASE, MD 20815

PS ATLANTIC COAST LLC PUBLIC STORAGE

PO BOX 25025 DEPT PT PS27321
GLENDALE, CA 91221

WHPC BLOCK 4 LLC C/O GILBANE DEVELOPMENT CO

7 JACKSON WALKWAY PROVIDENCE, RI 02903

HOLMES ERICA N

2535 RIVER TERRACE RD
HYATTSVILLE, MD 20782

TRAORE LACINE ETAL

2533 RIVER TERRACE RD
HYATTSVILLE, MD 20782

ROJAS INGRID ETAL

5602 HYATTSVILLE DR HYATTSVILLE, MD 20782

KHAN REHAN ETAL

5606 HYATTSVILLE DR HYATTSVILLE, MD 20782

OSAGHAE MORGAN EFOSA

5607 HYATTSVILLE DR HYATTSVILLE, MD 20782

ILIC JOSIPA

2535 NICHOLSON ST HYATTSVILLE, MD 20782

AFZAL MOHAMMAD

5600 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

LEE EUN JU

5608 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

2537 EBD LLC

2537 EMARALD BRANCH DR HYATTSVILLE, MD 20782

WASHINGTON METRO AREA TRANS AUTH

2222 CHILLUM RD CHILLUM, MD 20782

WASHINGTON METRO AREA TRANS AUTH JOSEPH J MULDOON

600 5TH ST N W WASHINGTON, DC 20001

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SANGOSSE PASCALINE

2505 NICHOLSON ST HYATTSVILLE, MD 20782

QUINANOLA ELIZABETH

2508 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SMITH VINCENT E JR

2515 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SINGH HARTEJ

2520 CRIMSON FOX DR HYATTSVILLE, MD 20782

GUZMAN JULIO RODRIGO ROBLEDO ETAL

2504 EMERALD BRANCH DR HYATTSVILLE, MD 20782

VIDRINE ARTHUR III

3905 HELVETIA DRIVE ANCHORAGE, AK 99508

CARY BRITTANY JILLIAN

2507 EMERALD BRANCH DR HYATTSVILLE, MD 20782

STETTEN TIMOTHY VON ETAL

5622 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

DORR LALE

2515 CRIMSON FOX DR HYATTSVILLE, MD 20782

MEHTA PRACHI DHAWAL

2558 KIRKWOOD PL HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

SCOTT PAIGE

5674 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KAISER FOUNDATION HEALTH PLAN 7TH FLOOR

4000 GARDEN CITY DR HYATTSVILLE, MD 20785

HYATTSVILLE WEST ONE LLC UNIT 140 B

140 Q ST NW WASHINGTON, DC 20002

MARTINEZ ANDRES R

5709 AGER RD HYATTSVILLE, MD 20782

ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

MALTEZ OVIDIO A ETAL

5706 29TH AVE HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

CHEN DONG

5618 29TH AVE WEST HYATTSVILLE, MD 20782

MNCPPC CHIEF PK&P DIVPKS & REC-ROOM 303

6600 KENILWORTH AVE RIVERDALE, MD 20737

COLLINSON STEPHEN J ET AL

2525 NICHOLSON ST HYATTSVILLE, MD 20782

WILLIAMS KELLY DARNIQUE

2523 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

KIRKWOOD ASSOC'S

8720 GEORGIA AVE SILVER SPRING, MD 20910

ZHANG CHUNZHI

5602 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

NISBETT KELSON

5614 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BRYANT RITCHIE ROMEL

2519 CRIMSON FOX DR HYATTSVILLE, MD 20782

VEGA DANIEL STRAZZULLA

2507 CRIMSON FOX DR HYATTSVILLE, MD 20782

WILLIS APRILL OPHELLA

2552 KIRKWOOD PL HYATTSVILLE, MD 20782

SHADRAVAN ROYA ETAL

5609 HYATTSVILLE DR HYATTSVILLE, MD 20782

SCHULMAN JONATHAN AARON

2532 EMRALD BRANCH DR HYATTSVILLE, MD 20782

ELLIS NATHAN H

2521 NICHOLSON ST HYATTSVILLE, MD 20782

HACKERT CONNOR J ETAL

2505 RIVER TERRACE RD HYATTSVILLE, MD 20782

MONTOYA STEVEN

2513 NICHOLSON ST HYATTSVILLE, MD 20782

SAWYER GABRIELLE YVONNE

2503 NICHOLSON ST HYATTSVILLE, MD 20782

ADAMS DIJON

2506 CRIMSON FOX DR HYATTSVILLE, MD 20782

CASSELLE RISHEA

2517 CRIMSON FOX DR HYATTSVILLE, MD 20782

MARTINEZ JESSICA

2505 CRIMSON FOX DR HYATTSVILLE, MD 20782

EVANS IJEOMA ADAOBI OKOLO ETAL

2550 KIRKWOOD PL HYATTSVILLE, MD 20782

CLEMMONS JAMES A ETAL

2536 EMERALD BRANCH DR HYATTSVILLE, MD 20782

YOON HAE SOOK

5610 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

HUBBARD RYAN ETAL

2528 EMERALD BRANCH DR HYATTSVILLE, MD 20782

MNCPPC

6600 KENILWORTH AVE RIVERDALE, MD 20737

JONES BRIA

2531 EMERALD BRANCH DR HYATTSVILLE, MD 20782

SOTELO FRANCISCO JAVIER

2518 CRIMSON FOX DR HYATTSVILLE, MD 20782

GIFFORD SALLY KAY

2521 CRIMSON FOX DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RUMMO JAMES

2503 CRIMSON FOX DR HYATTSVILLE, MD 20782

JOELS INVESTMENT LLC

14919 LITTLE BENNETT DR CLARKSBURG, MD 20871

ABEDIYEH SHABNAM S

2800 LANCER DR HYATTSVILLE, MD 20782

MEDINA MARICELA

2803 LANCER DR WEST HYATTSVILLE, MD 20782

YAO ZHEWEI ETAL

2542 NICHOLSON ST HYATTSVILLE, MD 20782

VIA KEVIN A ETAL

5600 HYATTSVILLE DR HYATTSVILLE, MD 20782

ARNOLD CAMILLE M

2529 RIVER TERRACE RD HYATTSVILLE, MD 20782

GOLD JONATHAN ETAL

2536 NICHOLSON ST HYATTSVILLE, MD 20785

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

KING EMMANUEL L

2537 NICHOLSON ST HYATTSVILLE, MD 20782

YUKHANANOV RUSTAM ETAL

5611 HYATTSVILLE DR HYATTSVILLE, MD 20782

NEWMAN TIFFANNY ETAL

5613 HYATTSVILLE DR HYATTSVILLE, MD 20782

JOHNSON ANDRE D ETAL

5606 ALPHA RIDGE AVE HYATTSVILLE, MD 20782

NICCO ANNAN FRANCISCO ETAL

2530 EMERALD BRANCH DR HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

BROWN JEROME

2524 EMERALD BRANCH DR. HYATTSVILLE, MD 20782

KRAFT JEFFREY JR ETAL

2520 EMERALD BRANCH DR, HYATTSVILLE, MD 20782

ILOH JACQUELINE

2515 NICHOLSON ST HYATTSVILLE, MD 20782

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

RIVERFRONT AT WEST HYATTSVILLE CMC

8920 Stephens Road STe 101 LAUREL, MD 20723

PACE ANDREW K ETAL

2511 NICHOLSON ST HYATTSVILLE, MD 20782

RAMOS WILLIAM ALBERTO

2535 EMERALD BRANCH DR HYATTSVILLE, MD 20782

KING PATRICE E ETAL

2514 EMERALD BRANCH DRIVE HYATTSVILLE, MD 20782

MEYERS DONALD II

2529 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ORRANGE JOSEPH ETAL

5604 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

KASHYAP MIHIKA ETAL

5610 LITTLE BRANCH RUN HYATTSVILLE, MD 20782

BALZARINI KRYSTIN M ETAL

2511 EMERALD BRANCH DR HYATTSVILLE, MD 20782

ROBB KYLE GREGORY ETAL

2512 CRIMSON FOX DR HYATTSVILLE, MD 20782

DENMAN COURTNEY

2508 CRIMSON FOX DR HYATTSVILLE, MD 20782

ZAVALA NINA H ETAL

2504 CRIMSON FOX DR HYATTSVILLE, MD 20782

BARUWA KEJI RASHIDAT

2500 CRIMSON FOX DR HYATTSVILLE, MD 20782

FANG YUAN

5630 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

HAYNES DAVID MACKENZIE ETAL

5632 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

KAMARA KEISHA

2560 KIRKWOOD PL HYATTSVILLE, MD 20782

OBRIEN SEAN MICHAEL

5654 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

FAULK LYNDA

5682 LITTLE BRANCH RUN
HYATTSVILLE, MD 20782

WHPC BLOCK 3 LLC C/O GILBANE DEVELOPMENT CO

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HUNTER DEBORAH A

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ORE DE GALINDO RENE

5704 29TH AVE HYATTSVILLE, MD 20782

BLANCO HUBER GUANDIQUE ETAL

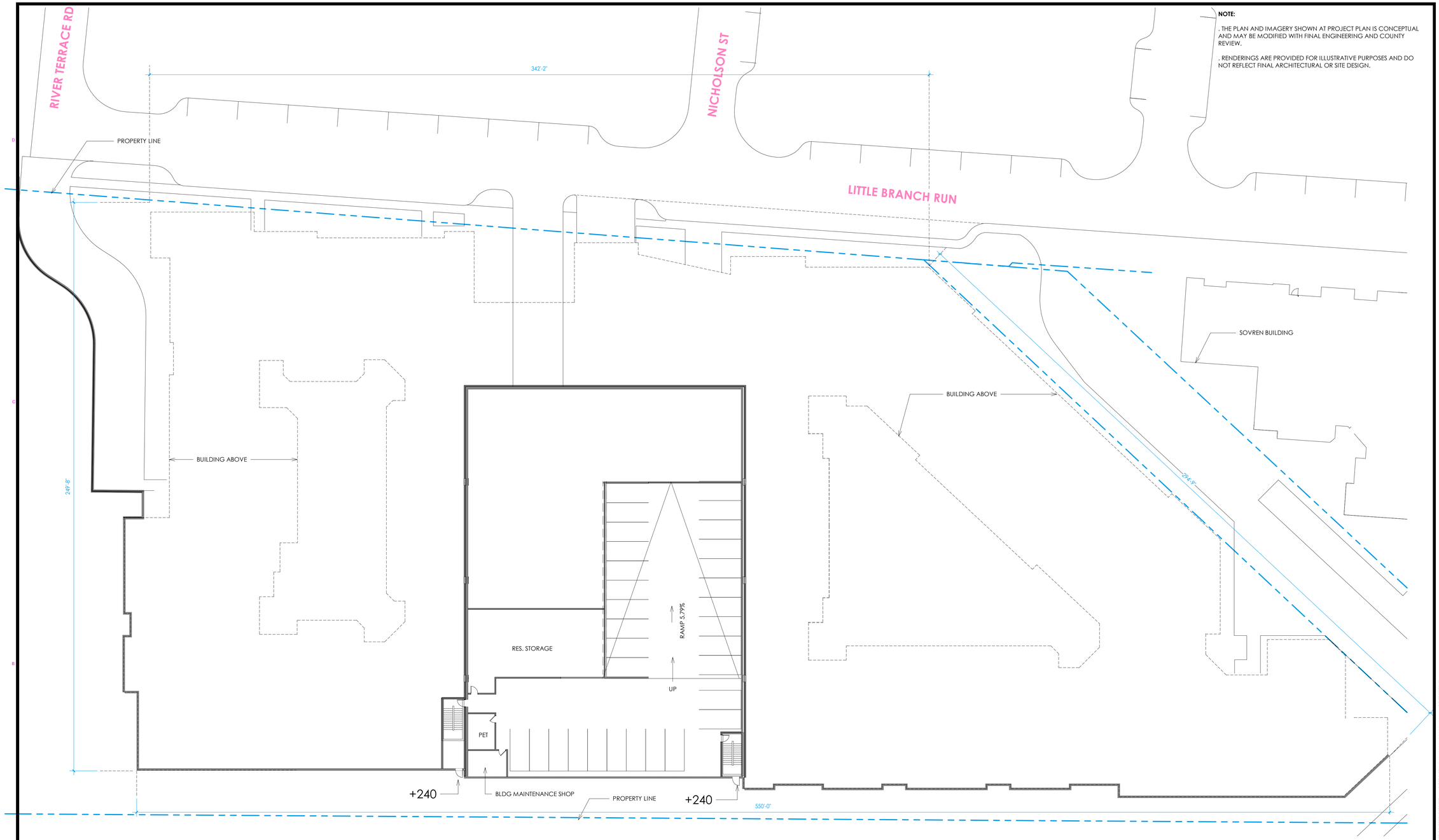
2802 LANCER DR HYATTSVILLE, MD 20782

OSORIO HUMBERTO ETAL

2805 LANCER DR HYATTSVILLE, MD 20782

MURPHY CAROL A

PO BOX 6260 HYATTSVILLE, MD 20782



NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND COUNTY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.

OFF STREET PARKING SCHEDULE

LEVEL	TYPE	NUMBER	TYPE MARK
P1 LEVEL			
P1 LEVEL	01 Standard - 8'-6"	31	S
		31	
LEVEL 1			
LEVEL 1	01 Standard - 8'-6"	54	S
LEVEL 1	04 ADA Van (UD)	1	HCV
		55	
LEVEL 2			
LEVEL 2	01 Standard - 8'-6"	63	S
LEVEL 2	03 ADA (UD)	2	HC
		65	
LEVEL 3			
LEVEL 3	01 Standard - 8'-6"	63	S
LEVEL 3	03 ADA (UD)	2	HC

OFF STREET PARKING SCHEDULE

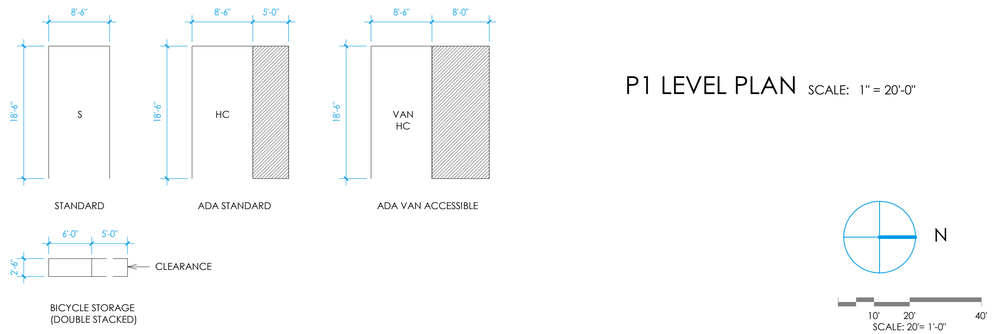
LEVEL	TYPE	NUMBER	TYPE MARK
		65	
LEVEL 4			
LEVEL 4	01 Standard - 8'-6"	63	S
LEVEL 4	03 ADA (UD)	2	HC
		65	
LEVEL 5			
LEVEL 5	01 Standard - 8'-6"	63	S
LEVEL 5	03 ADA (UD)	2	HC
		65	
ROOF			
ROOF	01 Standard - 8'-6"	33	S
		33	
TOTAL SPACES		379	

OFF STREET PARKING SCHEDULE (PROVIDED) - TOTAL

TYPE	NUMBER	TYPE MARK	PARKING DIMENSIONS
01 Standard - 8'-6"	370	S	8'-6" x 18'-6"
03 ADA (UD)	8	HC	8'-6" x 18'-6" w/ 5'-0"AISLE
04 ADA Van (UD)	1	HCV	8'-6" x 18'-6" w/ 8'-0" AISLE
TOTAL SPACES	379		

* 362 STANDARD PARKING SPACES + 8 EV-READY SPACES. REFER TO A107.

* BIKE PARKING CALCULATION:
BIKE PARKING REQUIRED: 1 PER 20 PARKING SPACES → 379 UNITS ÷ 20 = 18 SPACES REQUIRED
PROVIDED: 20 PARKINGS ON LEVEL 1



P1 LEVEL PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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ARCHITECT DOUGLAS N. SCHAFER 19,106 STATE OF MARYLAND

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 LEVEL PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 1		
1BR	41	67%
2BR	19	31%
3BR	1	2%
61	61	
LEVEL 2		
1BR	43	61%
2BR	26	37%
3BR	1	1%
70	70	
LEVEL 3		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	

UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 4		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	
LEVEL 5		
1BR	42	61%
2BR	26	38%
3BR	1	1%
69	69	

UNIT MATRIX - TOTAL		
UNIT TYPE	NUMBER	UNIT MIX
1BR	212	62%
2BR	125	37%
3BR	5	1%
	342	

LEVEL 1 PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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DOUGLAS N. CARTER
ARCHITECT
No. 10706
STATE OF MARYLAND

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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LEVEL 2 SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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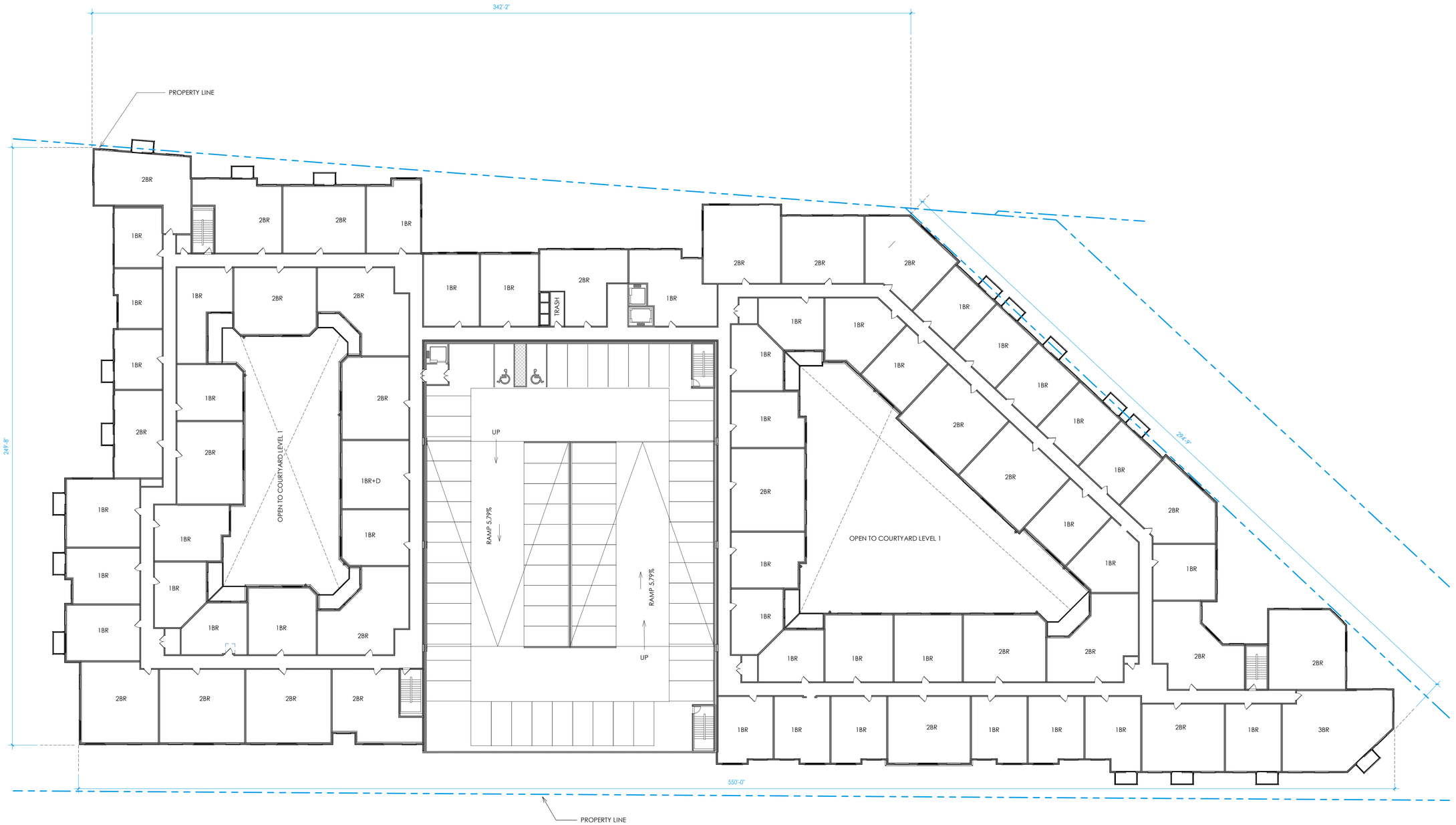

LEVEL 3 AND 4 PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

LEVEL 3 AND 4 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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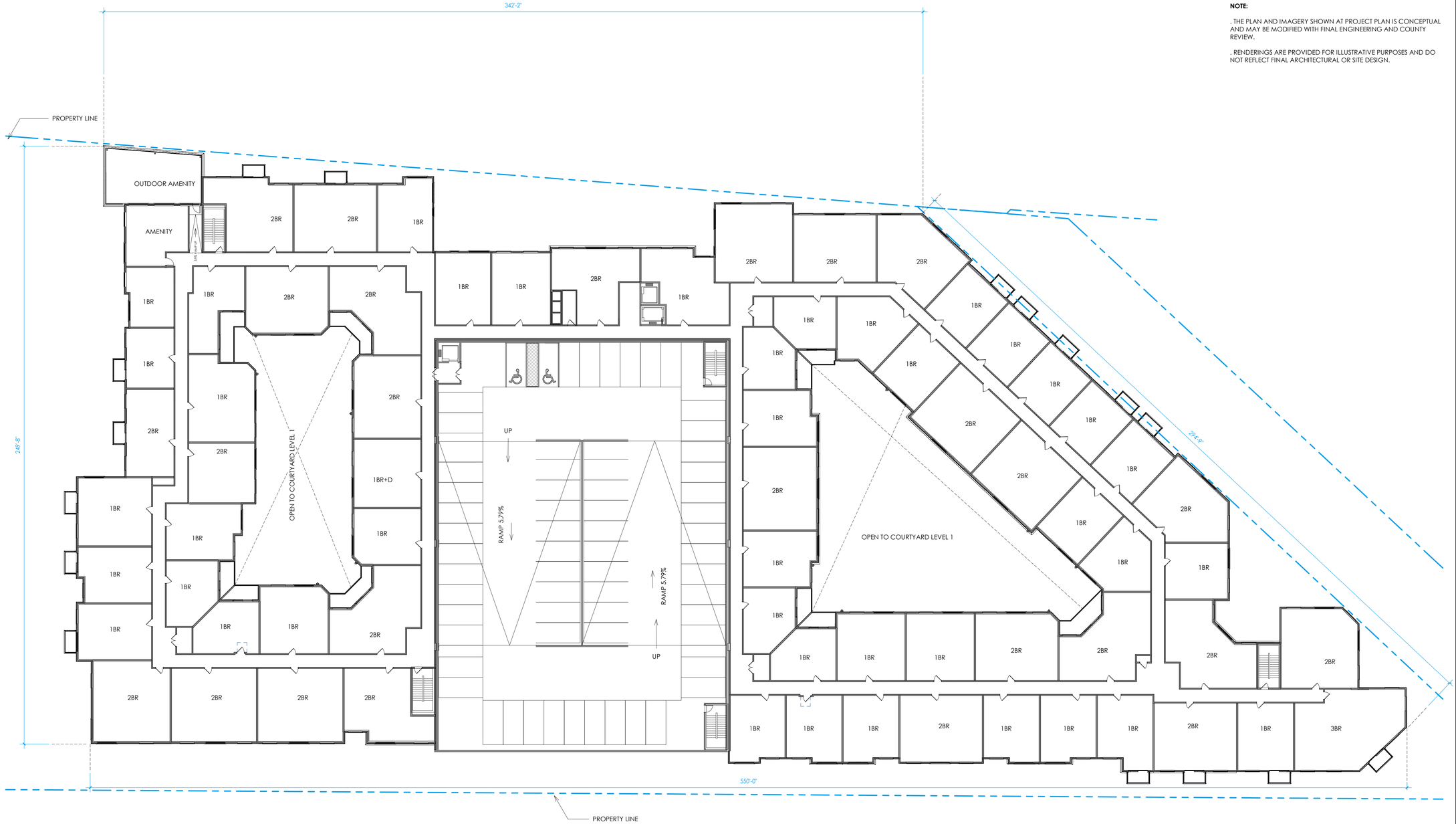

LEVEL 5 PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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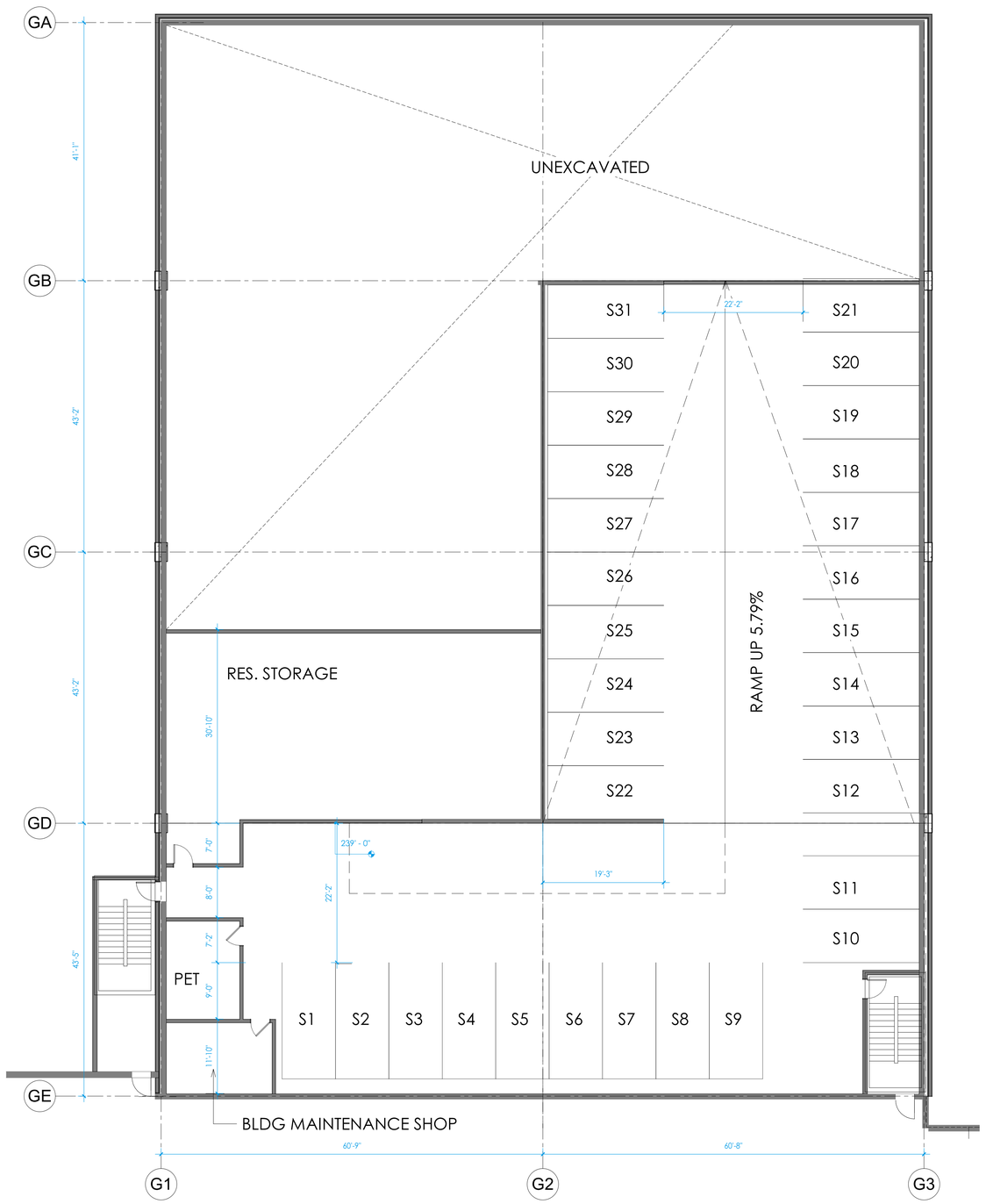

P1 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 GARAGE PLAN

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QC CHECKED BY	WF
CA REVIEWED BY	JH

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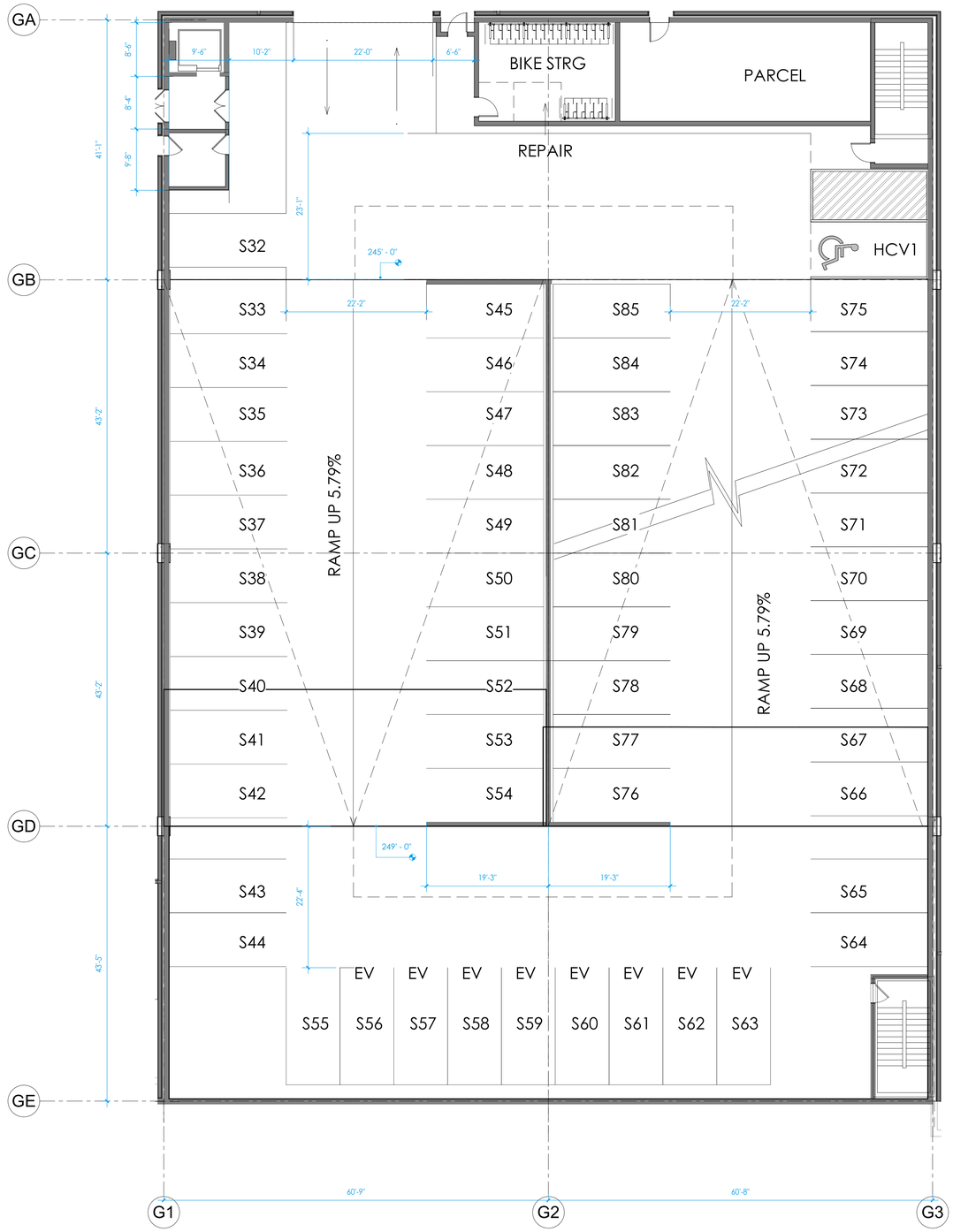

GARAGE LEVEL 1 SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1
GARAGE PLAN

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QC CHECKED BY	WF
CA REVIEWED BY	JH

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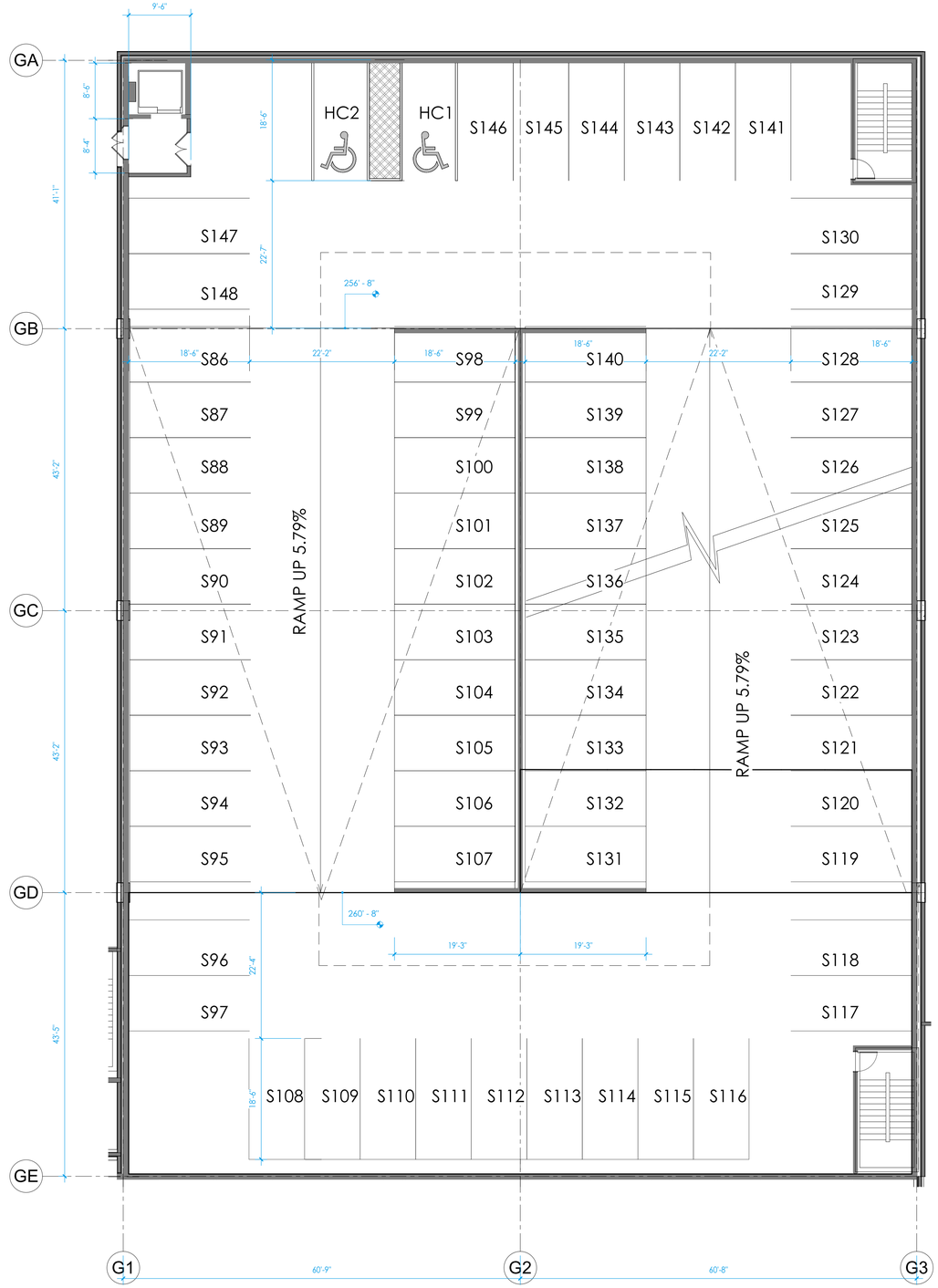

LEVEL 2 GARAGE SCALE: 1" = 10'-0"

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N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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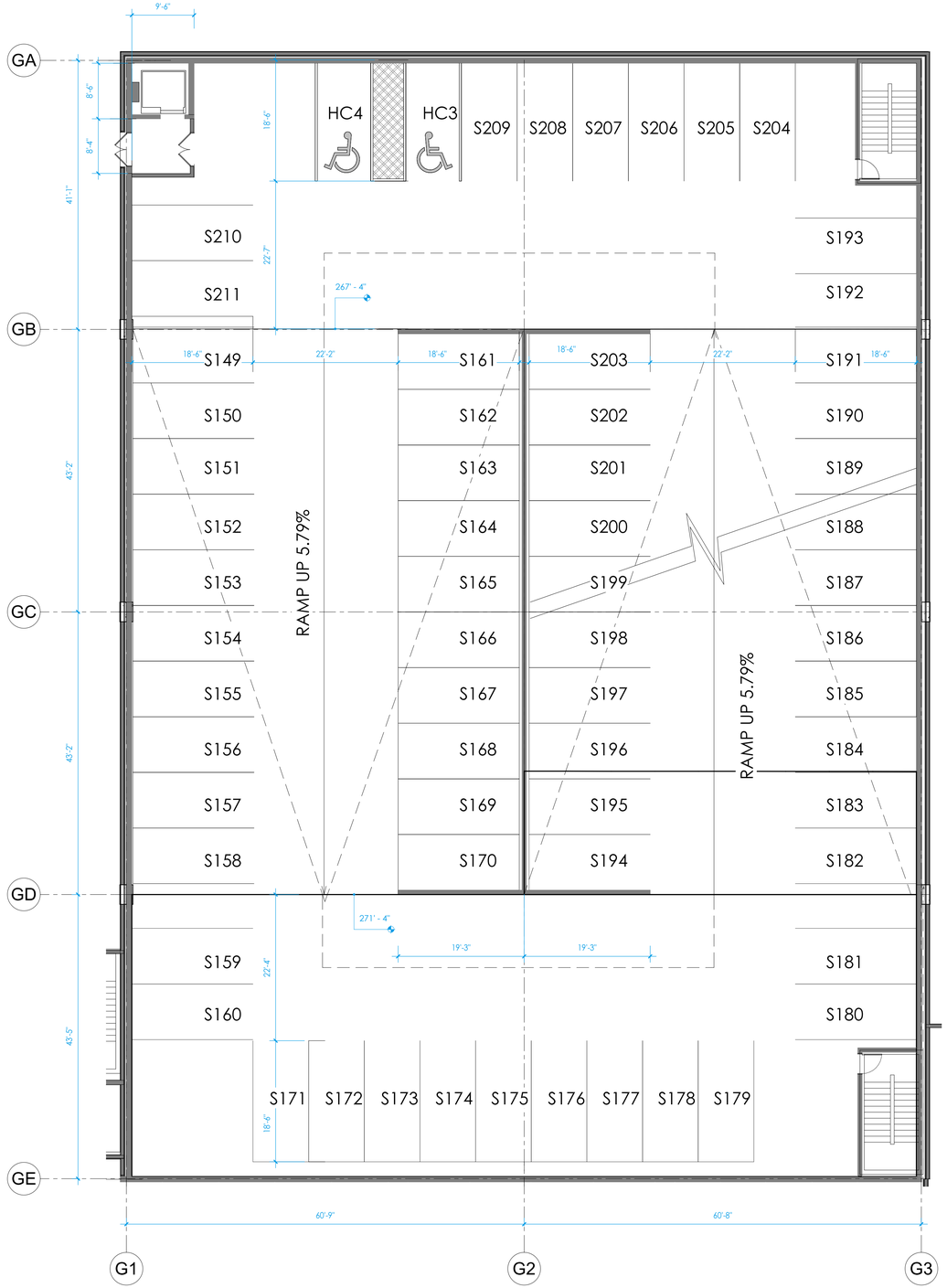

LEVEL 3 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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12/12/2025

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HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 3
GARAGE PLAN

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QC CHECKED BY	WF
CA REVIEWED BY	JH

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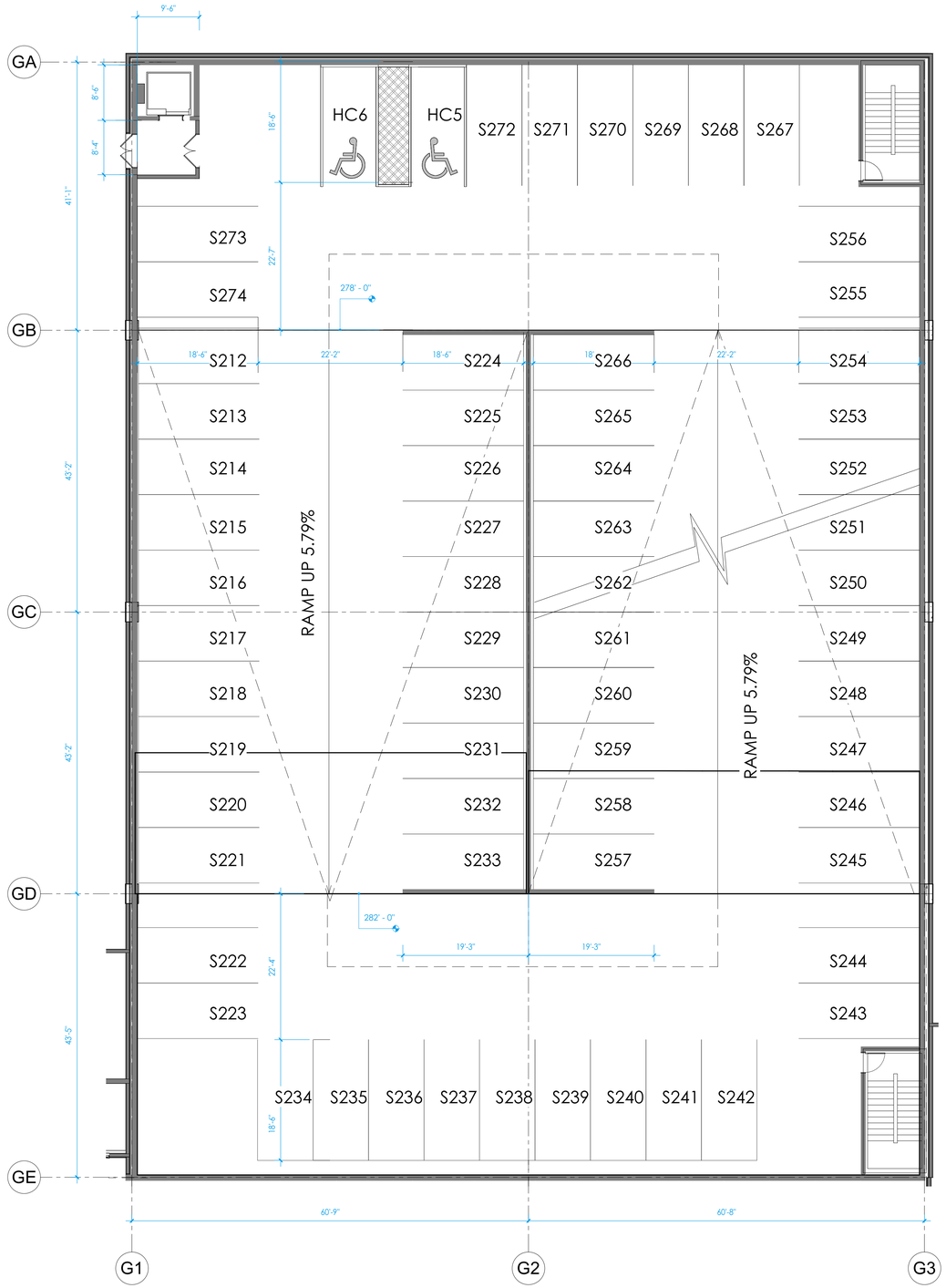

LEVEL 4 GARAGE PLAN SCALE: 1" = 10'-0"

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9.10.06
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12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 4
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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N

10' 20' 40'
SCALE: 20'= 1'-0"

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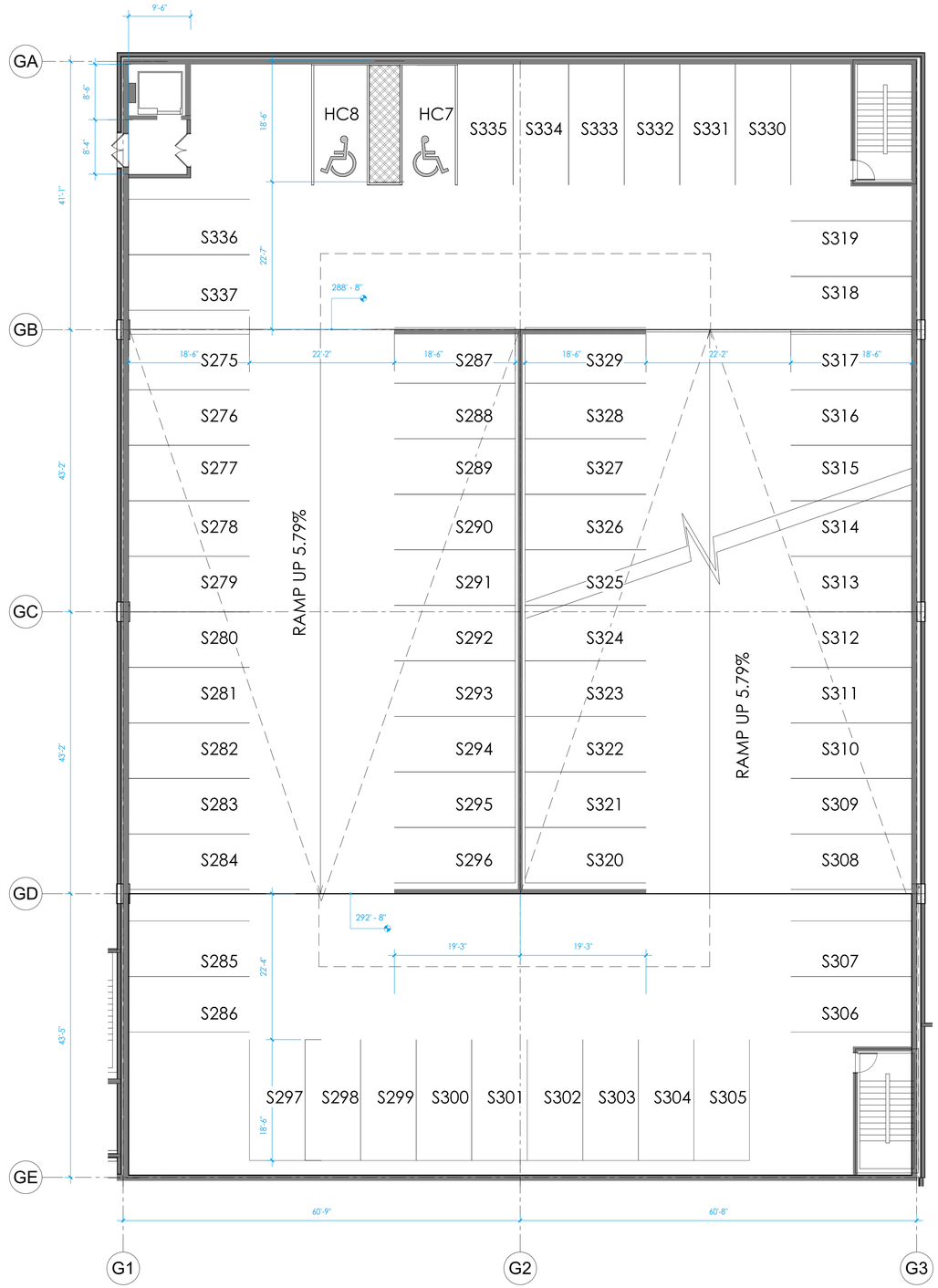

LEVEL 5 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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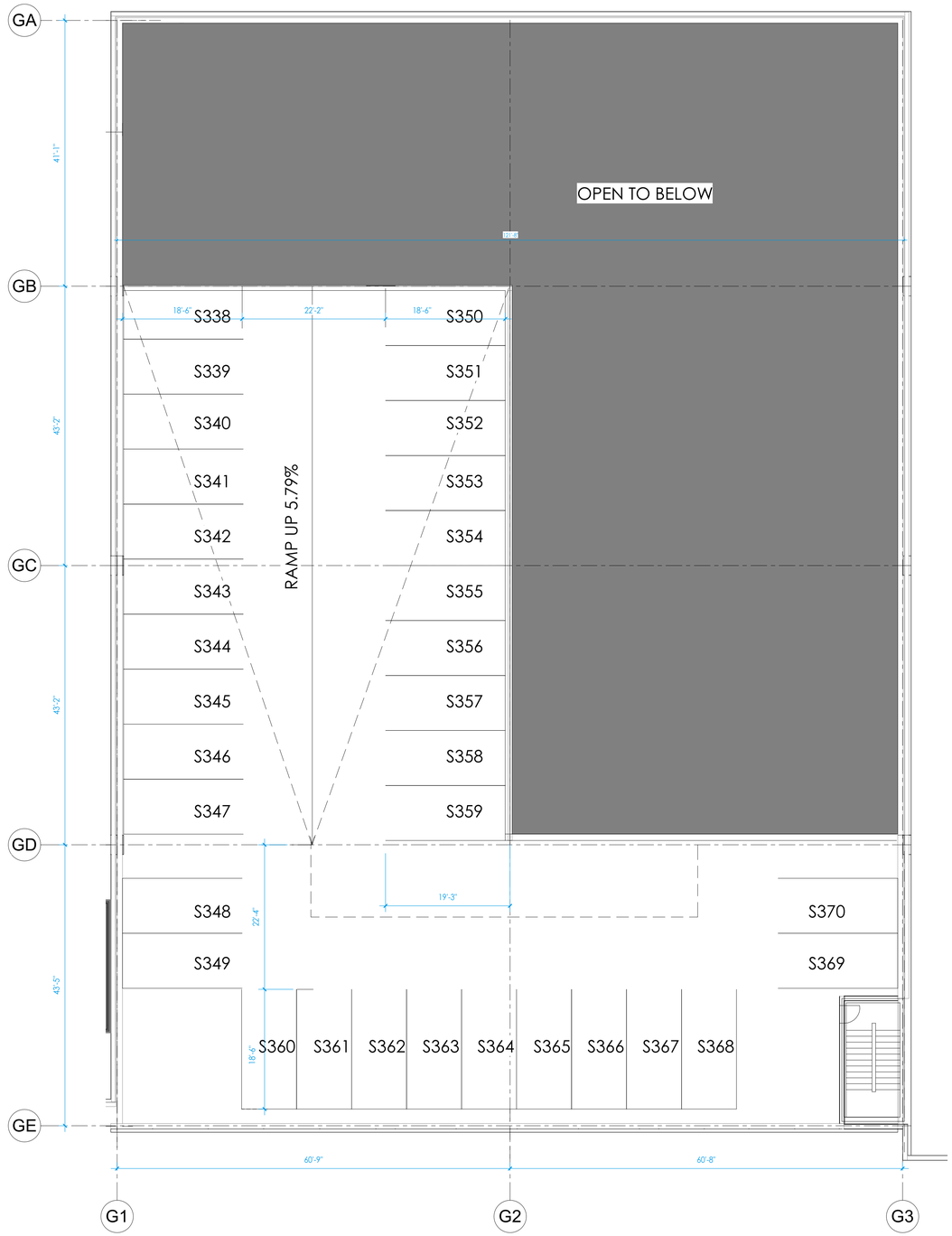

GARAGE ROOF PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

NOTE:

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ARCHITECT DOUGLAS N. PORTER 9.10.1996 STATE OF MARYLAND

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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

ROOF LEVEL GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

A112

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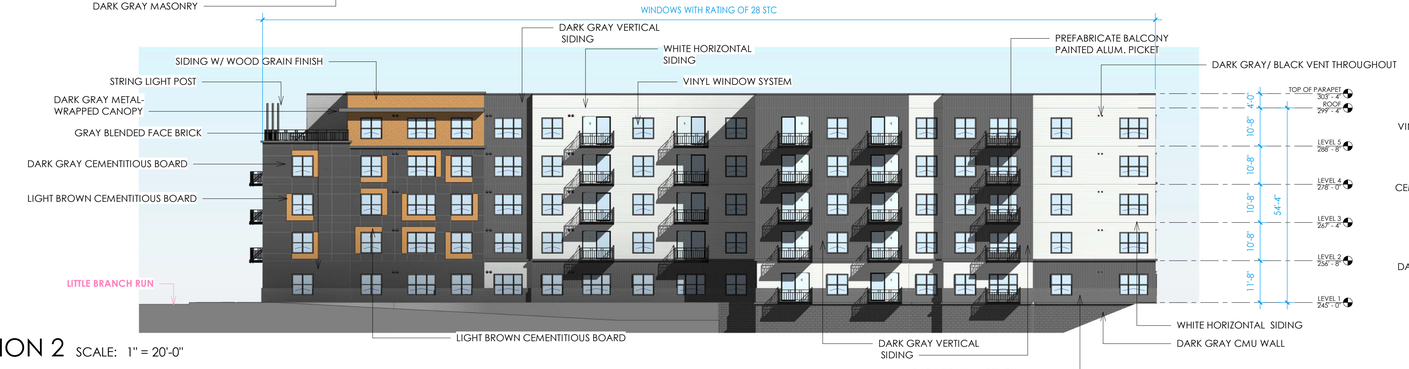
ELEVATION 1 SCALE: 1" = 20'-0"



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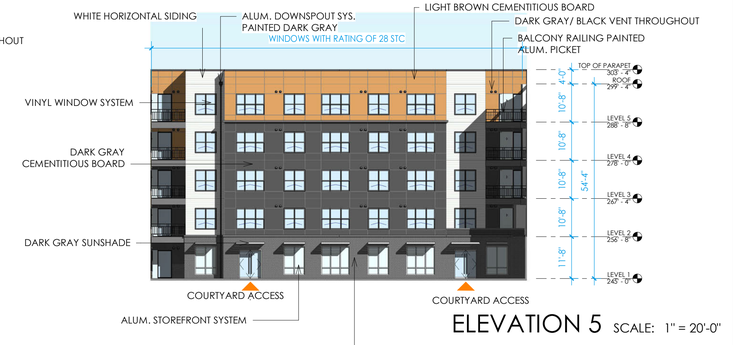

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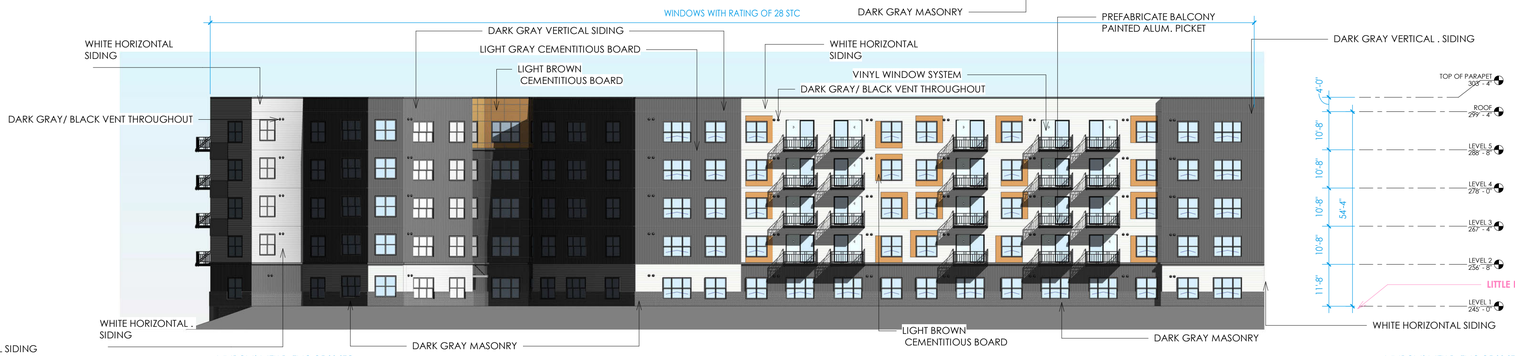

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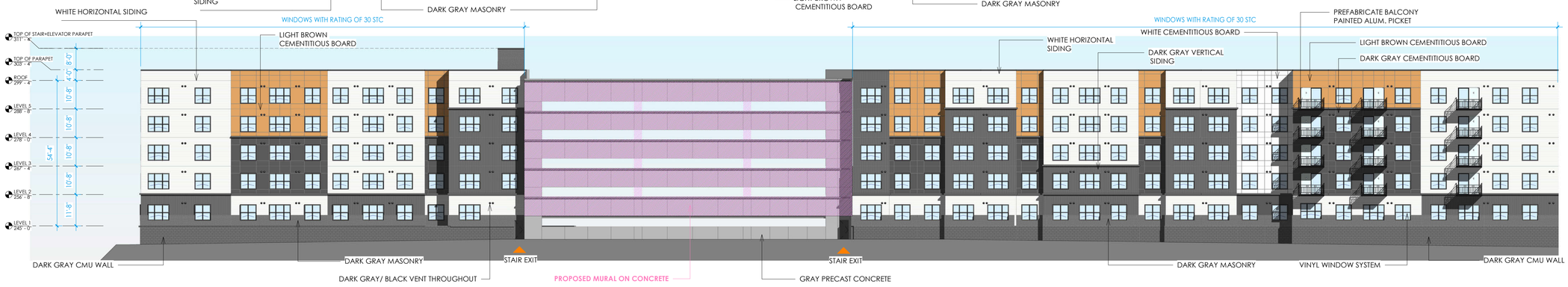

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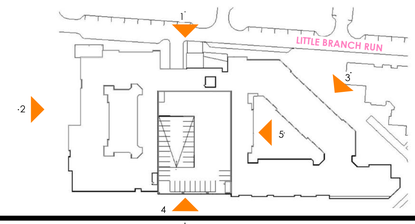

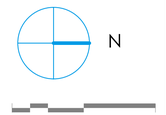

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REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

A301

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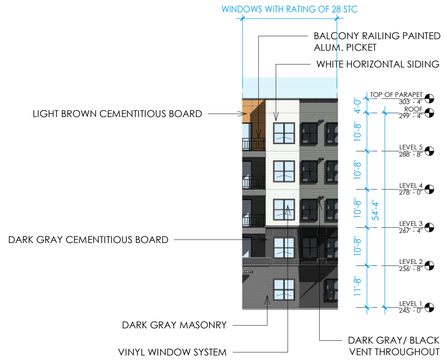

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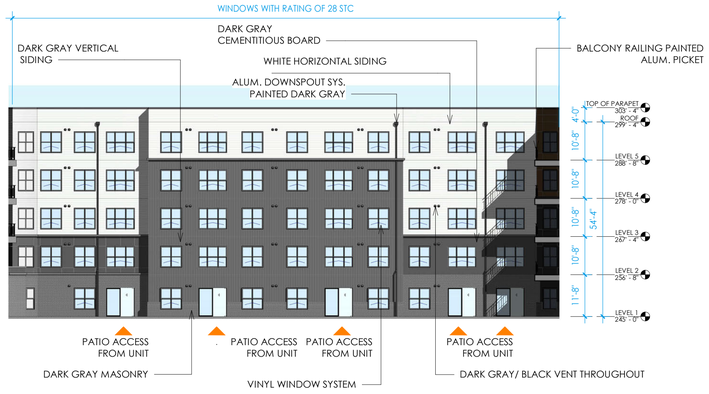

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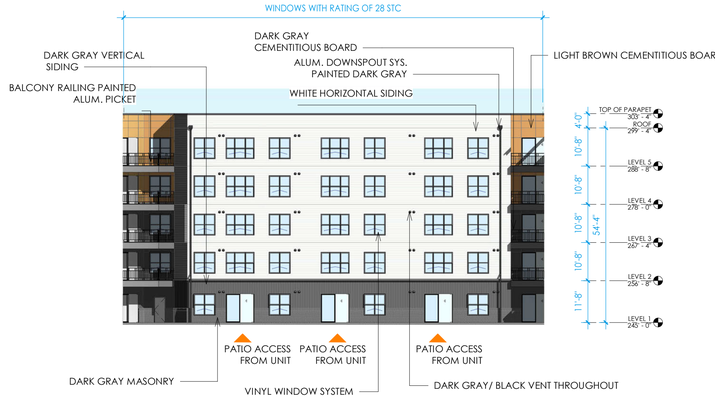

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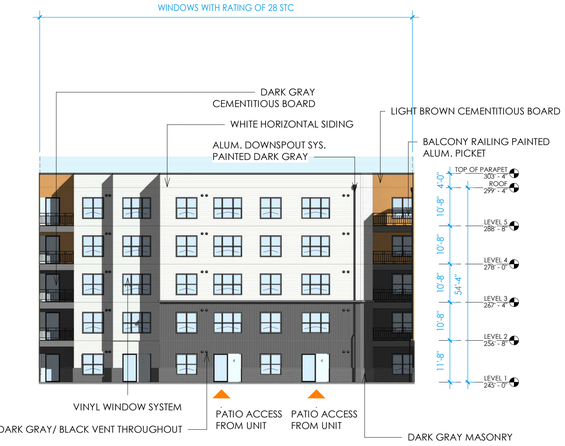

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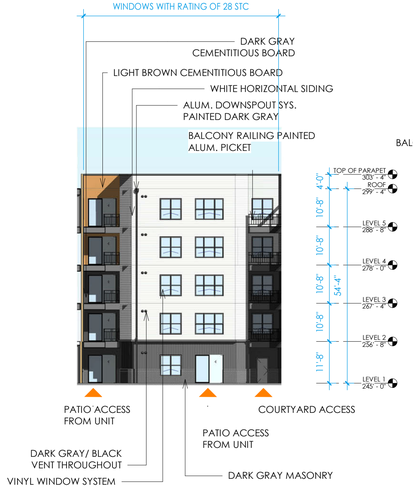
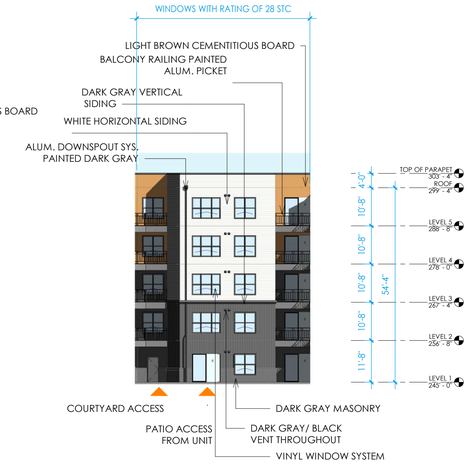
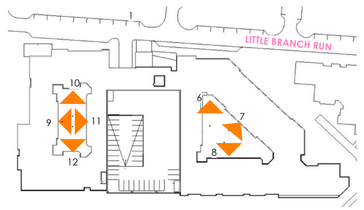


ELEVATION 10 SCALE: 1" = 20'-0"

ELEVATION 11 SCALE: 1" = 20'-0"



ELEVATION 12 SCALE: 1" = 20'-0"



10' 20' 40'
SCALE: 20'= 1'-0"

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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

A302

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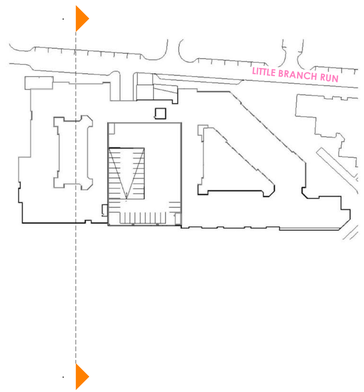
SITE SECTION SCALE: 1" = 20'-0"



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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SITE SECTION

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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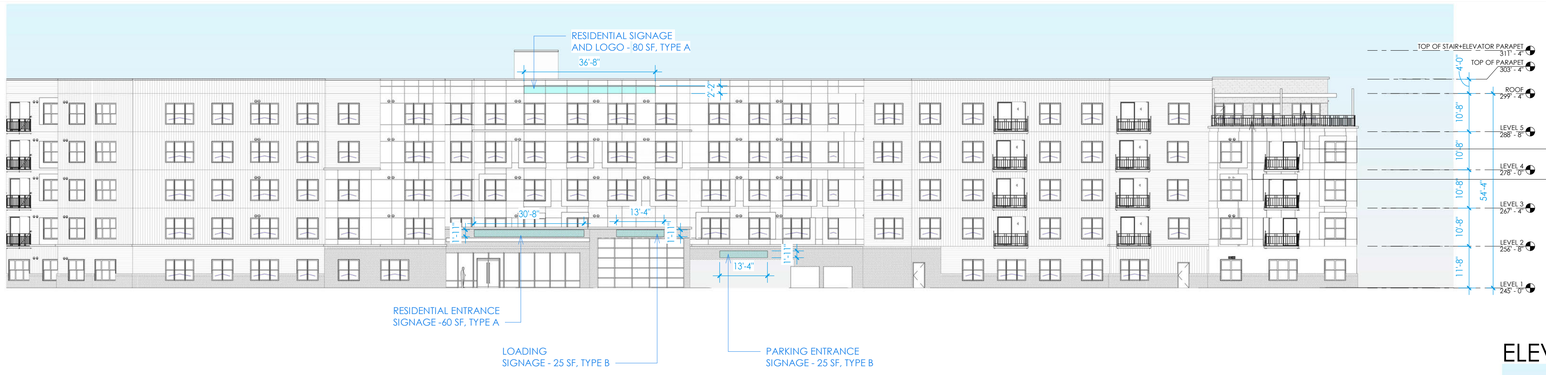

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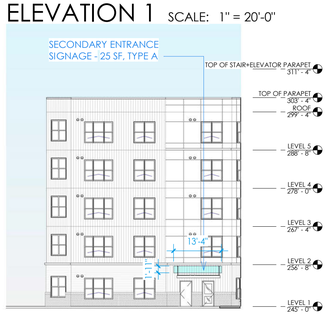
ELEVATION 1 SCALE: 1" = 20'-0"



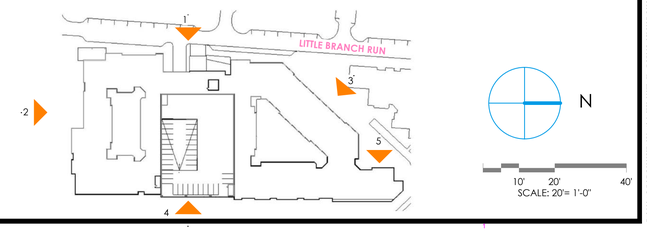
ELEVATION 2 SCALE: 1" = 20'-0"

ELEVATION 3 SCALE: 1" = 20'-0"

ELEVATION 4 SCALE: 1" = 20'-0"

SIGNAGE SCHEDULE

SIGNAGE TYPE	DESCRIPTION	COUNT	AREA
A	LIGHTED, TRIMLESS SIGN WITH CHANNEL LETTERS	6	345 SF
B	PAINTED ALUMINUM PANELS 1" DEEP - STUD-MOUNTED ON WALL SURFACE DIMENSIONAL LETTERS WITH PAINTED FINISHES	2	50 SF
TOTAL		8	395 SF



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REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
SIGNAGE ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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RIVER TERRACE RD

NICHOLSON ST

LITTLE BRANCH RUN

342'-2"

PROPERTY LINE

LOADING SIGNAGE - 25 SF, TYPE B

LOADING SIGNAGE - 25 SF, TYPE B

13'-4"

30'-8"

RESIDENTIAL SIGNAGE AND LOGO - 50 SF, TYPE A

20'-2"

13'-4"

36'-8"

PARKING ENTRANCE SIGNAGE - 25 SF, TYPE B

RESIDENTIAL SIGNAGE AND LOGO - 80 SF, TYPE A

SOVREN BUILDING

249'-8"

OPEN TO COURTYARD LEVEL 1

36'-2 1/2"

121'-8"

RAMP 5.79%

DN

OPEN TO COURTYARD LEVEL 1

204'-9"

13'-4"

SECONDARY ENTRANCE SIGNAGE - 25 SF, TYPE A

RESIDENTIAL SIGNAGE AND LOGO - 50 SF, TYPE A

DOAS UNIT SCREENED

RESIDENTIAL SIGNAGE AND LOGO - 80 SF, TYPE A

23'-2"

143'-2 1/2"

120'-8"

550'-0"

34'-8"

PROPERTY LINE

SIGNAGE PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'

SCALE: 20'= 1'-0"

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REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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SIGNAGE FACE AREA SUMMARY

ELEVATION 1 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	2	140 SF
B	LOADING SIGNAGE	1	25 SF
B	PARKING ENTRANCE SIGNAGE	1	25 SF
TOTAL		4	190 SF

ELEVATION 2 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 3 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 4 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	80 SF
TOTAL		1	80 SF

ELEVATION 5 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	SECONDARY ENTRANCE SIGNAGE	1	25 SF
TOTAL		1	25 SF

TOTAL SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A		6	345 SF
B		2	50 SF
TOTAL		8	395 SF

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REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE SCHEDULE

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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RIVER TERRACE RD

NICHOLSON ST

LITTLE BRANCH RUN

342'-2"

PROPERTY LINE

249'-8"

BUILDING ABOVE

SOVREN BUILDING

BUILDING ABOVE

294'-9"

RAMP 5.79%

RES. STORAGE

UP

PET

+240

BLDG MAINTENANCE SHOP

PROPERTY LINE

+240

550'-0"

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OFF STREET PARKING SCHEDULE

LEVEL	TYPE	NUMBER	TYPE MARK
P1 LEVEL			
P1 LEVEL	01 Standard - 8'-6"	31	S
		31	
LEVEL 1			
LEVEL 1	01 Standard - 8'-6"	54	S
LEVEL 1	04 ADA Van (UD)	1	HCV
		55	
LEVEL 2			
LEVEL 2	01 Standard - 8'-6"	63	S
LEVEL 2	03 ADA (UD)	2	HC
		65	
LEVEL 3			
LEVEL 3	01 Standard - 8'-6"	63	S
LEVEL 3	03 ADA (UD)	2	HC

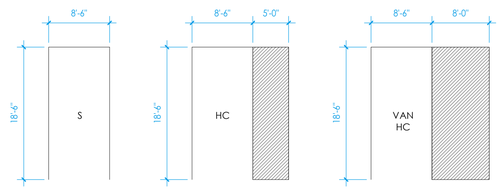
OFF STREET PARKING SCHEDULE

LEVEL	TYPE	NUMBER	TYPE MARK
		65	
LEVEL 4			
LEVEL 4	01 Standard - 8'-6"	63	S
LEVEL 4	03 ADA (UD)	2	HC
		65	
LEVEL 5			
LEVEL 5	01 Standard - 8'-6"	63	S
LEVEL 5	03 ADA (UD)	2	HC
		65	
ROOF			
ROOF	01 Standard - 8'-6"	33	S
		33	
TOTAL SPACES		379	

OFF STREET PARKING SCHEDULE (PROVIDED) - TOTAL

TYPE	NUMBER	TYPE MARK	PARKING DIMENSIONS
01 Standard - 8'-6"	370	S	8'-6" x 18'-6"
03 ADA (UD)	8	HC	8'-6" x 18'-6" w/ 5'-0"AISLE
04 ADA Van (UD)	1	HCV	8'-6" x 18'-6" w/ 8'-0" AISLE
	379		
TOTAL SPACES	379		

* BIKE PARKING CALCULATION:
BIKE PARKING REQUIRED: 1 PER 20 PARKING SPACES → 379 UNITS ÷ 20 = 18 SPACES REQUIRED
PROVIDED: 20 PARKINGS ON LEVEL 1



P1 LEVEL PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 LEVEL PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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LEVEL 1 PLAN SCALE: 1" = 20'-0"

UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 1		
1BR	41	67%
2BR	19	31%
3BR	1	2%
61	61	
LEVEL 2		
1BR	43	61%
2BR	26	37%
3BR	1	1%
70	70	
LEVEL 3		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	

UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 4		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	
LEVEL 5		
1BR	42	61%
2BR	26	38%
3BR	1	1%
69	69	

UNIT MATRIX - TOTAL		
UNIT TYPE	NUMBER	UNIT MIX
1BR	212	62%
2BR	125	37%
3BR	5	1%
	342	

N

10' 20' 40'
SCALE: 20'= 1'-0"

NOTE:

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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LEVEL 2 SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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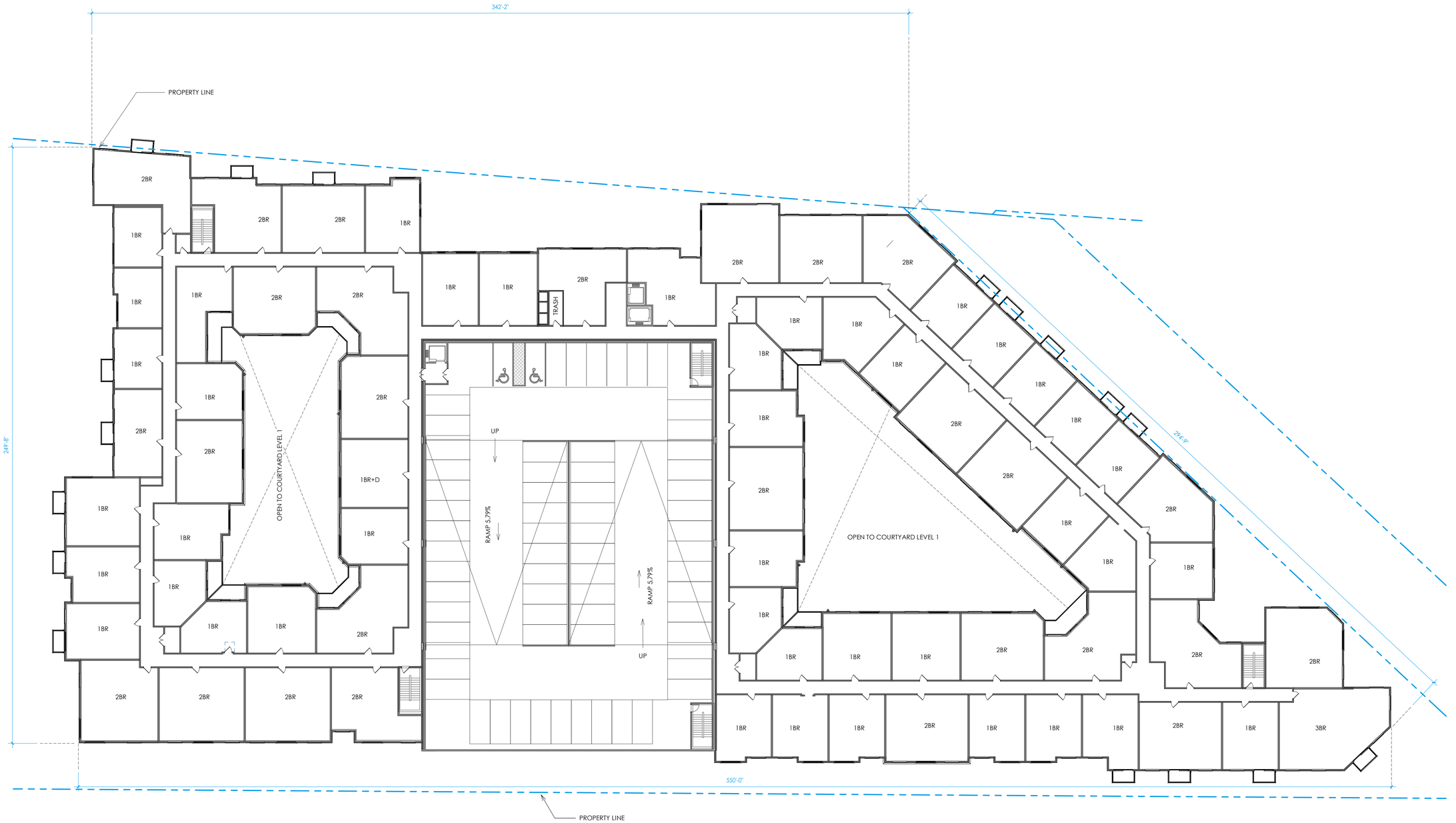

LEVEL 3 AND 4 PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

LEVEL 3 AND 4 PLAN

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CA REVIEWED BY	JH

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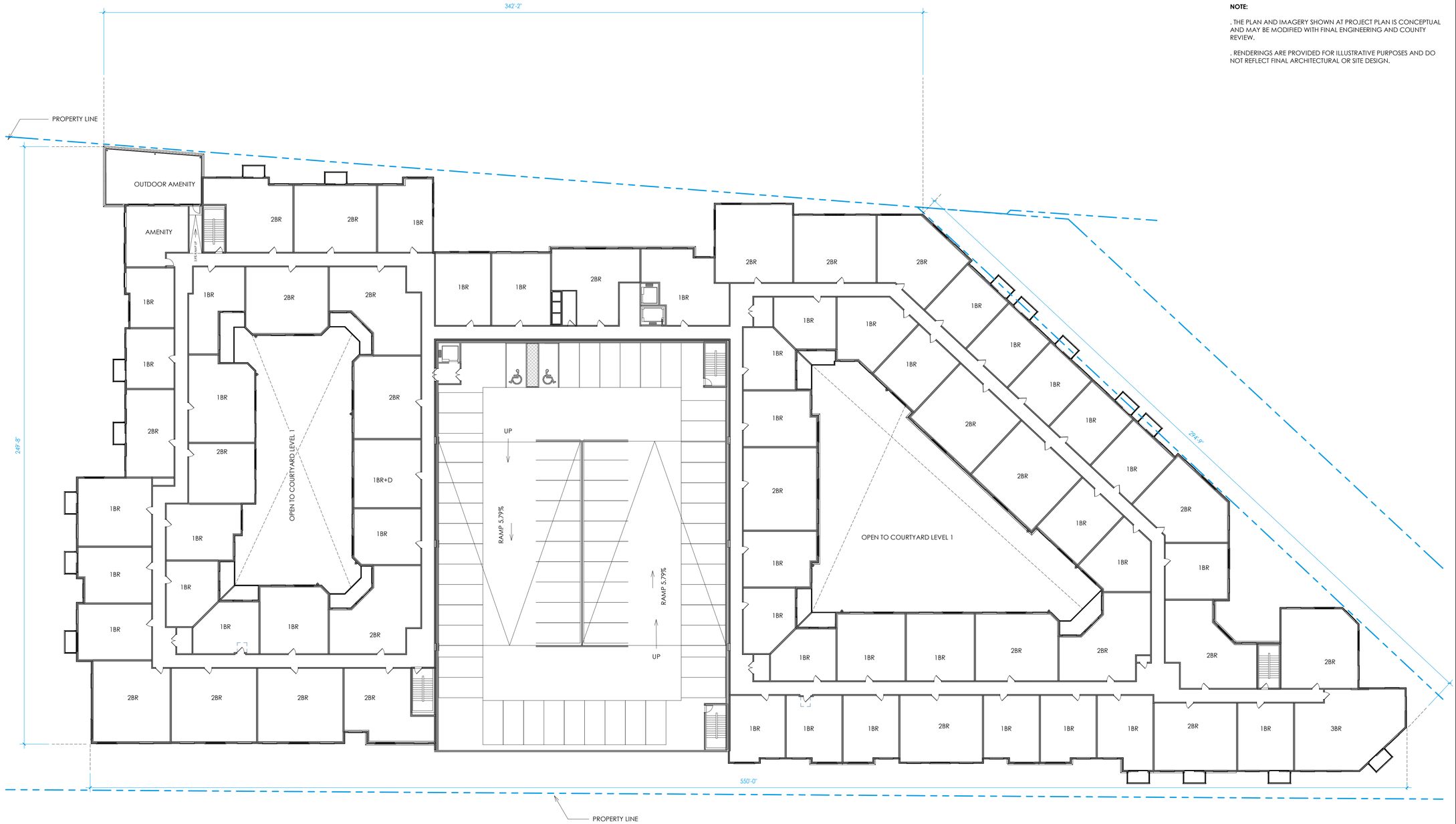

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LEVEL 5 PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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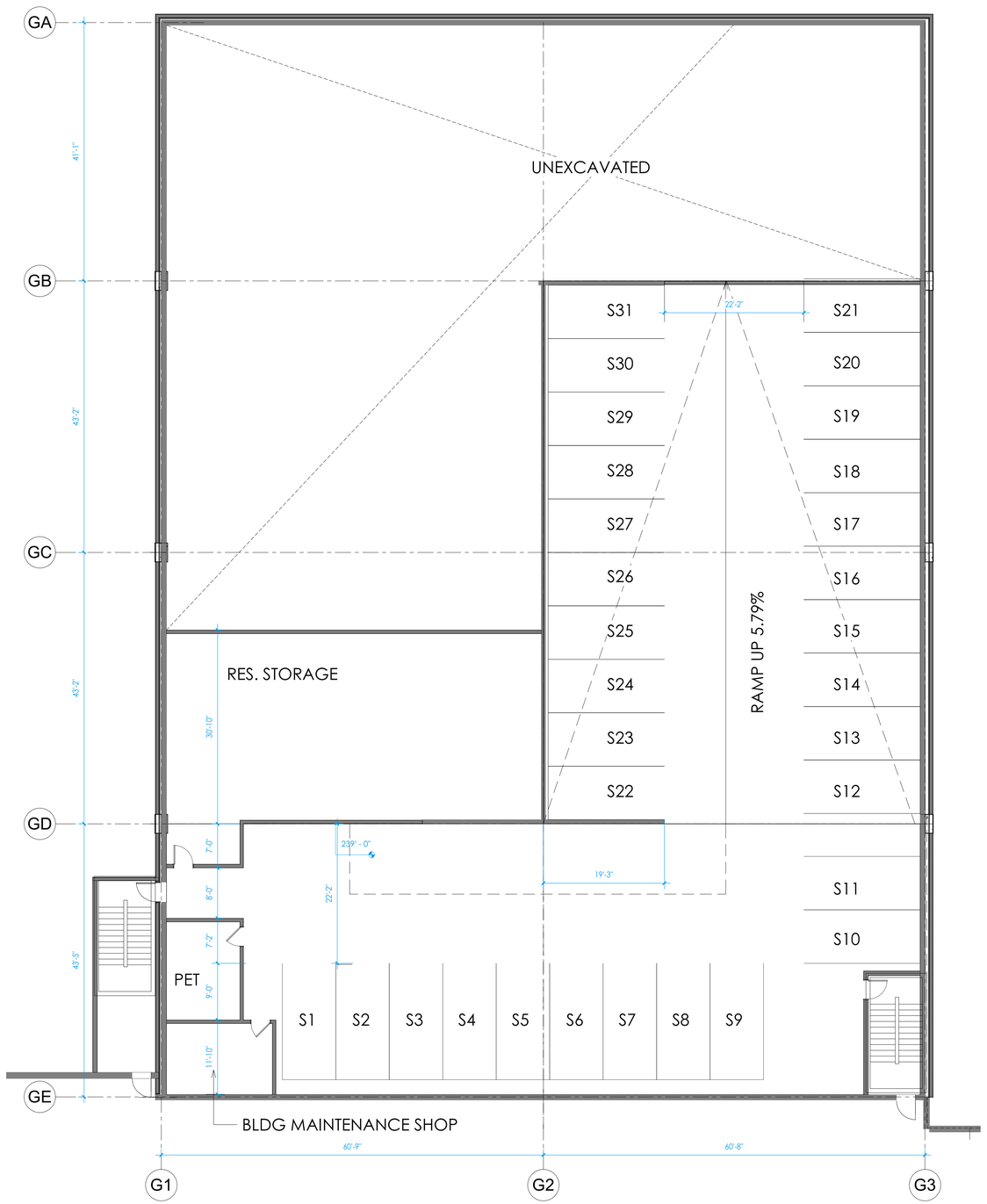

P1 GARAGE PLAN SCALE: 1" = 10'-0"

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N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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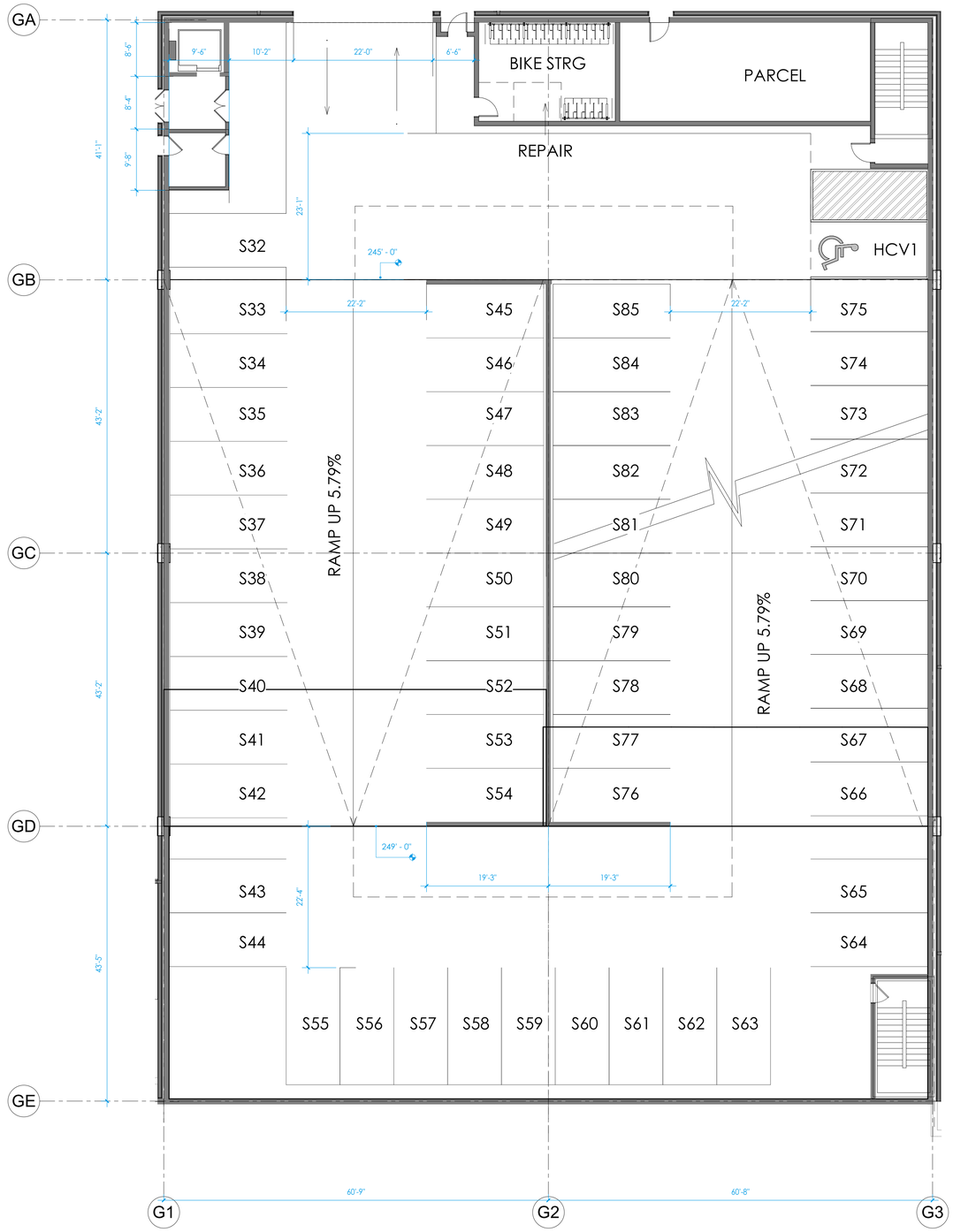

GARAGE LEVEL 1 SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1
GARAGE PLAN

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QC CHECKED BY	WF
CA REVIEWED BY	JH

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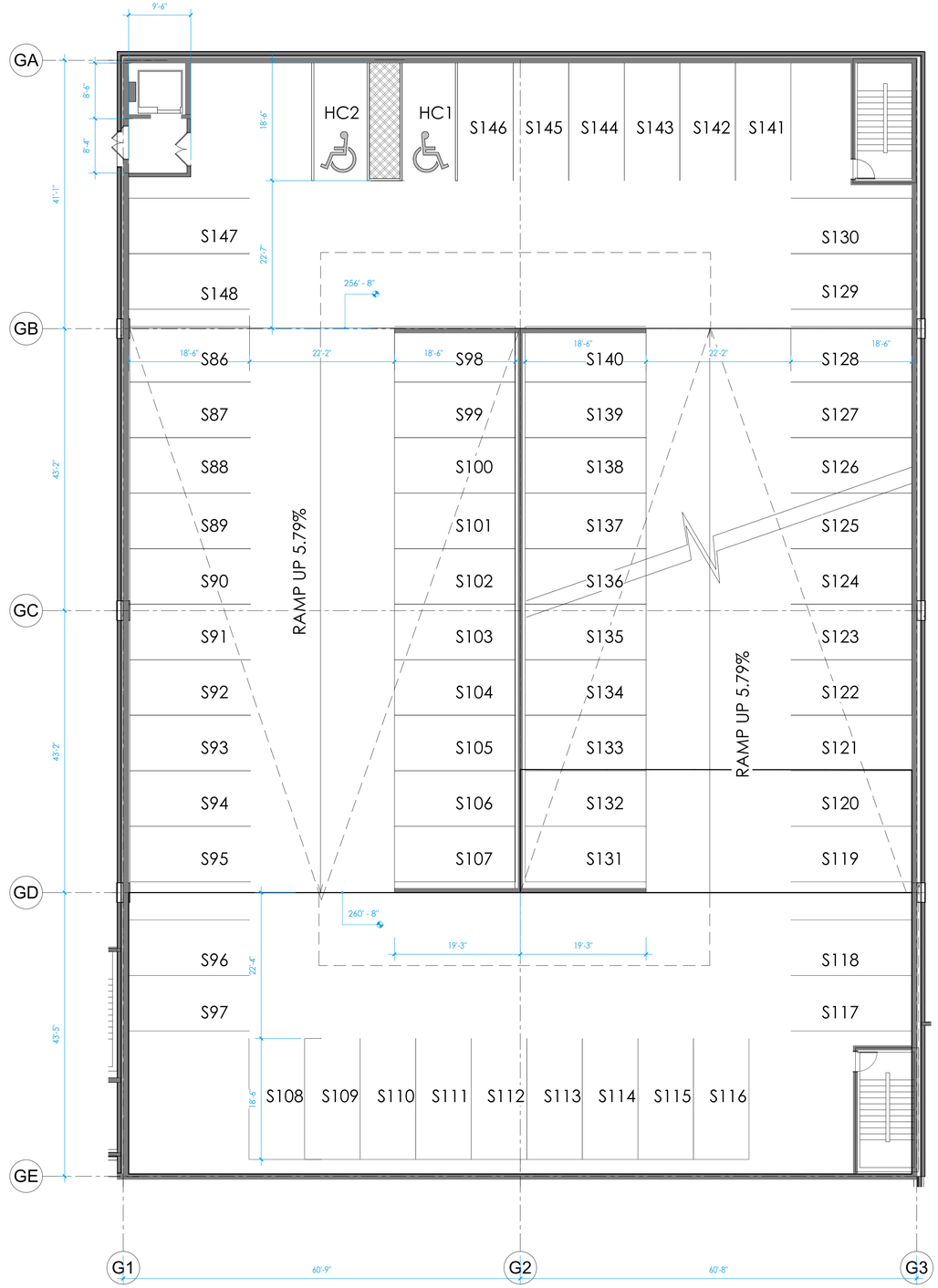

LEVEL 2 GARAGE SCALE: 1" = 10'-0"

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N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2
GARAGE PLAN

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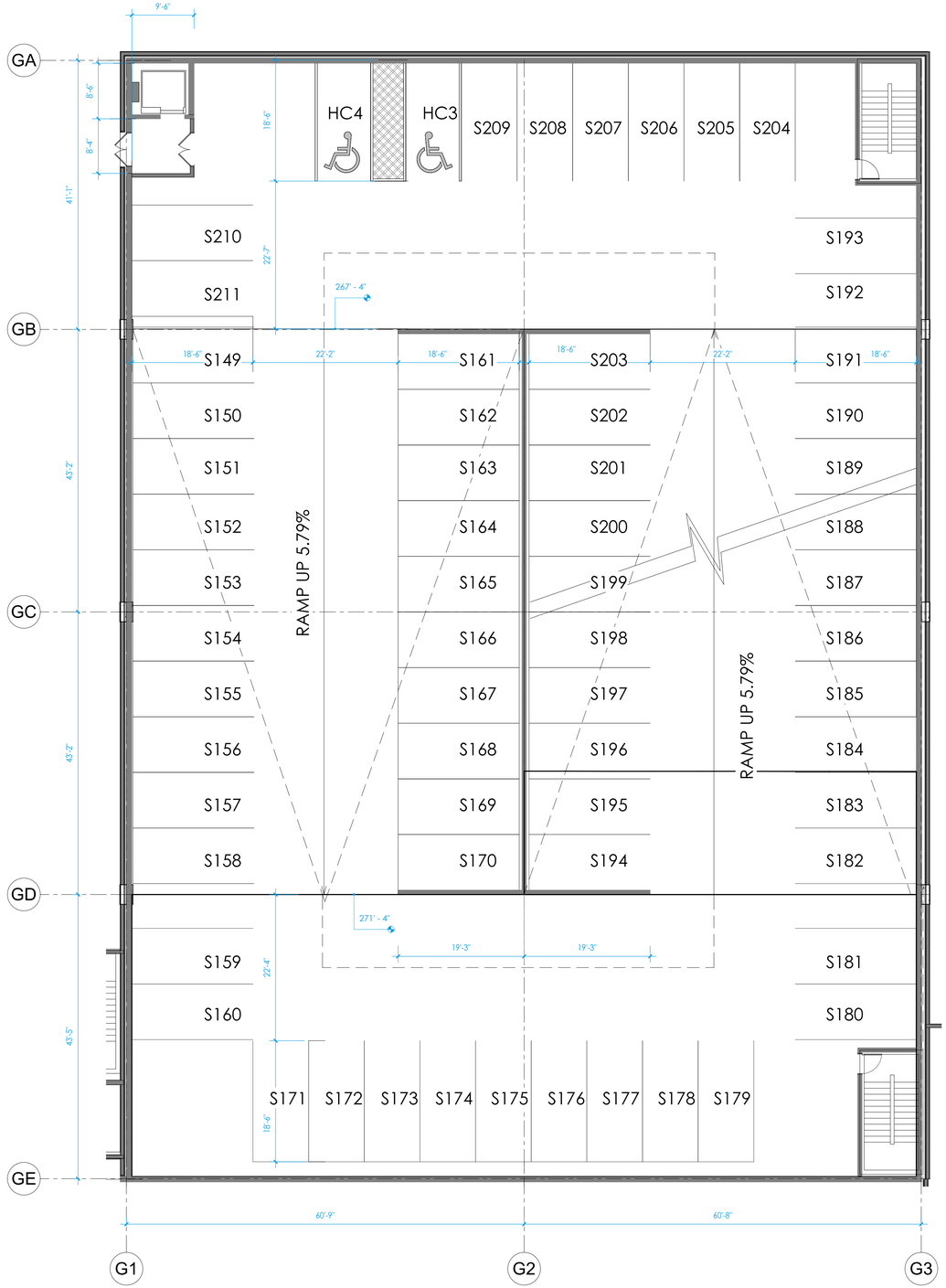

LEVEL 3 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 3
GARAGE PLAN

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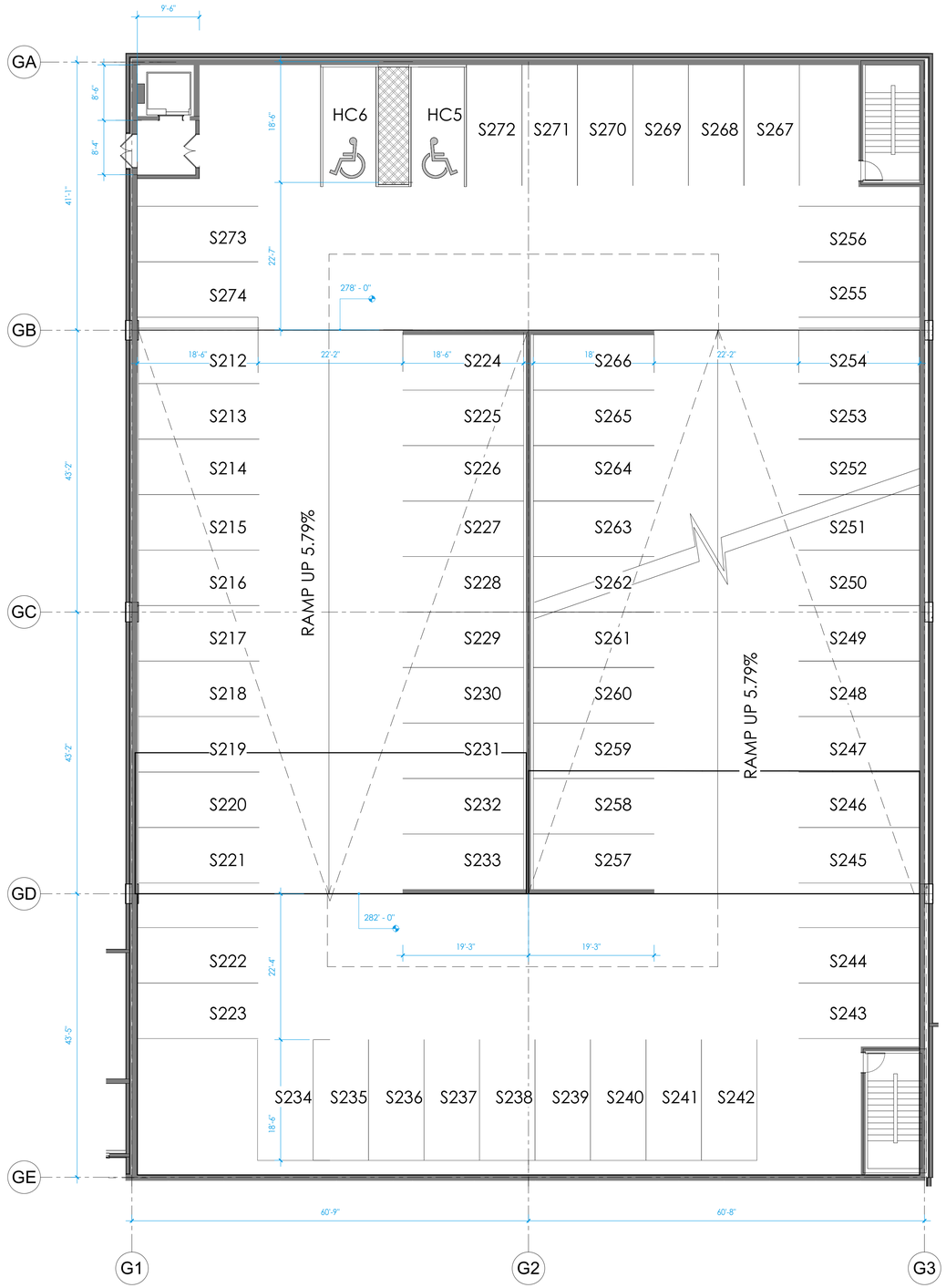

LEVEL 4 GARAGE PLAN SCALE: 1" = 10'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 4
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
A110

N

10' 20' 40'
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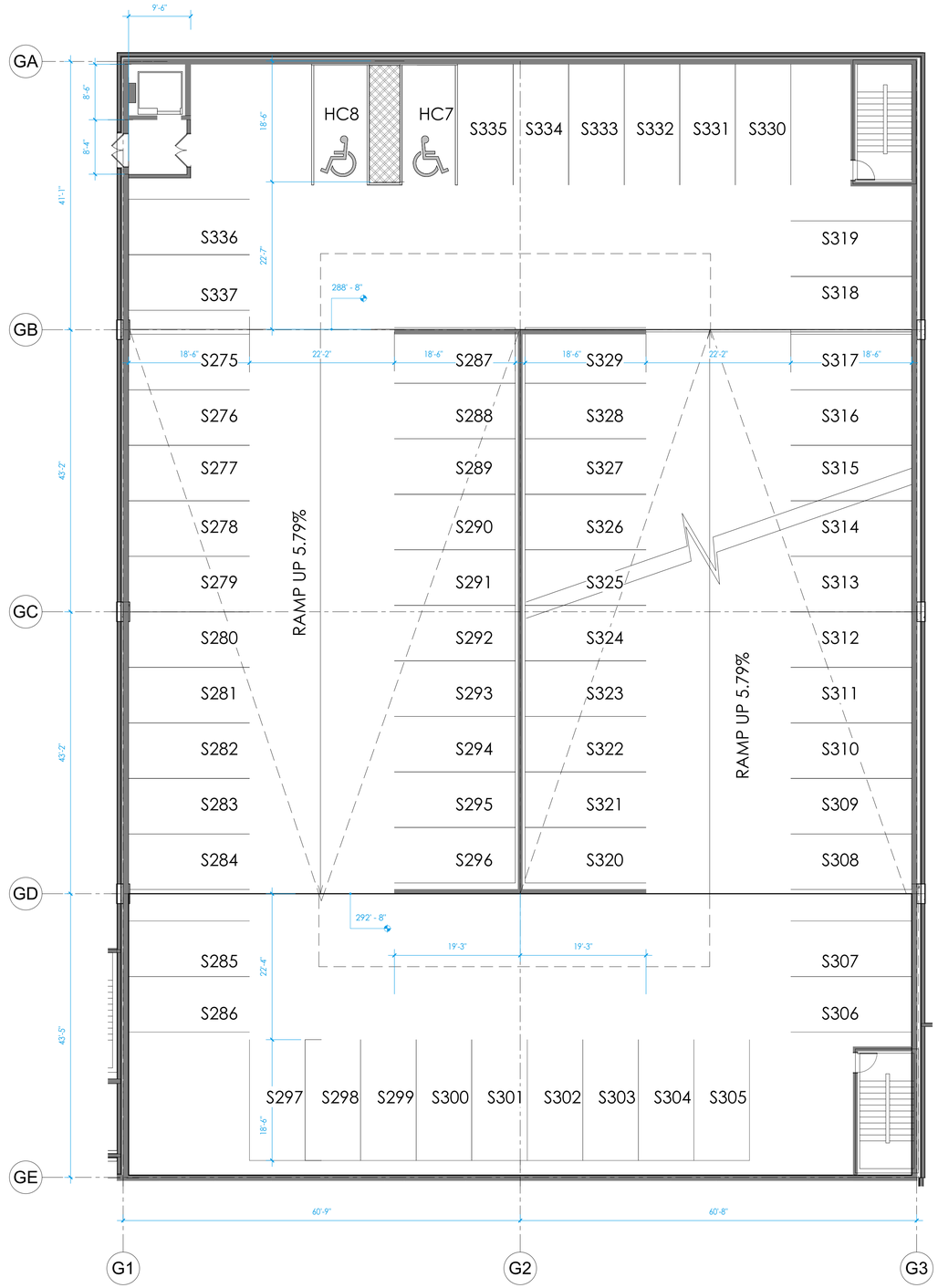

LEVEL 5 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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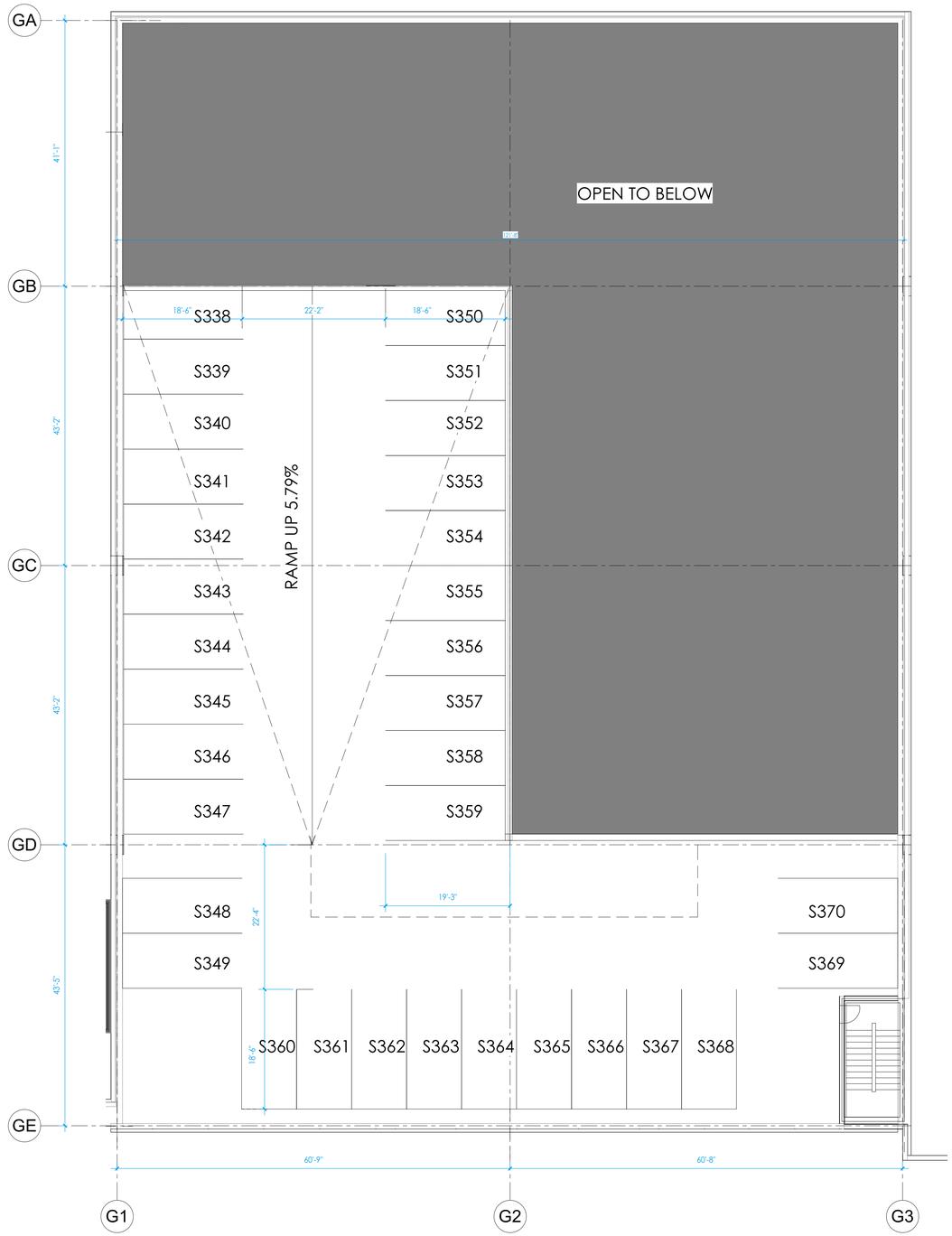

GARAGE ROOF PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

NOTE:

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REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
ROOF LEVEL GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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ELEVATION 1 SCALE: 1" = 20'-0"

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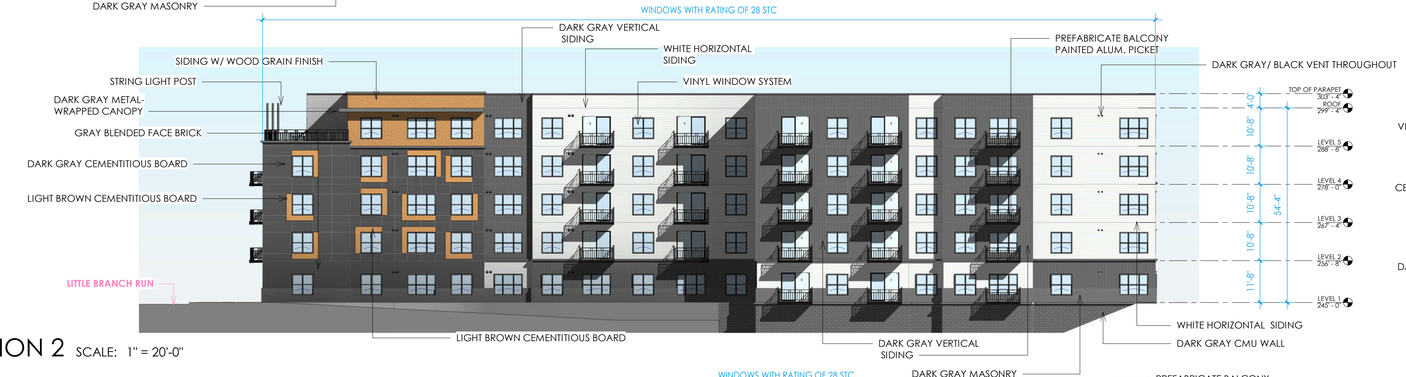
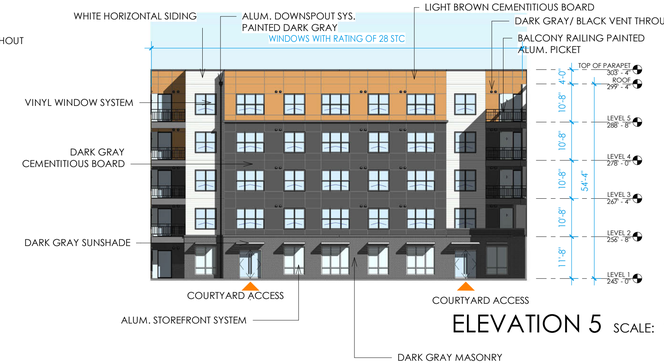
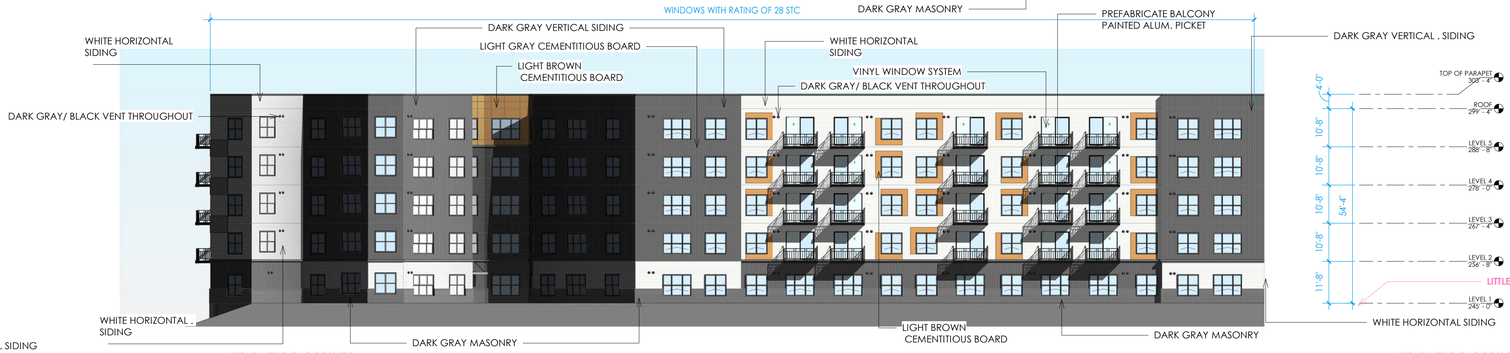


ELEVATION 2 SCALE: 1" = 20'-0"



ELEVATION 5 SCALE: 1" = 20'-0"



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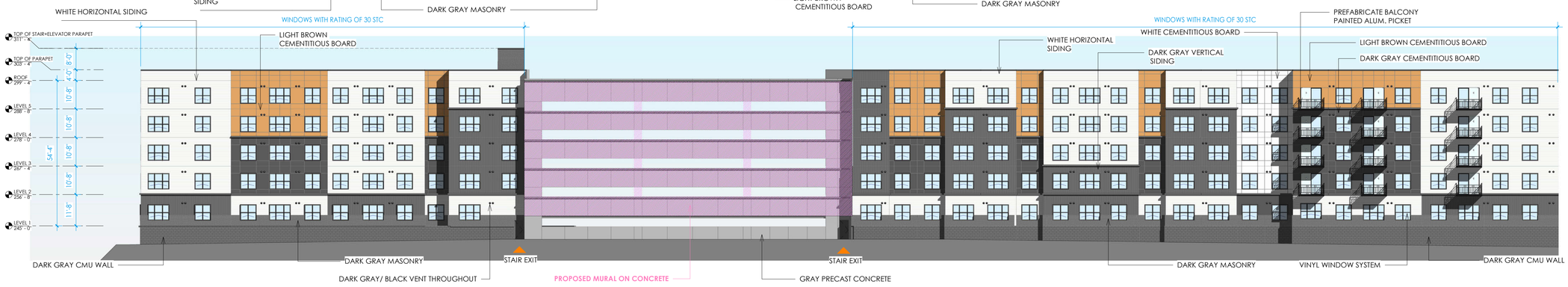

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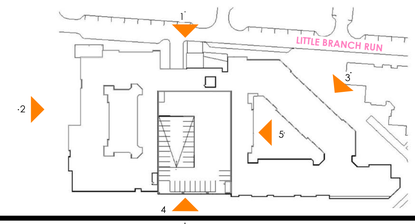

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10' 20' 40'
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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
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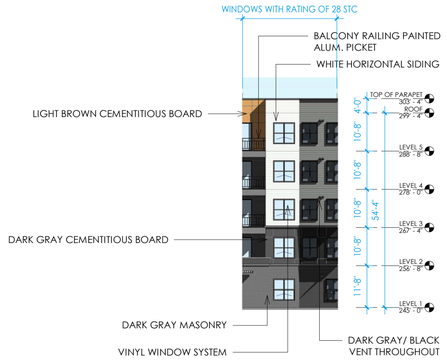

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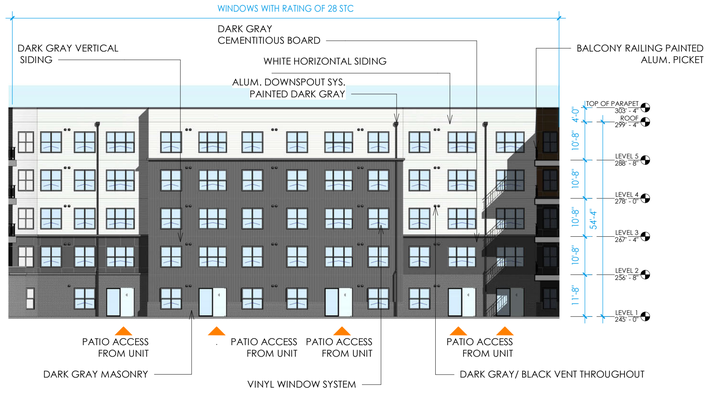

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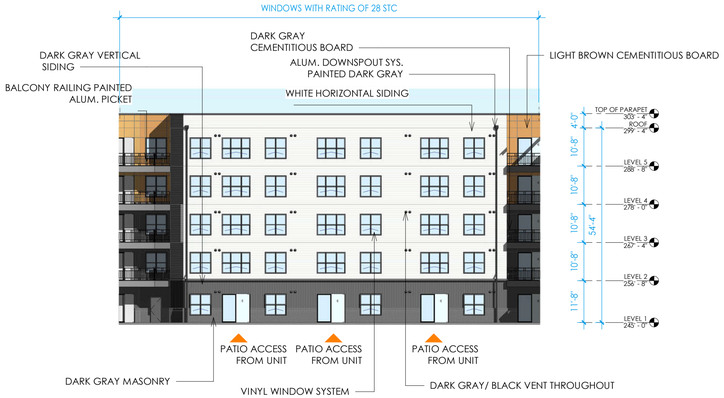

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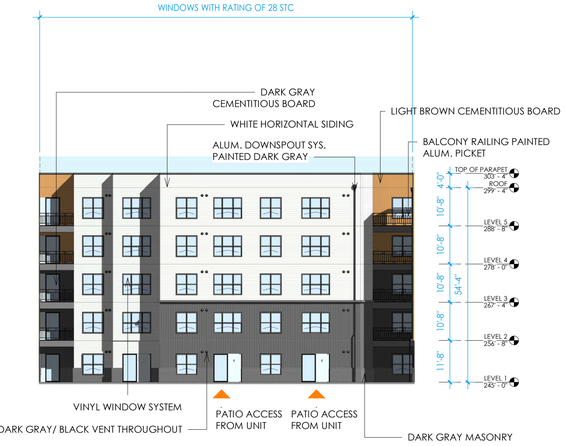

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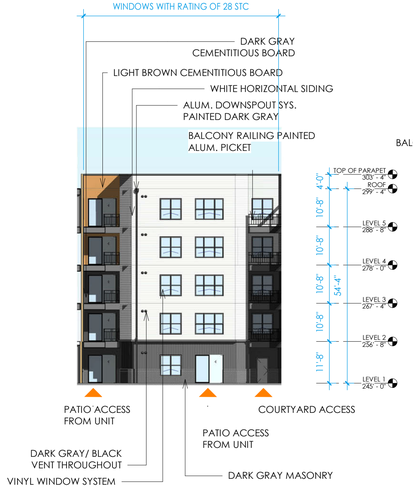

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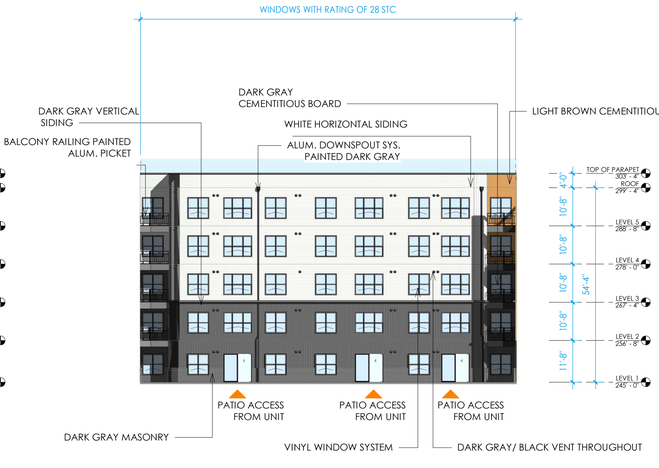

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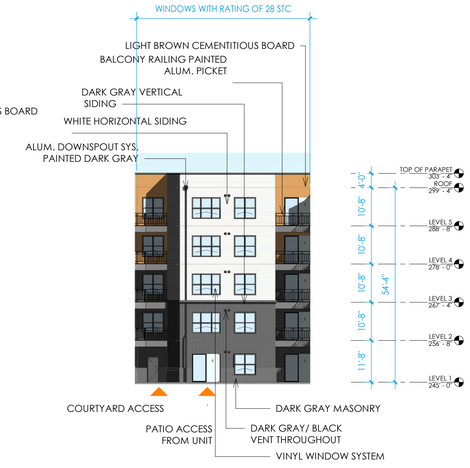

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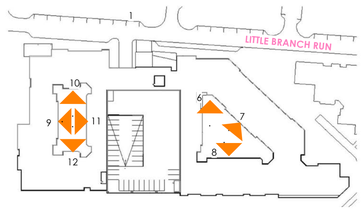

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HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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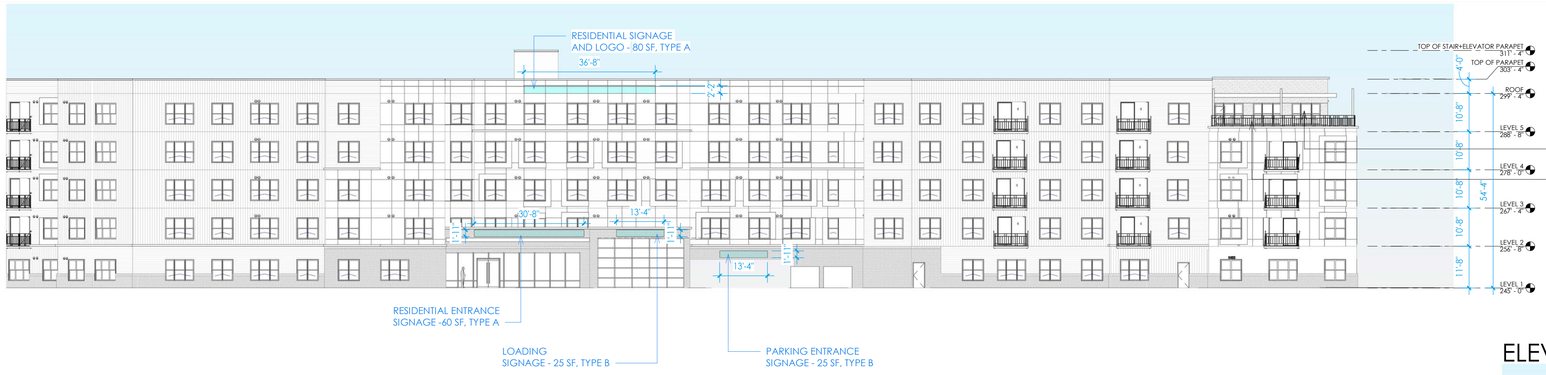

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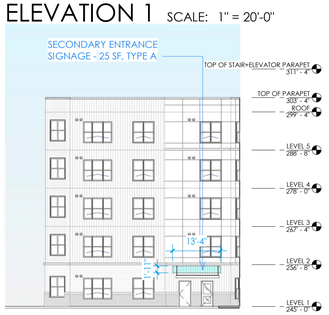
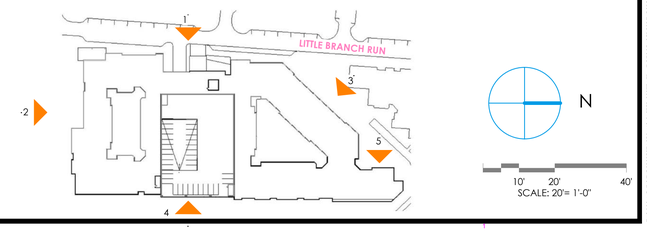


ELEVATION 1 SCALE: 1" = 20'-0"

ELEVATION 3 SCALE: 1" = 20'-0"

ELEVATION 4 SCALE: 1" = 20'-0"

SIGNAGE SCHEDULE			
SIGNAGE TYPE	DESCRIPTION	COUNT	AREA
A	LIGHTED, TRIMLESS SIGN WITH CHANNEL LETTERS	6	345 SF
B	PAINTED ALUMINUM PANELS 1" DEEP - STUD-MOUNTED ON WALL SURFACE DIMENSIONAL LETTERS WITH PAINTED FINISHES	2	50 SF
TOTAL		8	395 SF



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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

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SIGNAGE ELEVATIONS

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Statement of Justification
Riverfront at West Hyattsville
Detailed Site Plan, DSP-20053-02
Multifamily Residential
Expedited Transit-Oriented Development
December 10, 2025

RIVERFRONT AT WEST HYATTSVILLE
DETAILED SITE PLAN DSP-20053-02
ARCHITECTURE FOR MULTIFAMILY DEVELOPMENT
EXPEDITED TRANSIT-ORIENTED DEVELOPMENT
AT WEST HYATTSVILLE METRO STATION
STATEMENT OF JUSTIFICATION
MAY 25, 2025
REVISED JULY 8, 2025
REVISED DECEMBER 10, 2025

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I. INTRODUCTION

WHPC BLOCK 4, LLC (the "Applicant") presents this Detailed Site Plan application for construction of a multifamily development containing 342 dwelling units. The proposed development will be constructed within the Riverfront at West Hyattsville project and is the final phase of the Riverfront at West Hyattsville project and will be constructed on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

The proposed Detailed Site Plan represents a revision to DSP-20053, which was approved on December 16, 2021.The property included in DSP-20053 consisted of two proposed parcels. Those parcels are now described as Parcel 1 and Outparcel 1, as depicted on a plat of subdivision entitled "West Hyattsville", which plat is recorded among the Land Records of Prince George's County at Plat Book ME 252 Plat 21. These parcels are outlined in red on the image below taken from the recorded plat:

Detailed Site Plan DSP-20053 approved the construction of 293 multifamily units and up to 3,213 square feet of ground floor retail on Parcel 1, which contains 3.05 acres, and infrastructure

improvements on Outparcel 1. This Detailed Site Plan revision now proposes the development of a multifamily building on Outparcel 1, which contains 4.9853 acres.

II. PROPERTY HISTORY

The Riverfront as West Hyattsville develop began in 2015 with the acquisition of the former Ginn Paper warehouse, which occupied 18.45 acres of land on the west side of Ager Road. The warehouse, located adjacent to the West Hyattsville Metro Station was vacant and in disrepair, as is evident on the 2014 arial below:

The Riverfront at West Hyattsville development has completed several stages of the Prince George's County approval process. Development of the project was impeded by fact that much of the property, even though developed and utilized, was impacted by 100-year floodplain. Thus, preparation of the property for development required the approval of a floodplain waiver and the construction of a compensatory storage facility. The initial application filed was Preliminary Plan of Subdivision 4-15020, which included the entire 18.45 acre parcel. The

subdivision was approved in 2017. Following the approval of the Preliminary Plan of Subdivision, a Detailed Site Plan for Infrastructure Only (DSP-16029) was filed and approved. The 18.45 acres included in the initial preliminary plan and detailed site plan for infrastructure are shaded in blue on the image below. The area shaded in green is where compensatory floodplain storage is located. This property had been previously dedicated to the Maryland-National Capital Park and Planning Commission ("(M-NCPPC") by the prior owner of the Ginn Paper Warehouse property.

Both the initial preliminary plan infrastructure detailed site plan included a portion of the land included in DSP-20053 (Parcel 1), which is being revised by this application. These approvals established the lotting and parcel pattern, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations for the overall development. The primary purpose of the infrastructure detailed site plan was to allow for the grading of the development, since much of the land was impacted by 100-year floodplain. The compensatory storage facility was reviewed pursuant to Mandatory Referral Application MR-

1700F. The construction of this facility included the reconstruction and lighting of a trail leading to the Metro Station. The compensatory story area also includes an amphitheater.

Following the approval of the initial applications, Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses, which were constructed by Stanley Martin and are fully occupied. Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also completed and occupied. At the time these approvals were obtained, there was a 5-acre parcel of land located adjacent to the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. In October 2020, the Applicant acquired this 5-acre parcel to be incorporated into the overall development, and increased the total area of the development to 23.49 acres. That 5-acre parcel has now been platted as Outparcel 1 and is outlined on the current aerial photo below:

To incorporate the WMATA property into the development, Preliminary Plan of Subdivision 4-20040 was filed and approved on October 28, 2021 pursuant to Prince George's County Planning Board Resolution PGCPB No. 2021-122. This application included 8.1 acres and proposed two parcels, Parcel 1 and Outparcel 1. A total of up to 750 dwelling units and 15,000 square feet of commercial space were approved with this application. The dividing line between Parcel 1 and Outparcel 1 is also the location of an existing storm drain easement and a WSSC easement, which became the natural division between the parcels. Detailed Site Plan DSP-20053 included the infrastructure improvements for all the land included in the Preliminary Plan and the architecture for Parcel 1. The building approved for Parcel 1 consisted of 293 dwelling units and 3,213 square feet of ground floor commercial space (the GLA of the commercial space actually constructed is 2,572 square feet). That building, now known as Sovren, is constructed and is currently being leased. DSP-20053-01 was approved to allow the addition of solar panels on the roof of the parking garage.

This application, DSP-20053-02, proposes the construction of a multifamily building with 342 dwelling units on Outparcel 1. Following the approval of this Detailed Site Plan, the property will be re-platted to remove the Outparcel designation.

III. PRIOR APPROVALS

A. 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.

B. Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. However, Preliminary Plan 4-20040 was approved to incorporate the land acquired from WMATA into the development and superseded the prior subdivision. Conformance with the condition of approval for Preliminary Plan 4-20040 will be addressed in greater detail below.

C. Detailed Site Plan DSP-16029

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

D. Detailed Site Plan DSP-17044

Detailed Site Plan DSP-17044 was approved by the Planning Board on March 23, 2017 for the townhouse architecture. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan. DSP-17044-01 was approved by the Planning Director to reflect the Stanley Martin architecture which was used in the construction of the townhouses.

E. Detailed Site Plan DSP-20004

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

F. Preliminary Plan 4-20040

Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Since this preliminary plan is the basis for the pending detailed site plan application, it is applicable to this project. Conformance with the conditions is addressed in greater detail below.

G. Detailed Site Plan DSP-20053

Detailed Site Plan DSP-20053 was approved by the Planning Board on December 16, 2021, subject to 1 condition, which required revisions to the architecture of the building on Parcel 1. None of the required revisions are applicable to the Subject Property, Outparcel 1.

IV. PROPOSED DEVELOPMENT

The Applicant proposes to construct a multifamily building on Outparcel 1 consisting of 342 multifamily dwelling units. As noted above, this is the final piece of the Riverfront at West Hyattsville project. The boundaries of the Subject Property were set by prior development and approvals. The Subject Property is bounded by the Metro rail line to the east, the Northwest Branch Stream Valley Park owned by M-NCPPC to the south, Little Branch Run to the west and Parcel 1 (now improved with the Sovren apartments) to the north. On the north, the Subject Property comes to a point as Little Branch Run crosses over the Metro rail line and then curves to the south. The southern boundary of the Subject Property abuts land owned by the Maryland-National Capital Park and Planning Commission ("M-NCPPC") as part of the Northwest Branch Stream Valley Park.

The Subject Property was previously impacted by 100-year floodplain. A waiver was granted to fill the floodplain and the property has now been substantially graded in accordance with those prior approvals. Upon completion of the final development, the portion of the Subject Property proposed for the multifamily building will no longer be impacted by 100-year floodplain. The compensatory storage for the floodplain fill will be satisfied in the western portion of Outparcel 1 in accordance with the approved floodplain waiver and an approved Site Development Concept Plan.

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

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

In addition, a temporary pedestrian connection was shown in the same location on the certified DSP. With the approval of DSP-20053, the Applicant formalized this direct sidewalk connection by proposing the construction of a pedestrian promenade. The pedestrian promenade was to be integrated with the building layout to provide a safe, well lit and attractive passage for pedestrians and bicyclists, not only those that live in the development but also those accessing the Metro from the Northwest Branch trail. This pedestrian promenade is located between the southern end of the building on Parcel 1 and the norther end of the proposed building on Outparcel 1. The promenade was predominantly constructed with the Sovren and is currently in use by residents of the development to provide access to the Metro Station, as can be seen on the aerial below:

This pedestrian promenade ties into the existing WMATA sidewalk which extends along the east side of the Sovren. The Applicant worked extensively with WMATA to widen and upgrade this existing pedestrian connection so that it could better accommodate the level of use and the bicyclists who currently use it. The sidewalk originally constructed by WMATA was substandard in poorly lit. It has since been widened and new lighting has been installed.

The Applicant has filed a separate request for Alternative Compliance to locate the building closer to the property line to achieve this goal. As currently written, the Landscape Manual treats at grade rail lines as a high intensity use and the building would need to be set back 50 feet with a 40' landscape buffer yard. A separate statement of justification is filed to support the request for alternative compliance, but it is important to note that the 2018 Landscape Manual drafted in conjunction with the new Zoning Ordinance, eliminates such a buffer requirement within the core of a transit district. As such, since the Subject Property is located in the core of the West Hyattsville Metro transit district, an alternate to this buffer is proposed.

V. RELATIONSHIP TO THE GENERAL PLAN

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

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

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

The Property is identified on the Growth Policy Map as the West Hyattsville Local Center. Local Centers are recommended "**as focal points for development and civic activity based on their access to transit or major highways.**" Plan 2035 includes **"recommendations for directing medium- to medium-high residential development, along with limited commercial use, to these locations, rather than scattering them throughout the established**

communities." The centers, it continues, **"are envisioned as supporting walkability, especially in their cores and where transit service is available."** (p. 19)

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

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

(p. 108)

As currently approved and developed, the Riverfront at West Hyattsville project is a mixed-use development consisting of for-sale townhouses, a medical office building and multifamily rental apartments with ground floor retail in the first multifamily building constructed. All of the development, with the exception of the building proposed in this application, are constructed.

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

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

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

Consistent with the recommendations of the General Plan, the Countywide Sectional Map Amendment changed the zoning of the Subject Property to the LTO-c (Local Transit Oriented Center-Core) zone, which permits a density range of 20-150 dwelling units per acre. Since all of

the prior approvals were obtained under the provisions of the M-X-T Zone, this Detailed Site Plan is also processed under the provisions of the M-X-T Zone. However, it will be consistent with the goals and policies of the General Plan.

The prior detailed site plans approved for this Riverfront at West Hyattsville (DSP-16029 for Infrastructure, DSP-17044 for townhouse architecture, DSP-20004 for the medical office building and DSP-20053 for the Sovren) advanced this Vision and Land Use Goal by providing just the type of walkable, transit accessible community promoted throughout Plan 2035. This Detailed Site Plan for a multifamily development with structured parking is the final 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.

VI. MASTER PLAN AND ZONING

The Subject Property is subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP") which sets forth development regulations addressed later in this statement of justification. Three distinct neighborhoods are examined in the TDDP: North Park, Hamilton Square, and Queenstown. Riverfront at West Hyattsville straddles the North Park and Hamilton Square neighborhoods; the Subject Property sits north of the tracks in North Park. The Vision for North Park is:

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

The proposed new development, supplementing the project components already approved, implements this vision. The development which has been constructed to date includes the construction of a neighborhood park which also functions as the floodplain compensatory storage facility and provides stormwater management. The entire project is designed with low impact

design stormwater management techniques. A pedestrian connection to the stream valley park has been created to further connect pedestrians and bicyclists to the Metro Station, and BPIS improvements implemented pursuant to Preliminary Plan 4-15020 saw the existing stream valley trail widened, repaved and lighted from the development to the Metro Station. All if these improvements contain and minimize stormwater runoff into Northwest Branch, provide facilities for active use by younger children and their parents and increase the safety and utility of the park. The upgrading of the WMATA pedestrian connection and the construction of the pedestrian plaza as depicted onDSP-20053 further connect the community to the Metro Station and enhance the pedestrian experience.

The TDDP also encourages the use of Low Impact Development (LID) techniques in the construction of buildings and infrastructure to trap and filter stormwater runoff in the same way that natural environments do. Since the adoption of the TDDP, the State of Maryland implemented new regulations to mandate the use of LID techniques in all stormwater treatment. The entire Riverfront at West Hyattsville development has been designed in accordance with these new regulations. The development of the Riverfront at West Hyattsville project has resulted in a vast improvement in terms of trapping and filtering stormwater runoff. First, the former warehouse and associated parking and loading areas was razed as part of the development, eliminating a use that was constructed with no stormwater management. The construction of the compensatory storage facility, in conjunction with submerged gravel wetlands and on site bioretention area have and will continue to improve water quality treatment and mitigate the potential for future flooding. The TDDP also encourages the use of green roofs on the buildings as another method to contribute to the reduction in stormwater runoff. However, the use of green roofs is not a mandatory Development Standard, and the Applicant is not proposing to incorporate green roofs in the design of the proposed multifamily building.

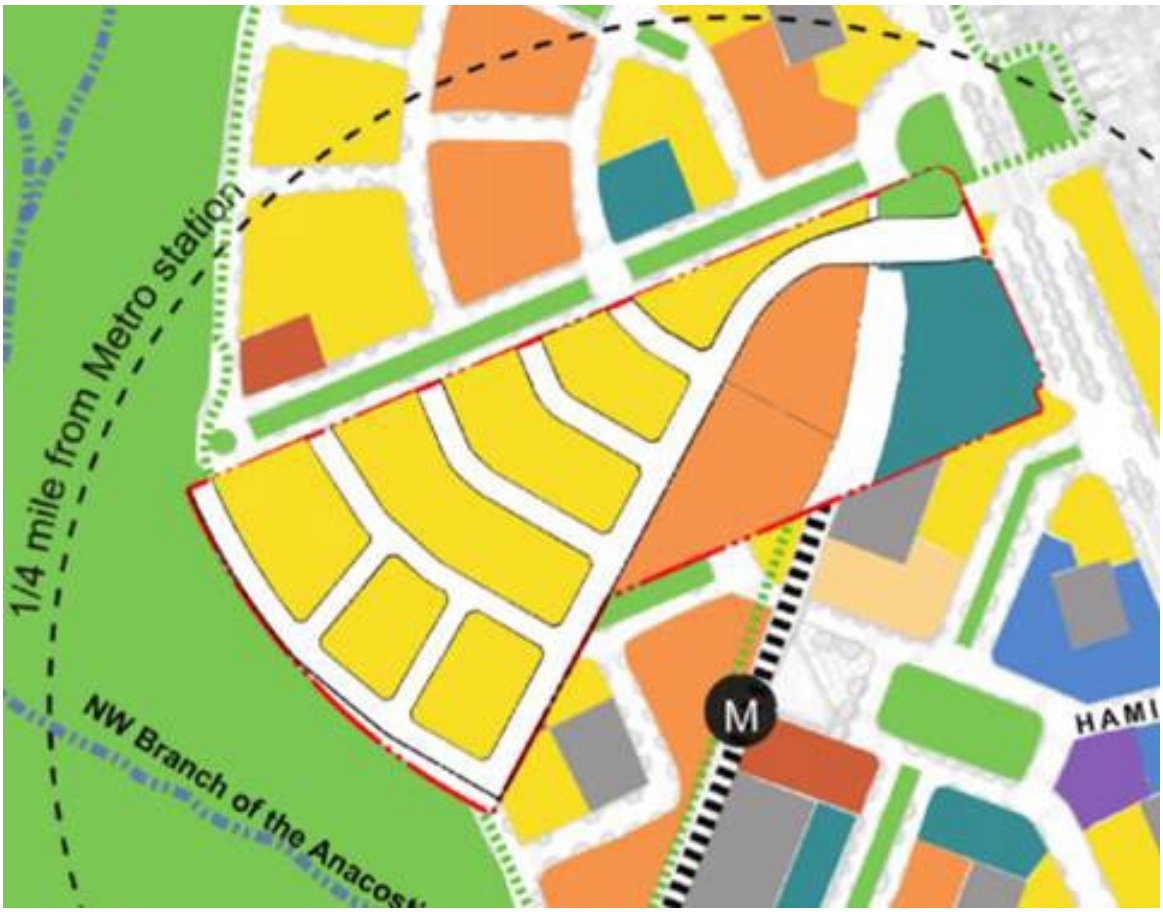
As noted above, the Subject Property is located within the Approved Transit District Development Plan ("TDDP") and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone ("TDOZ"). The TDOZ placed the Property in the M-X-T zone. However, as required for all TDOZ's, the TDDP includes a Detailed Use List which determines the uses permitted on each property. Further, the West Hyattsville TDDP contains a

Block Registration Plan (Map 13) and a Preferred Land Use Plan (Map 14), which are used to determine which uses are permitted within a particular land area.

As it relates to the Riverfront at West Hyattsville project, the Applicant has processed prior applications which addressed the Preferred Land Use requirements of the TDDP. Specifically, DSP-16029 was approved for infrastructure improvements required for the development of the Riverfront at West Hyattsville Development. As can be seen below, the Bock Registration Plan divides the Transit District into very small blocks which do not conform to property lines and which created confusion as to compliance with the Preferred Land Use Map:

The image above shows an overlay of the property included in DSP-16029 over the Preferred Land Use Map. The Applicant proposed the construction of townhouses and multifamily

residential with ground floor retail. As can be seen from the overlay, since several of the blocks included within the boundaries of the property only showed one preferred land use, there were blocks where the use proposed by the Applicant were not permitted (even though the proposed development generally conformed to the uses recommended for the land area included in the project). As a result, the Applicant requested that the Preferred Land Use Plan be amended to clearly permit the proposed uses. The image below shows the Preferred Land Use Map as amended by DSP-16029:



Since the Subject Property was not included in DSP-16029, the amendment approved in that application did not affect the Subject Property. The Subject Property contains all of two blocks shown on the Block Registration Plan (Blocks DD and EE and a portion of a third Block (Block CC), as can be seen below:

As can be seen from the Preferred Land Use Plan reproduced above, Blocks DD and EE are clearly labeled on the Preferred Land Use Plan as "condominium 4-6 stories." Block CC contains three separate use designations—structured parking, townhouse:2-4 stores and tower residential: 10-12 stories.

The Applicant is proposing to construct a multifamily residential building and an integrated parking garage on the Subject Property. During the processing of Preliminary Plan 4-20040, the Community Planning Division requested that the Applicant submit an analysis of conformance with the Preferred Land Use Plan. The Applicant submitted that information and argued that the proposed development conforms to the Preferred Land Use Map set forth in the TDDP. In its Resolution approving the Preliminary Plan, the Planning Board made the following finding regarding Overlay Zone Conformance:

Overlay Zone Conformance.

The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP. (PGCPB No. 2021-122, p. 9-10)

In summary, when DSP-16029 was processed, there were some discrepancies between the Preferred Land Use Map and the proposed development. Each of the Preferred Land Use categories has a corresponding list of permitted uses. To ensure that the uses proposed conformed to the Preferred Land Use Map, the Applicant sought an amendment. As noted above, only Parcel 1 created by 4-20040 was included in DSP-16029. Thus, the modification of the Preferred Land Use Map approved by the District Council did not apply to the Subject Property, Outparcel 1. While staff found that for the purpose of addressing Section 24-121(a)(5) of the subdivision regulations the Preliminary Plan conformed to the purpose and intent of the TDDP, it deferred a determination as to whether the proposed use on Outparcel 1 conforms to the Preferred Land Use Map.

While the Applicant believes that the proposed development could be found to be in conformance with the Preferred Land Use Map without seeking amendment, the Applicant notes that the proposed development includes only multifamily dwellings with no ground floor retail. The land use category approved for Parcel 1 by DSP-16029—and the predominant land use category applicable to the Subject Property is "Multifamily (Tower and condo)". In the Detailed Use Table set forth in the TDDP, the only multifamily use which is permitted in any of the

preferred land use categories is "Multifamily dwellings with ground-floor retail". Thus, it is the Applicant's understanding that unless ground-floor retail is proposed, an amendment to the list of permitted uses is required. Assuming this is a correct interpretation, Section 27-548.09.01(b)(1) provides that "A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan." The Applicant has included a request for an amendment to the list of permitted uses in this application.

The TDDP created a number of standards for the transit district. Many of the requirements, which relate to streetscape and other infrastructure matters, were addressed when the Infrastructure Detailed Site Plan was approved and have been implemented through the construction of the infrastructure. Such instances are noted in the matrix below. Those standards applying to the proposed multifamily building and structured parking are addressed below.

VII. 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. Intent 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.	
1. Buildings shall be aligned and close to the street	The building is set as close to the street as possible, with setbacks of 1.1 to 6 feet to allow for pedestrian and landscape zones. The main entrance is set back 5.5 to 11 feet along a 39-foot section (see Drawing A102). A variation to eliminate the PUE along Little Branch Run was approved with Preliminary Plan 4-20040 to support the TDDP goal of placing buildings closer to the street.
2. Buildings shall be consistent forms on both sides of the street and shall provide public space between buildings fronting the street.	The building features a consistent architectural language on all façades, supporting a unified streetscape. Public space is provided along the north edge of the building, adjacent to the Metro station access, creating a direct connection between the building and the street.
3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.	The building is designed to front both the street and plaza, consistent with the intent of the standard to create an active and engaging public realm. Ground level retail is not proposed on the Subject Property due to limited

	pedestrian traffic at this location. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
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.	The building envelope is shaped by site constraints, including the road right-of-way, Metro tracks, and a storm drain line, with the structure positioned near these boundaries. The design separates public and private spaces: public areas offer open views for safety, while private spaces are screened for privacy.
5. Buildings shall be designed to orient views towards the street and public realm.	The building is designed to orient views towards the public realm, with the front along Little Branch Run featuring balconies (see Drawing A301) that offer views of the street and surrounding public spaces. This approach enhances the connection between the building and its environment, fostering a stronger relationship with the community.
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.	Retail is not proposed on ground floor elevations in the proposed second multifamily building. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
7. Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.	The building's vehicle storage and service areas, including those for garbage and mechanical equipment, are located internally within the building

	and away from the street. These facilities must be accessed from Little Branch Run, as it is the only available access to the building.
8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.	Off-street parking is provided in a parking garage accessed from Little Branch Run. The parking garage is exclusively for the residential tenants and will not be shared. A Modification is requested. Justification is provided in Modification 1(b), Section X of this document.
9. Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor.	As noted above, the Applicant is not proposing any retail use on the ground floor. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
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: The hierarchy of roadways was determined at the time of the Detailed Site Plan for Infrastructure (DSP-16029) for the Riverfront at West Hyattsville project. No new street infrastructure is required to access Parcel 114. The Property fronts on Little Branch Run, a Residential Street. Below are the design principles for Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.	

Residential Street	The Property has frontage on Little Branch Run, a Residential Street, the main entrance into the Riverfront at West Hyattsville development, connecting Ager Road with River Terrace Road.
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 building stands five stories tall, in accordance with the height specification. The entrance lobby and loading area are only one story high, designed to highlight the building's entrance. It is understood that this small component does not necessitate an amendment to the building height.
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 parking structure does not exceed the eave height at elevation +245 within 54 feet of the structure and is not visible from Little Branch Run.
Siting Specifications ***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 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.*	The Subject Property includes approximately 395 feet of frontage along Little Branch Run. The building is constructed at the build-to line for 343.32 feet—equating to 86.92% of the street frontage—and therefore exceeds the 75% minimum requirement. While the specification calls for the street façade to be a single plane with façade jogs limited to less than 24 inches, the proposed design incorporates intentional jogs greater than 24 inches.

	These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. A modification is requested. Justification is provided in Modification 2(a), Section IX and Modification 2, Section VIII of this document.
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 Subject Property has a Block Length of approximately 343.32 feet, which is within the 400-foot maximum permitted. A Modification was previously approved in for Parcel 1 but is not needed for the Subject Property.
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 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 proposed building is fully contained within the lot area delineated in the siting specifications and complies with the West Hyattsville TDDP. Sidewalk locations and widths were previously approved in DSP 16029 and align with the applicable streetscape sections and roadway segments of the TDDP.

4. Side Yard Line: *The minimum side setback is five feet.*	The building is set back more than five feet from the adjacent side property line.
5. Rear Yard Line: *On sites with no alley access, there shall be a 12-foot setback from the rear yard line.*	At its nearest point, the building is set back 13 feet from the rear property line

STREETSCAPE STANDARDS (Page 81)

GENERAL DESIGN PRINCIPLES AND INTENT

NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.

Intent

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:

- To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets.
- To enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas.
- To provide safe pedestrian and bikeway access along all streets.
- To develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.

1. Street trees : *Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.*	Street trees were approved under the infrastructure DSP # 16029.
2. Street lights: *Street lights shall be installed on both sides of the street along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of the development, the developer is responsible only for the installation of the street lights on the side of the street that is being developed.*	Street lights were approved under the infrastructure DSP # 16029.
3. Sidewalks: *At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of the proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.*	Sidewalks were approved under the infrastructure DSP # 16029.
4. Building Orientation: *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*	The design of the building meets the criteria outlined in the TDDP

5. Consistency of Design Elements: *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.*	The proposed site plan satisfies this requirement.
6. Public Art: *Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.*	A mural is incorporated at the building entrance, enhancing pedestrian activity and adding a public art element to the façade facing the public plaza. This feature contributes to the streetscape by creating visual interest. Similar treatments are proposed for the rear façade of the parking garage, visible from Metro trains, further enriching the public art component.
7. Landscaping of Building Fronts: *Building fronts (Public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.*	The applicant is not proposing planters and window boxes within two feet of the building, but is providing locations for flowering plants. A Modification is requested. Justification is provided in Modification 3(a), Section X of this document.
8. Screening of service/Loading Areas From Public View: *Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to allow residents to enjoy private open space areas.*	There is no alley along the rear of the building.
9. Location of Mechanical Equipment: *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,*	As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-

storage tanks, or any other similar mechanical equipment.	safety requirements. A Modification is requested. Justification is provided in Modification 3(b), Section X of this document.
10. Roof-Mounted Mechanical Equipment: *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.*	The proposed site plan satisfies this requirement.
GENERAL STREETSCAPE STANDARDS (Page 83) NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	
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.***	Sheet 6 of the Detailed Site Plan for Infrastructure (DSP-16029) included detailed specifications for all sidewalks and ramps, curbs and gutters, and crosswalk painting. The proposed DSP is consistent with the approved streetscape paving and no modifications are proposed.
2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.	Lead walks are provided from the building entrance to the sidewalks. The Applicant desires to utilized stamped concrete in lieu of brick or precast pavers. A Modification is requested. Justification is provided in Modification 4, Section X of this document.

3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.	The streetscape improvements are substantially complete at this time and will be completed prior to use and occupancy permits for the proposed building.
4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter	All streetscape elements for Little Branch Run were shown on DSP-16029. The proposed DSP is consistent with the prior approval, although there are minor modifications to the spaces and landscaping to accommodate site access.

5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk paving system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows: • ***Boulevards – Green Vase Zelkova (zelkova serrata "Green Vase') or Northern red Oak (quercus rubra)*** • ***Main Street – Shademaster Honey Locust (gleditsia triancanthos 'Shademaster')*** ***Park Drive – Red Maple 'October Glory' (acer rubrum 'October Glory') or Willow Oak (quercus phellos)***	Little Branch Run is a Residential Street and is not subject to this Design Standard.

6. Street Trees (Residential Streets): 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: ***Residential Streets – Marshall's Seedless Ash (pennslvanica fraxinus 'Marshall's Seedless')*** ***LID Streets – Black Tupelo (nyssa sylvatica), Willow Oak (quercus phellos), Red Maple 'October Glory' (acer rubrum 'October Glory'), London Plane Tree (platanus acerifolia 'Bloodgood')*** ***Local Access Streets – Sweetbay Magnolia (magnolia virginiana), Chinese Scholar Tree (sophora japonica), Golden Rain Tree (koelreuteria paniculata)***	The Residential Street Trees were addressed in DSP-16029. Modifications to allow wider spacing and alternate street tree varieties was approved.

7. TDDP Street Tree Placement: *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.*	A modification to the street tree placement was approved with DSP-16029.
8. Curb Extension for DSP Submittal: *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.*	To the extent applicable, curb extensions were shown on DSP-16029 and will be provided as necessary.
9. Curb Extension Locations: *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.*	This requirement was addressed at the time of DSP-16029 and will be provided as necessary.
10. Curb Radii: *Curb return radii on all intersections shall be 15 feet.*	This requirement was addressed at the time of DSP-16029.

11. Crosswalks for DSP Submittal: *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.*	This requirement was addressed at the time of DSP-16029 and crosswalks are provided.
12. Crosswalk Locations/Dimensions: *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.*	Crosswalks are shown in these locations on DSP-16029 and are retained as part of this Detailed Site Plan.

13. Crosswalk with Median Refuge for DSP Submittal: *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.*	No median is specified in the TDDP for a residential street such as Little Branch Run
14. Medians. *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.*	No median is specified in the TDDP for a residential street such as Little Branch Run

Public Street Lighting (Page 89)

NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. Preliminary Plan of Subdivision 4-20040 approved the elimination of the PUE to allow the proposed buildings on Parcels 1 and 2 to be constructed closer to the street, as envisioned in the Design Standards.

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

Configurations and Techniques *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.*	This proposal includes full cutoff, decorative street lighting as shown on the Landscaping and Lighting Detail Sheet of the Detailed Site Plan.
2. Lighting levels shall be: *a. Minimum public/private space light levels shall be:* *(1) 1.25 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot candles for walkways.* *(4) 0.5 foot –candles for trails.* *(5) 1.25 foot candles for all other outdoor areas.* *b. Maximum public/private space lighting levels shall not exceed:* *(1) 2.0 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot-candles for walkways.* *(4) 1.25 foot-candles for trails.* *(5) 1.5 foot-candles for all other outdoor areas.*	The proposed lighting conforms to these lighting levels
4. Building Façade Lighting: *Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.*	Building façade lighting is directed down and the mounting heights fall within this range above grade in this submission.

6. Lighting Fixtures: *Lighting fixtures shall be incandescent, metal halide, or halogen only. No high pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.*	LED lighting is proposed for all fixtures. A modification is requested. Justification is provided in Modification 5(a), Section X of this document.
7. Light Glare and Sky Glow: *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.*	All fixtures are full cutoff. See fixture cut sheets for compliance.
8. Lighting for Walkways: *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.*	The detailed site plan conforms to this requirement.
9. Security CPTED Lighting: *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.*	A photometric plan is provided for light levels on horizontal surfaces and the site will be adequately lit to ensure a secure environment in conformance with this requirement.
10. Parking Structure Lighting: *Lighting for parking structures shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.*	The detailed site plan conforms to this requirement.
Blocks and Alleys (Page 91)	

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. Developer walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	
1. Building Siting: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.*	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.
2. Lot Frontages: *All lots shall share a frontage line with a street.*	The lot shares a frontage line with a street.
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.*	Proposed Parcel 2 will create a block length of 458 feet, greater than 400 feet length recommended. A modification to this standard is requested. Justification is provided in Modification 6(a), Section X of this document.
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.*	No alleys are proposed with this detailed site plan. A modification is requested. Justification is provided in Modification 6(a), Section X of this document.

5. Dedicated Right-Of-Way For Alleys: *Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear 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:* *a: Sodding and providing routine landscape maintenance to the area.* *b: Keeping the area clear of debris, litter, stored materials, and vehicles.*	No Alley is proposed or required. A modification is requested. Justification is provided in Modification 6(b), Section X of this document.
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.*	There is no required open area on the Property.
7. Existing Trees: *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).*	No such trees exist on the Property.
8. Curb Cuts: *Curb cuts shall be prohibited on Boulevard and Main Street development sites.*	The Property does not fronton a Boulevard or Main Street.
Sidewalks (Page 92)	
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*	This requirement was addressed at the time of DSP-16029.

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 Nondesignated Sidewalks:** Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet county specifications.*	There are no nondesignated sidewalks.
***3. Paving Materials for Primary Sidewalks:** All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.*	There are no primary sidewalks.
***4. Americans with Disabilities Act (ADA):** All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.*	All sidewalks are designed to meet ADA standards.
Sod, Groundcover and Mulch (Page 93)	
***1. Sod:** 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.*	Solid sod areas will be used at installation. Specifications are provided on the Landscape Plan.
***2. Groundcover:** Groundcover may be used in place of turf grass. Groundcover specifications of name, species, quantity, and spacing shal1 be planted at a minimum spacing of our inches on center.*	Separate ground cover to replace turf grass is not envisioned at this time.
3. *Mulch: 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.*	Mulch used shall meet these specifications.

Irrigation: *All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.*	An irrigation system is not proposed for sod or groundcover areas. A Modification is requested. Justification is provided in Modification 7 Section X of this document.
Landscape (Page 93)	
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.	
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.*	The plant list and planting specifications are included on the Landscape Plan.
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.*	Landscaping is not intended as a buffer or screening.

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.	There are no surface parking lots.
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.*	The proposed loading areas are internal to the building and meet the requirement for screening.
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.*	There are no parking lots.
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*	There are no parking lots.

Parks and Plazas (Page 95)	
Parks ***Intent*** To regulate the form and appearance of public parks to help ensure a safe and attractive public realm.	
1. Park and Plaza Elements: *At the time of preliminary plan of subdivision and detailed site plan, the Department of Parks and Recreation shall review the detailed site plan for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (e.g., artwork, lighting, and irrigation. The detailed site plan shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreation/children's play equipment, and artwork.*	The TDDP (Map 5) contains an Illustrative Parks and open Space Plan which depicts neighborhood parks and plaza locations. One park symbol and one plaza symbol are contained within the boundaries of the Riverfront at West Hyattsville development—including the land later acquired from WMATA that is the subject of this application. The Applicant worked extensively with the Department of Parks and Recreation at the time 4-15020 and DSP-16029 were approved to provide and design public park and plaza elements to satisfy these public improvement requirements. These improvements were provided within and adjacent to land owned by M-NCPPC and were approved as part of a Mandatory Referral application (MR-1700F). Significant improvements were made to upgrade access to the stream valley park, to improve safety through additional lighting and to provide a trail head and access to the Metro station. A public promenade was provided along River Terrace Road. Open play areas and an amphitheater were located on M-NCPPC property for use by the residents, pedestrians and bicyclists in the area. As a result, the requirements related to parks and plazas have been satisfied in relation

	to the property included with this application. Notwithstanding, two features were incorporated into DSP-20053 which, although not subject to the specific standards set forth in the TDDP, built upon and enhanced the public amenities already provided. First, similar to the prior approvals, compensatory storage will be provided on the western portion of Parcel 2 and will be designed as a continuation of the amenity area incorporated into the Park property—but is not proposed to be dedicated to M-NCPPC. While this area will be privately owned, it will include an overlook of the Northwest Stream Valley Park and the amphitheater previously constructed on M-NCPPC land. This amenity has been integrated with the amenities included with this application. In addition, providing a pedestrian link from the stream valley park was an important feature of the overall development. To enhance this pedestrian link, the Applicant included with the development of Parcel 1 the infrastructure for the pedestrian promenade along the trail connecting the Riverfront at West Hyattsville development and the stream valley trail to the metro station. This pedestrian promenade lies between the existing mixed-use building and the proposed multifamily building, which will frame the plaza. This pedestrian promenade will be privately owned (although publicly accessible through a public use easement). It is the Applicant's understanding that these privately owned amenities are not subject to the standards in the TDDP, although the standards will be addressed for comparison.

2. Park and Plaza for Crime Prevention Through Environmental Design: *Parks and plazas shall be designed in accordance with the CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this standard shall be placed in the general notes section of the detailed site plan.*	All of the proposed additional facilities constructed in conjunction with this development will be designed for conformance to these requirements.
3. Plazas in Commercial Areas: *Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.*	The term "Plazas" as used in the TDDP are envisioned to abut public rights of way as was the plaza on River Terrace Road. No public plaza is proposed. However, a privately owned (but publicly accessible) pedestrian promenade extends between Parcel 1 and the Subject Property provides a pedestrian connection between the parcels to the existing WMATA tunnel accessing the Metro station. The commercial space included within the building on Parcel 1 fronts this plaza.
4. Plaza Size: *A minimum plaza distance to building height ration of 2:1 shall be provided to eliminate claustrophobic and unsafe pedestrian spaces.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However the promenade will activate the pedestrian corridor, improve the viability of the abutting commercial space developed on Parcel 1 and enhance pedestrian safety. While not a "plaza" as envisioned in the TDDP, it serves a similar function.
5. Park and Plaza Lighting: *Parks and plazas shall be illuminated to a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with the Americans with Disabilities Act requirements for parks and recreation spaces.*	The "plaza" area is lit to ensure pedestrian and resident safety.

6. Park and Plaza Safety: *Parks and plazas shall be free of automobile traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan and shall be in accordance with the TDDP details. A note indicating compliance with this standard shall be placed in the general notes of the detailed site plan.*	The pedestrian promenade constructed between the building on Parcel 1 and the proposed building is not adjacent to the roadway and it will be free of automobile traffic. Therefore, breakaway or retractable bollards will not be required.
7. Park and Plaza Service Areas: *Loading and service areas shall not be visible from parks and plazas and shall provide landscape screening.*	There are no loading or service areas visible from the pedestrian promenade.
8. Park and Plaza Accessibility: *All parks and plazas shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers, vendors with pushcarts, and shall be in accordance with ADA requirements for parks and recreation spaces.*	The proposed pedestrian promenade will be accessible to persons with disabilities.
9. Park and Plaza Seating: *Parks and plazas shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas. Outdoor seating associated with cafes shall not county toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, a variety of seating options will be provided, with a minimum of five percent to include backs. Further, the pedestrian planter constructed in Phase 1 includes playful, sculptural furniture, moveable planters with benches, a wood seat/stage platform and outdoor dining opportunities.

10. Park and Plaza Landscape: *Landscape beds for parks and plazas shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, landscaping is provided along the pedestrian promenade and will incorporate the standard as stated.
11. Park and Plaza Shade Trees: *Parks and plazas shall have one shade tree per 1,000 square feet of plaza or park area.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the plaza provided will be well shaded by trees and adjacent buildings.
12. Park and Plaza Furniture: *Parks and plaza areas shall provide one trash receptacle per every bench seating area. Trash receptacle detail, quantity, and locations and shall be delineated on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, trash receptacles will be provided within the plaza.
13. Irrigation: *All park landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. A waiver is requested from the requirements of the TDDP to provide automated irrigation systems.
Plazas (Page 97)	
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.	

1. Plaza Height: *The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, it is also noted that the pedestrian promenade is not located along a street.
2. Plaza Amenities: *Plazas shall provide a variety of activities for pedestrian use and shall provide a variety of functions, such as:* *a. Entertainment* *b. Bus waiting area* *c. Pedestrian links between buildings* *d. Café seating* *e. Seating walls* *f. Fountains* *g. Passive recreation areas*	It is the Applicant's understanding that the pedestrian promenade constructed with the building on Parcel 1 is on private property and not subject to this requirement. However, the pedestrian promenade provides the opportunity for café seating, seating walls, sculptural furniture and passive recreation.
3. Plaza Design: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the pedestrian promenade is intended to link the two buildings from both a functional and a design standpoint.
4. Plazas Near Parking Structures: *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.*	Neither the parking structure constructed on Parcel 1 or the parking structure proposed with this application abut the pedestrian promenade.

5. Plaza Shade Trees: *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.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, the trees planted in the pedestrian promenade will satisfy the requirement for size and soil.
6. Plaza Entertainment Outlets: *The plaza shall be equipped with 115- and 220-volt outlets as appropriate for entertainment use.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, electrical outlets have been provided with the infrastructure development of Parcel 1.
7. Plaza Performance Stage: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the amphitheater constructed in the first phase of the development overlooks the Northwest Branch Stream Valley Park.
8. Irrigation: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. Modification of this requirement was approved with DSP-20053.
ARCHITECTURE STANDARDS (Page 103) **GENERAL DESIGN PRINCIPLES AND INTENT**	

Intent M-NCPPC staff shall review building architecture. Staff will coordinate with the developer and/or applicant to review the standards of the form-based code. Architecture shall be of high quality, enduring, and promoting a sense of character for the building street wall. Building walls should reflect high-quality architecture and complement the surrounding development. They should be structural walls that provide long-lasting building materials. Building walls should not be too ornate or too simple. All building materials shall be appropriate to their specific properties for load bearing capacity. Refer to the TDDP architecture standards below for the specific prescriptions of this section. Specifically, the architecture standards are intended: - To enhance the visual appeal of new commercial/mixed-use and residential development - To enhance the visual environment of activity centers - To promote pedestrian accessibility and safety - To minimize visual clutter and blight	
1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.	The proposed building will complete the Riverfront at West Hyattsville development and implement the vision of the TDDP to have a diverse mix of housing types overlooking an enhanced pedestrian network in the Northwest Branch Stream Valley Park. The proposed architecture has been carefully designed to complement and integrate with these surroundings. It will blend aesthetically into the existing built environment of the block, reinforcing the visual coherence and character of the area while contributing to its continued evolution.
2. Architecture shall specify required details as indicated in the TDDP.	The architecture of the proposed development specifies the required details as outlined in the TDDP. Where it was not feasible to fully meet these requirements,

	modifications have been requested, as noted in the applicable sections. The overall design approach remains consistent with the intent of the TDDP, ensuring compatibility with the surrounding context and contributing to a cohesive built environment.
3. Architecture shall provide a coherent form for the building.	The proposed architecture provides a coherent form through the thoughtful use of varied materials, complementary colors, and integrated public art. These elements work together to create visual interest while maintaining a unified and harmonious architectural expression.
4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.	The proposed architecture incorporates a carefully selected mix of strong, durable materials that provide an appropriate aesthetic. These materials include brick, cementitious panels, vertical and horizontal siding, masonry, and metal panel canopies. Each material contributes to the building's design purpose by offering the necessary strength and visual appeal, creating a cohesive and well-supported architectural expression.

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.	All proposed building materials comply with the TDDP. Equivalent or superior materials are also included, subject to Planning Board approval.
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.	The architectural characteristics are carefully coordinated in terms of building articulation, scale and proportion, style, roof form, details, fenestration patterns, and materials to ensure a cohesive and harmonious design.
Building Facades ***Building Materials*** **1. Materials:** The following is a list of permitted and prohibited materials. **Permitted:** • Brick and tile masonry • Native Stone (or synthetic equivalent) • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (for trim elements only) • Metal (for beams, lintels, trim elements, and ornamentation only) • Wood lap siding (horizontal configuration), smooth or rough-sawn finish • Hardie-Plank equivalent or better siding **Prohibited:** • Stucco/EIFS (cementitious finish) • Split-faced block • Concrete • Concrete Masonry Units • Faux wood grain	The building materials consist of a combination of masonry and siding, both of which are permitted. The TDDP does not specify required amounts for each material. In this case, the façade includes masonry, cementitious board, and a mix of vertical and horizontal siding.
Configurations and Techniques (Page 105)	

Exterior Walls (Architecture): □ *Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited.* □ *Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers.* □ *Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building.* □ *All exposed and visible exterior walls of a building shall provide quality architectural*	

material along the facades according to the permitted building façade materials stated in the architectural standards.	
2. Brick and Stone: □ *Brick shall specify the pattern, color, type, and model number of brick to be used.*	The building will feature a gray blended modular brick. Stone is not included in the material palette for this project.

▯ *Stone shall specify the pattern, color, type, and finish of stone to be used.*	
3. Building Facades along Corner Lots: *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.*	This standard is not applicable to the proposed building, as the building façade is not located on a corner lot. Therefore, the requirement for architectural treatment on multiple street-facing facades does not apply in this instance.
4. Parapet Roofs: *(Cornice, Entablature, and Coping Standards)* ▯ *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.* ▯ *Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and shall not qualify as overall building height.*	Parapet roofs are included in the design as a safety measure for individuals accessing rooftop mechanical equipment, and to accommodate roof drain placement and roofing material inspections. The parapets do not extend beyond the height of the rooftop mechanical equipment and are not used to increase the overall building height. Refer to the submitted architectural drawings for compliance with this standard.
WINDOWS AND DOORS/ENTRANCES Note: All requested modifications are addressed in Modification 8.	
Configurations and Techniques (Page 106)	

The following configurations and techniques are permitted. ***1. All Windows:*** □ *Windows shall not span vertically more than one story.* □ *Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.* □ *Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.* □ *Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).* □ *Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.*	□ Windows are limited to a single story in vertical height. □ Windows are aligned with the proposed floor plans and do not extend across walls, floors, or mechanical spaces. □ Windows are not grouped horizontally in sets larger than five. Groups of identical windows do not exceed five in horizontal arrangement. □ Windows are positioned based on functional furniture layouts and to maximize daylight for healthy living. Some are located less than 30 inches from exterior building corners. Justification is provided in Modification 8(a), Section IX of this document. □ Exterior shutters are not proposed for this project.

2. Ground Floor Windows: □ *Single panes of glass shall not be larger than six feet high by four feet wide.* □ *Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.*	□ Complies. Typical window sizes are 6'-1/8"W x 6'H and 8'-1/8"W x 6'H, with each window divided into 2 to 3 panels. No individual panel exceeds 6' x 3'. Windows will feature clear insulated Low-E glass to enhance thermal performance. While approximately 80% of the building's surface provides views into interior spaces with a depth of 20 to 24 feet in the lobby, this level of transparency is not present in the residential units. A modification is requested. Justification is provided in Modification 8(b), Section IX.
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.*	□ Complies. Single hung windows have been proposed. A modification is requested. □ Complies. No windows are fixed.
4. Doors/Entrances: □ *Primary entrances shall be delineated on the detailed site plan as major architectural*	□ The primary building entrance is located along Little Branch Run and is highlighted by a mural wall that

features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance. □ *Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street.* □ *Primary building entrances shall connect to the sidewalk with a pedestrian walkway.* □ *Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.* □ *Double height entryways (those that span more than one story) shall be prohibited.* □ *Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.* □ *Roll-down security gates, door, and windows shall be prohibited.*	enhances and clearly identifies the main entry to the building. □ The proposed primary building entrance is connected to the public sidewalk with a pedestrian walkway. □ Double height entryways are not proposed. □ The doors are not recessed more than three feet. □ Roll-down security gates, doors or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on garage and loading entrances for security and screening
SIGNAGE (Page 107)	
Materials: The following is a list of permitted and prohibited materials. Permitted: • Plastic • Metal • Wood • Iron • Masonry • Bronze • Painted (window signage only)	The proposed signages for this project uses materials that comply with TDDP standards.

Prohibited: • Shiny or reflective materials	
Configurations and Techniques:	
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.	Some of the signage features low-level, internally illuminated graphics. A modification is requested. Justification is provided in Modification 9, Section IX of this document.
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: • 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.	The proposed signage complies with these specifications.

• Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning. • Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing. • Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no 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.	
PARKING STANDARDS (Page 109)	
GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)	

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.	
1. Ratios for Uses: *Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.*	The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces are proposed.
2. Accessibility: *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.*	All parking spaces meet these requirements.
3. Pedestrian Access to Off-Street Parking: ***a. Surface Parking –*** • *Pedestrian walkways through parking areas shall be prohibited.* • *Perimeter walkways along the edge or parking areas shall not exceed 2 percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.* ***b. Parking Structures –*** *Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum than 100*	a. Surface Parking: There are no off-street surface parking b. Parking structures: This requirement has been met.

foot), accessible (maximum 2 percent slopes0, barrier-free (no steps) pathways.	
4. Construction: *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.*	This is the Applicant's intent.

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 caliper tree and a mulch surface ground for accessible access.* • *Tree pit beds shall be provided at a minimum of five feet in depth, with*	a. **On-Street Parking:** On street parking was approved with the infrastructure DSP and will be maintained. A few spaces will be modified and/or eliminated to provide entry into the building. Little River Run is under the jurisdiction of the City of Hyattsville. Curb cuts and the modification of on street parking will be coordinated with the City. b. **Off-Street Surface Parking:** No off-street surface parking is proposed.

the center of the tree planted a 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.*	c. **Off Street Parking Structures:** The garage is fully screened from the view of Little River Run by liner residential units. The garage is only visible from the Metro tracks. It is the Applicant's understanding that the rear of the off-street parking structure does not front on the public realm.

6. Parking Lighting: *Lighting shall be provided for surface parking and parking structures as follows:* ***a. On-Street Parking and Off-Street Parking –*** • *Full cut-off lighting* • *Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan.* • *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.* • *Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles.* ***b. Off-Street Parking Structure –*** • *Full cut-off lighting for exteriors facades.* • *Pedestrian light fixtures similar or equal to the Elliptipar parking structure lighting standards shown in the West Hyattsville TDDP conceptual site plan.* • *Illumination shall be a minimum of 2.0 foot-candles at entrances/exits and a maximum of 5.0 foot-candles.*	The proposed lighting complies with the standards for off-street parking structures.

ON-STREET PARKING (Page 111)

Intent

To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.

1. Materials: *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.*	Curb cuts will be added to Little Branch Run which were not shown on the infrastructure DSP. These access points will modify the on street parking. Since Little River Run is under the jurisdiction of the City of Hyattsville, curb cuts and other modifications to the right of way will be coordinated with the City.
2. Configurations and Techniques ***a. Permitted Development Blocks for On-Street Parking:*** *On-street parking areas shall be permitted in all development blocks except NN and OO.* ***b. Siting:*** *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.*	On street parking was approved for Little Branch Run with DSP-16029 and will be modified as necessary to provide access to the building. It is anticipated that the on-street parking will be utilized by the ground floor commercial space as it is the most accessible parking to this space. Such use will be coordinated with the City of Hyattsville.
OFF-STREET PARKING (Page 112)	
Intent To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the West Hyattsville TDOZ.	

Materials: The following is a list of permitted and prohibited material: • 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.	The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. A modification is requested. Justification is provided in Modification 10, Section X of this document.
Configurations and Techniques:	
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).*	The parking structure is screened from view by liner buildings. The entrance to the garage is setback 82 feet from the street to minimize visibility. As provided for "Parking Structure Entrances and Exits/Multifamily", "parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted." The garage entrance complies with this standard and does not exceed 25% of the build-to-line. This requirement is met.

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.*	The parking structure is not within a commercial mixed-use block and no retail is provided on the ground floor of the parking structure. Retail uses are proposed on the ground floor of the building.
3. Façade Treatments for Parking Structures: *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.*	The parking garage is visible from the Metro tracks. It will be constructed of precast concrete which will be painted with artwork to provide visual interest and tie into the other colorful elements of the building. A modification is requested. Justification is provided in Modification 11, Section X of this document.

4. Parking Structure Fenestration: *Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building, façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall facades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.*	The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. The façade of the garage visible from the streetscape will be lined with residential units. The entrance to the garage will be a secure roll up door. A modification is requested. Justification is provided in Modification 12, Section X of this document.
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 structure is four stories tall and does not exceed the height of the surrounding buildings. The parking garage is not visible from the street.
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 parking structure is screened with liner buildings and does not have street frontage except for the entrance.

7. Parking Structure Entrances and Exits (Single-Family Residential): *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.*	This does not apply to multifamily and mixed use structures.
8. Parking Structure Entrances and Exits (Multi-family/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 permitted.*	☐ The garage door conforms with the 16' clear height and 24' clear width requirements and there are no other garage entrances. The Property is not a corner lot so the entrance is not within 100' of a block corner. The garage is setback 82 feet from the surrounding façade. A modification is requested. Justification is provided in Modification 12, Section X of this document.

9. Parking Structure Stairwells: *Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass 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.*	This private parking structure is part of multifamily building. Illumination of stairs will comply with standards. The steps are precast and are not open risers. A modification is requested. Justification is provided in Modification 12, Section X of this document.
10. Parking Structure Elevators: *Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.*	Residential units and private parking garage share a common elevator. Illumination level of elevator will comply. The elevator will not be glass enclosed. A modification is requested. Justification is provided in Modification 12, Section X of this document.
11. Parking Structure Lighting: *Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:* ***a.*** *One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***b.*** *Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***c.*** *Perimeter or core uplight wall fixture* ***d.*** *250W metal halide* ***e.*** *10-foot 6-inch parking structure ceiling* ***f.*** *Reflectance: 80 percent ceiling (shall use matte white paint), 40 percent deck (concrete construction), and 0 percent walls.*	The parking structure will provide adequate lighting. The parking structure ceiling is designed to allow each level of the parking garage to access a floor in the building. The ceiling heights in the garage comply with the 10 6" minimum requirement. However, the clear height in the garage for vehicles if 9' on the first floor and 8' on all other levels of the garage. A modification is required. Justification is provided in Modification 12, Section X of this document.

BIKEWAYS AND BICYCLE PARKING (Page 116)	
2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following: • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services)	A minimum of 18 spaces are required and 20 spaces are provided, exceeding the 1 space/20 off-street requirement. A secure bicycle storage room is provided on the first level of the garage.
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.	Bicycle spaces comply with these dimensions.
4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development. 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. 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. 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	The bike storage is located on the first floor of the parking garage.

Department of Public Works and Transportation, and the City of Hyattsville. d. Building: Bicycle parking may be located within a building, but the location shall be easily accessible for bicyclists.	
5. Bike Parking Security: a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property. b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.	The bicycle storage room provides the required security. In addition, a bike repair facility has been provided in the bike storage room.
6. Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.	Bike Parking locations have direct access to the Public Right-of-Way.

VIII. OTHER TDDP ISSUES

A. COMMUNITY CENTER

Page 39 of the TDDP includes the following narrative pertaining to a recreational facility:

> **The developer/property owner of the blocks identified on Map 12 of the plan (Block Registration Plan, page 31) as Development Blocks D, E, G, H, I, J, K, L, Y, Z, AA, BB, CC, DD, and EE shall be required to construct a new 13,000-square-foot community multipurpose use facility within convenient walking distance of the residential areas in the Hamilton Square and North Park neighborhoods. Activities in the proposed center should include, but not be limited to, a gymnasium, billiard tables, video games, and meeting rooms. The center should be available to all residents of the development for an assessed monthly fee, and should be accessible to all City of Hyattsville residents for a fee. The location shall be determined at conceptual site plan review.**

The Property comprises Blocks DD, EE and half of CC. The construction of the Community Center as part of the Riverfront at West Hyattsville project was addressed at the time of approval of DSP-16029. At the time of TDDP approval, the whole TDDP planning area was envisioned to be a series of interconnected neighborhoods creating a cohesive urban center, with streets crossing Metro tracks and streams allowing for the free flow of pedestrians, bicyclists and motorists from north to south across the Metro. However, since approval of the TDDP, it has become increasingly clear that these crossings are not feasible. Now, the development of the property north and east of the tracks, while connected to the Metro for pedestrians and bicyclists, is more isolated from a vehicular connectivity standpoint. Ultimately, the proposed development will connect with vehicular traffic to the Kirkwood Apartments site, but it will not connect vehicular traffic across the tracks. The Property included in this application, as the remaining components of the Riverfront at West Hyattsville Site, is utilizing the same infrastructure approved in DSP-16029. No additional interparcel connectivity is possible. Further, the Applicant did activate the Northwest Branch Stream Valley Park by dedicating additional parkland, constructing a scenic overlook, amphitheater and outdoor recreational facilities. The Applicant also improved connectivity and safety of pedestrians and bicyclists by lighting the trail connection to the Metro. Based upon these factors, the Planning Board made the following finding when it approved DSP-16029:

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

As a result, Modification 8 approved by the Planning Board, and affirmed by the District Council, was to "To allow the applicant not to build the required 13,000 square foot community center on the subject property." This modification applies to part of Block CC, but not to the portion of the Block CC included within this application or Blocks DD and EE included in this

application. This finding made previously by the Planning Board is still applicable and the Applicant requests a modification to allow it to not construct the community center on the Subject Property. It should also be noted that with the approval of the medical office building on a portion of Parcel G, a meeting room accessible to the community was provided.

B. Parking Space Sizes

As with the building approved for Parcel 1, the Detailed Site Plan proposes the use of 8.5' X 18.5' parking spaces within the garage for all spaces other than handicap accessible parking spaces. The regulations governing the design of off-street parking spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 9.5 feet by 9 feet, but permits up to one-third of the required spaces to be compact car spaces measuring 8 feet x 16 feet. The applicant is providing 379 parking spaces, all measuring 18.5' x 8.5' (except for the required handicapped spaces). No compact car spaces are proposed. Thus, a modification of the standard parking space dimension is proposed.

The subject property is located within the West Hyattsville TDOZ. In a TDOZ, Section 27-548.06(d)(1) provides "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit District Standards do not modify the size of parking spaces. Section 27-548.06(2) further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3) of the Zoning Ordinance, as follows: (3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council

under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply. The Applicant is requesting that the Planning Board amend the parking provisions concerning the dimensions of the proposed spaces within the parking garage.

As noted above, the applicant is proposing that all parking spaces, except for the spaces provided for the physically handicapped, be 8.5' x 18.5'. Section 27-558(a) requires that standard nonparallel parking spaces measure 9.5' x 19' while nonparallel compact car spaces must be 162' x 8'. The difference between the required standard car space measurement and the 8.5' x 18.5' space the applicant is proposing is insignificant in light of the fact that there will be no compact car spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage as proposed in this instance. Further, the use of a universal sized parking space has become the more common standard in modern zoning ordinances. This creates a more efficient and functional parking layout and will serve the purposes of the subtitle equally well. Attached to the Statement of Justification as Exhibit “A” is a Memorandum dated September 30, 2021 from Lenhart Traffic Consulting, Inc. providing further support for the proposed parking space size. As noted therein, The Recommended Zoning Ordinance Provisions prepared by the National Parking Association support the use of 8’6” wide spaces for residential uses. Thus, the proposed parking spaces are adequate to serve the proposed use.

The Applicant submits that the Planning Board can find that utilizing the universal size parking spaces will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan. The use of the universal size parking space allows the applicant to place the required number of parking spaces in the facility. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the Transit District. The proposed modification to the standard parking space size provided in

Section 27-558(a) will also allow the site to provide adequately sized spaces to accommodate all types of vehicles owned by employees and patients accessing the proposed medical office building. All of the spaces are internal to the garage, which is adequately screed 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.

Finally, the Applicant notes that at the time the Planning Board approved DSP-20053, it made the following findings when it approved the modification to the parking space sizes for Parcel 1:

> **The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.**
>
> **The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.**

For the same reasons found by the Planning Board in approving DSP-20053 for Parcel 1, the Applicant submits the same finding can be made with regard to this Detailed Site Plan.

IX. 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 at 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 total area included in the development is 23.49 acres. Initially, the project consisted of 18.45 acres of land, and an additional 5.04 acres of land was later acquired from WMATA and added to the project. The project has been approved for the following development:

DSP-17044—183 townhouse units with a total gross floor area of 410,934[1];

DSP-20004--a medical office building containing 44,362 square feet

DSP-20053--a mixed-use building with 322,608 square feet (293 multifamily dwelling units and 3,213 square feet of ground floor commercial.

As a result, the FAR of the development approvals to date is .76. The proposed development will add an additional 342 dwelling units, or 350,222 square feet. With the addition of the proposed building, the final project FAR will be 1.1, which conforms to the applicable maximum floor area limitation.

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

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

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

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

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

[1] The townhouses constructed provided a base FAR and an FAR with all finished options. The FAR utilized for this analysis assumes that all units were constructed with all optional areas finished in order to utilize the most conservative figure and to reflect that maximum that could be constructed.

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

RESPONSE: Landscaping is addressed on the DSP.

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

RESPONSE: No enclosed pedestrian spaces or theaters are proposed in this application. The square footage of the residential uses is included in the calculation of FAR and the FAR calculation excludes the floor area of the parking structure.

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

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

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

RESPONSE: The proposed building is will have direct frontage on and direct vehicular access to Little Branch Run.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the

total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

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

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

RESPONSE: The proposed multifamily building complies with the height limitations set forth in the TDDP.

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

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

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

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

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a)(242.2)(A): "the subject property is located entirely within a Transit District Overlay Zone ('TDOZ')." Section 27-107.01(a)(242.2)(D) applies to public uses or

buildings. This Property is entirely within the West Hyattsville TDOZ; therefore, the application is subject to Section 27-290.01.

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

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

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

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

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

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

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

RESPONSE: This application amends an existing DSP-20053.

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

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

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

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

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

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

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

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

RESPONSE: Preliminary Plan 4-20040 was approved on October 28, 2021 and remains valid as of the date of this application..

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

RESPONSE: This applies to the County. However, a stormwater concept plan has been submitted, referenced as Concept # 3816-2021 and is currently under review.

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

RESPONSE: This applies to the County.

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

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

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

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

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

RESPONSE: The overall Riverfront at West Hyattsville development includes a mix of moderate and high density residential and commercial development within walking distance of an existing transit station which will increase transit ridership. The highest density is proposed in closest proximity to the station. This Architecture DSP includes a multifamily mixed-use building consistent with the prior approvals. The building is within easy walking distance to the West Hyattsville Metro.

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: This is not applicable at the Architecture DSP.

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

RESPONSE: Little Branch Run will include sidewalks, street trees, and attractive lighting. A pedestrian/bicycle path will be provided along the southern façade of the building to connect to the Metro station. The Architecture DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian oriented space.

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

RESPONSE: A 379 space parking structure is proposed in conformance with the TDDP.

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

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The building design and location close to the street will create a pedestrian scale block consistent with prior approvals.

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

RESPONSE: The larger Riverfront at West Hyattsville project provides a mix of housing types and uses, including townhouses, multifamily dwelling units and an office building. The proposed DSP provides details for one of the multifamily buildings.

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

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible

personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

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

RESPONSE: None of these uses is proposed within the building.

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

RESPONSE: The section of Subtitle 27A, states:

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

RESPONSE: Public utilities serving the Property will be underground. Junction boxes are to be located in necessary areas and are shown on the detailed site plan. They are typical of urban areas and are harmonious with the character of the Urban Center. Landscaping ensures they are attractive. There are no public utilities being proposed on this site. All the public utilities already exist in the public right of way and private connections such as water and sewer house connections, electric, and cable will be brought to the site from Little Branch Run.

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

Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

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

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

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

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

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

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

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

RESPONSE: The proposed building defines the street edge and curves with the right of way to contribute, along with the sidewalks, to the street-space identity.

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

RESPONSE: This was addressed at the DSP for Infrastructure (DSP-16029) and remains unchanged by this Architecture DSP.

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

RESPONSE: This was addressed at the DSP for Infrastructure for the overall development. The development of the two parcels comprising the Property will be in accordance with a new Site Development Concept Plan and well utilize best practices for environmental site design.

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

RESPONSE: This was addressed in preliminary plan 4-20040 for proposed Parcel 2. Development of Parcel 2 will comply with the requirements of the approved floodplain waiver in accordance with Subtitle 32 of the Prince George's County Code.

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

RESPONSE: The proposed multifamily mixed-use building is designed with an active street front through the pedestrian/streetscape improvements and landscape area proposed along the facades of the building facing the public realm, the provision of ground floor retail and the provision of a pedestrian corridor to access the Metro station.

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

RESPONSE: The building is proposed close to the street. The remaining parcel lines are well defined by the Metro rail tracks and by existing WSSC and storm drain easements. No confusion between public and private land is expected.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation

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

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

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

RESPONSE: Garbage and recycling storage and mechanical equipment are proposed in the interior to the building away from the streetscape.

X. MODIFICATIONS TO THE TDDP DEVELOPMENT STANDARDS

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

MODIFICATION 1

Building Envelope and Block Standards- General Design Principles and Intent (Page 67-68)

1(a) Ground Floor Retail (p. 67)

Required: "Buildings shall front on the street and square and provide ground level retail uses" "Buildings shall provide retail on all ground floor elevations"

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

Commercial and mixed-use blocks shall contain a minimum of 80% commercial uses on the ground floor."

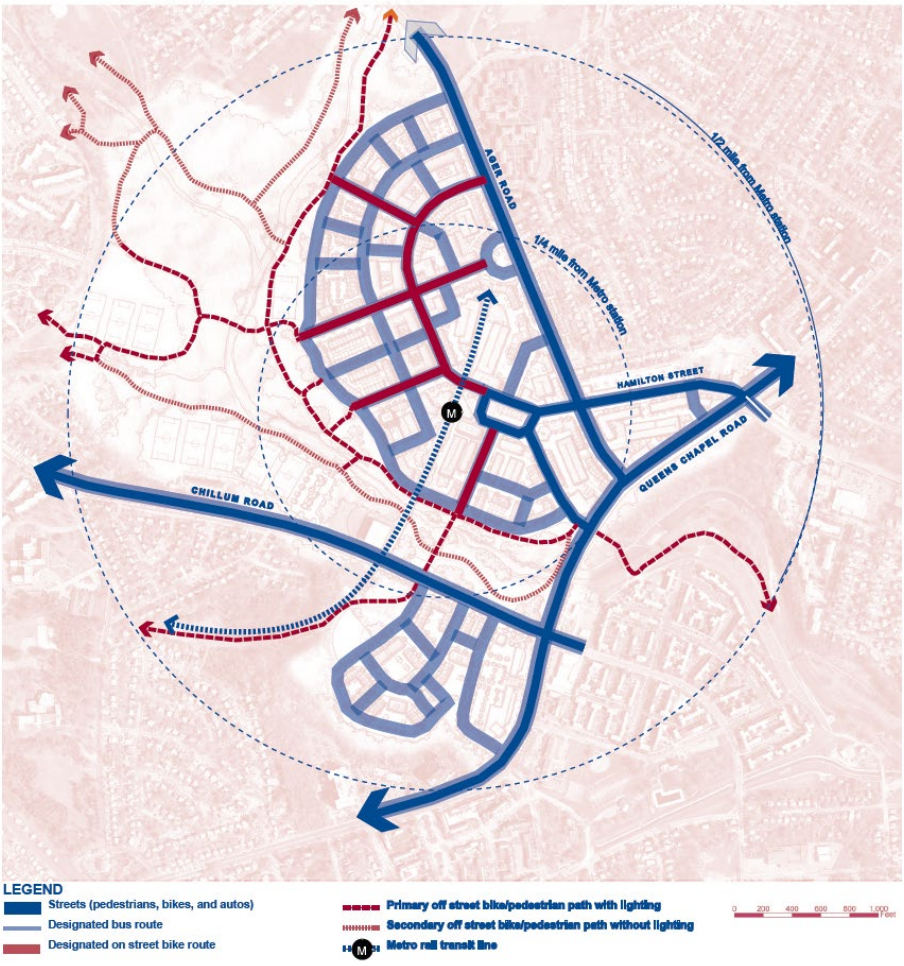
Proposed No retail uses are proposed in the proposed building. Retail space was provided in the southernmost portion of the building on Parcel 1 along the pedestrian trail on the southeast side of the building.

Discussion: These are general design principles and theoretically would apply to every building constructed in the TDDP. Given the nature of the proposed building, as noted below, ground floor retail is not appropriate along the ground floor facade.

The proposed building is internal to the Riverfront at West Hyattsville community. To access the building, one must enter the community and cross the metro rail tracks. The interior of the community will not be a location where sufficient vehicular traffic will exist to support a substantial amount of retail use. In DSP-20053, retail use was limited to a small portion of the first floor elevation of the building on Parcel 1. The retail in this area was intended to a retail opportunity along the southern end of the building, just north of the proposed building. As part of the previously approved infrastructure development for the property, a trailhead has been constructed at the end of Little Branch Run which will encourage pedestrian and bicycle traffic on the Northwest Branch Trail to enter the community and walk along the southern facade of the proposed building to a pedestrian underpass which provides direct access to the metro station. While the heavy amount of bicycle usage at the West Hyattsville Metro, the pedestrian usage on the park trail and the market provided by the existing and proposed development provide sufficient market to allow for a small amount of retail to be located along the trail connection, the Applicant's experience in attempting to lease out the space already constructed have caused it to conclude that additional retail will not be supported. Therefore, an amendment is requested to eliminate retail space from the proposed building. This modification will also necessitate a modification in the list of permitted uses.

In addition to the above, it is important to note that the TDDP envisioned a vehicular circulation network that extended roadways under the Metro tracks to create a connected set of internal streets. The Illustrative Plan (Map 3) in the TDDP clearly depicts this street network:

The Illustrative Circulation Plan (Map 8) shows the same concept of connectivity:



Map 8 Illustrative Circulation Plan

Both illustrative plans, if implemented, would have allowed residents/visitors to turn from Ager Road, drive along the Northwest Brach Stream Valley Park, cross under the Metro Tracks and then access Queens Chapel Road. A second connection immediately in front of the Metro Station was also envisioned. These connections would have provided the ability to access retail uses to a far larger market than now exists. Even under these illustrative plans, the TDDP did not call for large amounts of retail in the North Park Neighborhood, where the Subject Property is located. On Page 10-11 of the TDDP, North Park is described as a "primarily residential neighborhood with a

diverse mix of housing types." "Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station." Without an interconnected network of streets, the amount of retail that can be supported by pedestrian/bicycle patrons is limited. The Applicant is confident that the retail already constructed is all that can reasonably be expected to be leased to serve such an isolated area.

With the above general concepts in mind, the Applicant has been actively speaking with retailers and brokers since the inception of the project about the marketability of ground floor retail uses. The feedback from these professionals is that the lack of visibility from a major roadway makes the leasing of the space very difficult. The pedestrian activity from the Metro and the surrounding new development are simply not sufficient to ensure the success of most retail uses. Another factor which must be considered is parking. The parking garages serving the multifamily buildings is dedicated parking to ensure the safety and security of residents. Parking for the retail space is provided through on-street parking. Additional retail space places a burden on the available spaces and the lack of parking prevents the retail from serving destination retail uses like restaurants.

The Applicant has been pursuing the leasing of the retail space at Sovren for many months and has been able to secure one tenant for 1,400 square feet of the 2,500 square feet available. The tenant is an adjacent homeowner with intimate knowledge of the site. Absent this direct relationship to Sovren, the Applicant does not believe that this tenant would have surfaced and it is likely that a tenant will not be found for the remaining 1,000 square feet. The Applicant does not want excessive empty retail space along the ground floor and particularly along the promenade leading to the Metro Station. Not only does the cost of providing ground floor retail place pressure on the rents, empty retail space detracts from the ground floor experience. For all of these reasons, the Applicant is seeking an amendment to not construct additional ground floor retail.

1(b) Shared Parking (p. 68)

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

Proposed: Single use parking garage.

Discussion: As with the building constructed on Parcel 1, the proposed multifamily building will be served by a parking garage. The parking garage is intended to be a secure facility which will only be accessible by the residents and staff of the residential building. Providing public accessibility to the garage has a major impact on the design of the garage and the security of the garage. For these reasons the Applicant is requesting a modification to the standard which requires parking garages be shared by multiple uses.

MODIFICATION 2

General Design Principles and Intent-Building Street Types (Page 74-75)

2(a) Building Street Facade

Required: Single plane street façade with building jogs of less than 24 inches

Proposed: Building jogs greater than 24 inches

Discussion: The standard requires that the street façade be a single plane with façade jogs of no more than 24 inches. For the proposed building, façade jogs are proposed that are more than 24 inches. The proposed design incorporates intentional jogs greater than 24 inches. These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. Given these circumstances, the applicant submits that the façade jogs are

appropriate and that the building massing conforms with the intent of the TDDP.

MODIFICATION 3

General Design Principles and Intent (Page 82)

3(a) **<u>Landscaping of Building Fronts (p. 82)</u>**

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

Proposed None

Discussion: The building front will be architecturally interesting and attractively landscaped. Landscaping is provided along the building base along the entire streetscape. However, planters and window boxes with flowering plants are not proposed. The Applicant intends to provide a similar application of flowering shrubs and perennials as was approved and provided in Phase 1 (see image below). Flowering plants that provide seasonal variety will be provided on the ground plane along the streetscape and pedestrian promenade between Phase 1 and Phase 2

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. However, as with The Sovren building, perennial plants located along the sidewalk and promenade near the building meets the design intent of this requirement.

3(b) **Location of Mechanical Equipment (p. 82)**

Required: Transformers shall be a minimum of 25 feet away from any build-to line.

Proposed Transformers are proposed within 25 feet of the build-to line, immediately adjacent to the driveway entering the garage.

Discussion: The location of transformers is strictly controlled by PEPCO standards. As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-safety requirements.

MODIFICATION 4

General Streetscape Standards (Page 83)

Permitted Materials

Required: "Brick, precast pavers, Belgium block, or granite pavers are permitted materials."

Proposed: Stamped concrete.

Discussion: A modification to this standard was approved with DSP-20053. The streetscape proposed with this application will allow the streetscape to be consistent along the street frontage. As with DSP-20053, the sidewalks will be constructed to the City of Hyattsville Standards. However, the lead walks from the sidewalk to the building entrances (both residential and commercial) will be

constructed with stamped concrete. This satisfies the intent of the TDDP to ensure that primary walkways be constructed using decorative paving materials. Since stamped concrete is not specifically identified as a permitted material, a modification is requested.

MODIFICATION 5

Public Street Lighting (Page 90)

5(a) **Public Street Lighting-Lighting Fixtures**

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

Discussion: This standard was modified with DSP-20053 for the first phase of multifamily development. 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. The LED lighting provided exceeds a lighting temperature of 2700K.

MODIFICATION 6

Streetscape Standards-Blocks and Alleys (Page 91)

6(a) **Alleys and Dedicated Right-Of-Way for Alleys (p. 91)**

Required: Alleys shall provide access to the rear of all building lots and off-street parking facilities.

Where 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.

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

Discussion: The site is constrained by the location of the metro rail line, which is elevated along the Property and then undergrounds along Parcel 1. There is no adjacent development which could access or benefit from providing an alley. Further, the Applicant reconstructed the WMATA pedestrian walkway along the rear of the building on Parcel 1 to access the metro station through the existing pedestrian tunnel. A connection to this pedestrian pathway has now been constructed on the WSSC easement and the proposed building wil also access this walkway. This pedestrian walkway will accomplish same purpose as an alley in that it will connect the property to the metro station. Vehicular access through the pedestrian tunnel is not permitted.

MODIFICATION 7

Streetscape Standards-Sod Groundcover and Mulch (Page 93)

Irrigation

Required: All sod and ground cover will provide an automatic irrigation system.

Proposed: No automatic irrigation system proposed.

Discussion: In DSP-06029, the District Council approved an amendment to remove the requirement for an automatic irrigation system with the support of the City of Hyattsville provided that native plant species be used. A modification was also approved with DSP-20053. Consistent with the prior approvals, the Applicant is proposing that drought tolerant species be used which will require less irrigation; therefore, an irrigation system for these is not necessary.

MODIFICATION 8

Architectural Standards General Design Principles and Intent (Page 106)

8(a) Windows and Doors/Entrances (p. 106)

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

Proposed: Some windows are located less than 30 inches from the exterior building corners as depicted on the architectural plans.

Discussion: Windows have been placed on the facade based upon functional furniture layout and to let in maximum daylight for healthy living. As such, some windows are closer than 30 inches to the exterior building corners.

8(b) Ground Floor Windows

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

Proposed: The windows do not allow a minimum 60% surface view into the residential units to a depth of 20 feet.

Discussion: This standard presumes that the entire ground floor of the building will be retail or lobby. However, the majority of the first floor of the building will be occupied by residential dwelling units, where 60% surface view is not appropriate.

MODIFICATION 9

Architectural Standards General Design Principles and Intent

Signage (p. 107)

Required: Building signage shall be illuminated with external lighting only.

Proposed: Internally illuminated signage proposed for some blade and retails signs.

Discussion: The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Some of the signage features low-level internally illuminate graphics. The signage only promotes safety without contributing to visual clutter. Thus, the intent of the design standard is satisfied.

MODIFICATION 10

Parking Standards; Off-Street Parking (Page 112)

Required: Prohibited materials: concrete masonry units and concrete (except for parking deck surfaces). (Page 112)

Required: Parking structure facades visible to the public realm shall consist of brick, brick with concrete banding, brick with glass block banding or other material as specified in the permitted materials list. (Page 113)

Provided: The parking garage is constructed of precast concrete with a foundation of gray masonry block.

Discussion: The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. This provision is clearly meant to apply only to facades visible from the public realm to ensure that they are visually pleasing. In this case, as was the case for Phase 1, the garage is screened from the street with liner building and only the rear of the garage is visible from the Metro tracks. The Applicant proposes to provide public art on this one visible façade of the parking garage. This is the same treatment which was incorporated into the garage on Parcel 1 and has been enthusiastically received by the community. An image of the mural provided on the precast concrete garage is provided below:

Clearly, the treatment of the garage façade is consistent with the intent of the Sector Plan and fulfills the goal of providing public art. The façade treatment proposed for this façade will ensure that it is attractive when viewed from the Metro station platform.

MODIFICATION 11

Parking Standards; Off-Street Parking (Page 112)

Required:	Parking structure openings shall provide a minimum of 75% transparency to provide visibility for pedestrian safety. (p. 113)
Required:	Parking structure entry portals may be set back up to 24 inches behind the surrounding façade. (p. 114)
Required:	Glass facades will be provided for parking structure stairwells for high visibility and openness to enhance pedestrian safety, steps shall provide open risers to increase visibility (p. 114)

Required: Parking structure elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility (p. 114)

Proposed The parking structure will not be visible from the street. It will be a secure garage only accessible by the residents. The garage door will be a roll up door with no transparency. The garage entry portal will also be set back 82 feet from the surrounding façade. No glass façade is provided

Discussion: The parking garage standards are designed to ensure that public garages along the public street are attractive and compatible with the architecture of the building they serve. In this instance, the garage is integral to the building and will be fully screened from the street, except for the entry doors. Further, as discussed elsewhere, the building entry and the entry to the garage are set back from the street frontage to provide a break in the building. This break is not only located at the building entrance, but also provides a visual break along the street frontage, since a separate block is not being created. The setback provided addresses the concern about pedestrian safety which could result from a garage setback only 24 inches from the pedestrian zone. The garage is a secure facility, only accessible to residents and staff of the residential building. The residential units and the garage share a common elevator. As such, it will not be a glass elevator, and with the security provided within the building, this is not required from a security standpoint. The steps within the garage in the stairwells will be precast concrete and will not have open risers. Again, with the security provided, additional visibility is not needed for pedestrian safety. Thus, based on the design of the building and the parking garage, modifications from these standards are appropriate.

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

Proposed: The parking structure lights will be LED.

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

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

Proposed: The ceiling height meets the requirement but the clear height will be 9'0" on the first floor and 8' on all other floors of the parking structure.

Discussion: The parking structure is a precast structure with ceiling heights which meet the minimum requirement of 10'6" in height. The spandrels which provide structural support provide a clear height for vehicles of 9' on the first floor and 8' on all other floors. The purpose of this design standard is not stated, as it relates to lighting. If a modification is required, the parking garage is designed such that each parking level provides direct access to the residential floor. The design provides this alignment for ease of access to the residential building. If the height of the spandrels was required to be increased to 10'6", the building would need to be modified to provide step downs to all access from the garage to the building. This is not preferred. The applicant submits that the design conforms with the intent of the requirement.

With regard to all of the proposed modifications set forth above, Section 27-548.08 states that "in approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan." The applicant submits that the Planning Board can make such a finding in this case. The building proposed has been designed based upon the unique characteristics of the property—impacted by

an existing WSSC easement and floodplain that must be mitigated in addition to backing up to a Metro rail line. The building has also been specifically designed to accommodate the needs of the residents as well as the development in which it is located. The location of the pedestrian walkway through the property to access the Metro station is completed with this application and builds upon all build on past approvals with the goal of activating the Metro station and providing density as close as possible to the Metro. Most of the modifications requested are intended to allow for the use of modern materials or architectural treatments which either were not available or envisioned 15 years ago when the standards were written. The modifications requested are similar to those approved for the building on Parcel 1, and that building reflects the high standard of design and use of quality materials in its finished form. The proposed development will further set a very high bar for future buildings in the vicinity of the Metro station. For these reasons, the amendments to the mandatory requirements will benefit the proposed development and the Transit District and will not in any way substantially impair the implementation of the TDDP.

XI. AMENDMENT 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 a request to amend the list of allowed uses. 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. As discussed above on Pages 12-16, although the Applicant contends that no amendment to the Preferred Land Use Map is necessary, an amendment to the list of permitted uses is necessary since the Applicant is seeking to not provide any ground floor retail space in the proposed building. Thus, the Applicant is seeking an amendment to the Preferred Land Use Map to remove any uncertainty and the list of permitted uses in the Transit District Development Plan.

AMENDMENT TO THE PREFERRED LAND USE CATEGORY AND TABLE OF USES (Page 41, 46)

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 portion of the property identified as proposed Parcel 1. That parcel was proposed, and the District Council approved, an amendment to the Preferred Land Use Plan for proposed Parcel 1 to permit "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). In the Detailed Use Table on Page 46, land use category "Multifamily (Tower and Condo)" only lists one residential use as permitted. That residential use is "multifamily dwellings with ground floor retail". The Property which is the subject of this application (Outparcel 1) was not included in that Detailed Site Plan. Thus, the Applicant seeks a modification of the Preferred Land Use Plan to clearly depict the Property as being designated as "Multifamily (Towner and condo)" and further seeks to amend the list of permitted uses in the Multifamily (Tower and condo) land use designation for the Property to permit "Multifamily dwellings" without ground floor retail. Justification for this amendment is set forth below.

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 on Pages 8-14 above. In addition, in the Staff Report for the Preliminary Plan of Subdivision (4-20040), Community Planning states that "this application conforms to the purpose and intent of the TDDP because the proposed multifamily meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly". The Applicant submits that the development does, in fact, conform with the purposes and recommendations of the Transit District as stated in the TDDP.

The Block Map contained in the TDDP (see Page 15 above) places proposed the Subject Property in Blocks DD and EE, and approximately half of Block CC. Blocks DD and EE includes the land closest to the Metro Station. Those Blocks are shown on the Preferred Land

Use Map as "Condominium: 4-6 Stories". Block CC shows four land use categories, townhouses, structured parking and tower residential. The boundary of the Subject Property splits Block CC in half, with the structured parking and half of the townhouse symbols being on the Subject Property, and half of the townhouses and the tower residential being on the portion of the West Hyattsville property included in DSP-16029. DSP-16029 amended the Preferred Land Use Map for the portion of Block CC within its boundaries to allow exclusively townhouses, leaving townhouses and structured parking on the Subject Property. Clearly, the proposed development includes structured parking and, given the roadway network established by DSP-16029, townhouses are not only not appropriate between Little Branch Run and the Metro tracks, construction of such a use is not feasible within the limited land area so designated. The vision for townhouse development has been fulfilled through the first phase of the Riverfront at West Hyattsville project. The vision for more density in close proximity to the Metro Station is being fulfilled by the building approved with DSP-20053 and the building proposed in this application. Thus, to simplify the Preferred Land Use Map, the Applicant is requesting that the Preferred Land Use for all of the Subject Property be approved as "Condominium: 4-6 Stories", as was approved for Parcel 1 with the approval of DSP-16029. Given the analysis set forth in Pages 8-14, which do not need to be restated, the amendment to the Preferred Land Use Map to provide a single, consistent Preferred Land Use consistent with the vision of the TDDP.

In addition to modifying the Preferred Land Use Map, the Applicant seeks an amendment to the list of permitted uses to remove the need to provide ground floor retail in the proposed building. Section 27-548.09.01 (b)(2) requires that the Applicant "include a statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan". The information provided above regarding the Preferred Land Use map and the information provided in Modification 1 above largely address this matter, but the Applicant would further emphasize several factors. First, the Subject Property is in the North Park neighborhood, which the TDDP describes as a "predominantly residential neighborhood". Extensive commercial uses were not envisioned. The Kaiser Permanente office building, constructed as part of Phase 1 of the Riverfront at West Hyattsville project, is in the Hamilton Square neighborhood of the TDDP, described as

containing the "most diverse development mix" with "several types of residential units, office space and stores." (TDDP p. 10). In addition, the concept plan for the Metro Station area envisioned a residential street on the northern and western perimeter of North Park neighborhood, extending along the floodplain and crossing under the Metro tracks. Such a roadway would provide interconnectivity which would support a larger retail component in the North Park neighborhood, but the floodplain limitations and infeasibility of tunneling under the Metro tracks to connect the North Park neighborhood to the Hamilton Square neighborhood limit the amount of retail which the market can support. As now approved, vehicular access to the Riverfront at West Hyattsville development is limited to Little Branch Run, which dead-ends at the floodplain. The Applicant has made extensive improvements which encourage both pedestrian and bicycle activity. These improvements include the reconstruction of the Northwest Branch trail connection, the lighting of the trail to the Metro Station, the reconstruction of the WMATA trail and a connection from Little Branch Run across the northern property line of the Subject Property to connect pedestrians to the WMATA trail. These improvements, and the dwelling units already constructed and now proposed with this application, can hopefully support the modest amount of retail approved and now constructed in the building on Parcel 1, but additional retail will be difficult to attract a viable use. Given the isolated location within the development and the limited customer traffic that passes between the two buildings, requiring additional retail space would not enhance the vision of the TDDP. The Applicant would submit that the vision of the TDDP was not to force the construction of ground floor retail space which would remain unoccupied because of a lack of visibility and traffic flow.

Since the Permitted Use Table does not list "multifamily" as a standalone use, literally 40% of the North Park Neighborhood would "require" ground floor retail—all of the Condo and Tower Residential Blocks as shown on the Preferred Land Use Map found on Page 14 above. This is despite the fact that the TDDP described North Park as a "primarily residential neighborhood with a diverse mix of housing types." The Sovren building has already provided "small, neighborhood focused retail…at the intersection of the primary internal streets within two blocks of the Metro Station." This application does not create a new intersection of primary streets and thus does not created an opportunity to add more retail space.

Finally, although the subject application is being filed in conformance with the prior Zoning Ordinance and the West Hyattsville TDDP, the Applicant would note that the District Council recently approved the updated Sector Plan for West Hyattsville-Queens Chapel. That Sector Plan included a discussion of existing retail market conditions and noted that the Sector Plan area has approximately 475,000 square feet of retail space across more than 40 properties, not including gas stations, auto repair, and other miscellaneous lots. The Sector Plan concluded that the area currently is over-retailed, with a surplus of 25,700 to 112,100 square feet. Thus, it does not make economic or planning sense to force retail in a location with obvious leasing challenges related to conditions which cannot be rectified in the future.

For the reasons set forth above, the District Council can find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements. The portion of the North Park neighborhood will be developed as envisioned by the TDDP. It includes diverse housing types (townhouses, affordable multifamily dwelling units and market rate dwelling units), a public park area along the Northwest Branch stream valley park and LID streets that minimize stormwater runoff. These improvements, plus the enhancement of pedestrian and bicycle facilities which pre-existed the project, represent the fulfillment of this vision and will not be impacted by removing a small amount of retail from the proposed development.

XII. CONFORMANCE WITH CONDITIONS OF PPS 4-20040

As noted above, Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Each condition of the preliminary plan is set forth below with a comment addressing conformance.

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

c. Show location of proposed access to Parcel 1.

COMMENT: The preliminary plan has obtained signature approval. Each of these revisions was made as required.

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

COMMENT: The preliminary plan was evaluated for the development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. DSP-20053 approved the construction of 293 multifamily dwelling units and 3,213 square feet of retail commercial space. This Detailed Site Plan proposes an additional 342 multifamily dwelling units. The 635 multifamily dwelling units and 3,213 square feet of retail commercial space is less than was approved by the preliminary plan. Thus, the total development falls within the trip cap.

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

COMMENT: No substantial revision to the uses on the subject property is proposed.

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

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

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit),

in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

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

COMMENT: The West Hyattsville Metro Connector trail between Ager Road and the West Hyattsville Metro Station was widened and the lighting was improved with the construction of the first building approved by DSP-20053. This condition has been satisfied. A photo of the upgraded trail and lighting under construction is below as well as an aerial photograph of the completed trail is depicted on the two images below:

P.A
P.B
RUN
P.4
P.1
P.1
DRIVE

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

COMMENT: The required exhibit was submitted prior to the acceptance of DSP-20053. This condition has been satisfied.

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

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

COMMENT: The DSP depicts the extension of the sidewalk along Little Branch Run along the building frontage to the Northwest Branch Trail entrance. Bicycle parking is provided on level one of the garage in accordance with the TDDP. A bicycle fix-it station is also provided in the bicycle storage room. Crosswalks are provided across drive aisles entering the garage and the pedestrian/bicycle access to the pedestrian tunnel leading to the West Hyattsville Metro Station has been constructed.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state

wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

COMMENT: Noted. This condition will be complied with prior to the issuance of any such permits.

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

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

COMMENT: This note was placed on the record plat for the property (Plat Book ME 261 Plat No. 21). When the Subject Property is replatted to remove the outparcel status, the same note will be included. has been satisfied.

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

COMMENT: TCP 2 was approved with DSP-20053 and a revised Type 2 TCP is included with this application.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

COMMENT: This condition was satisfied prior to signature approval of the preliminary plan.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

COMMENT: The above note is included on the recorded final plat of subdivision and will be carried forward on future plats, if applicable.

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

COMMENT: The NRI was revised prior to signature approval of the PPS. This condition has been satisfied.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

COMMENT: The approved stormwater management concept plan was submitted prior to signature approval of the PPS. This condition has been satisfied.

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

COMMENT: Noted. This condition is implemented with the issuance of the required grading permits.

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

COMMENT: A certification from a professional engineer will be provided at the time of building permit as required by this condition.

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

COMMENT: A Phase 2 noise study was provided with the DSP submittal and demonstrates that the interior of the proposed building can be mitigated to 45 dBA Ldn or less and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. This condition has been satisfied.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

COMMENT: Noted. This condition will be addressed prior to the approval of building permits for the Subject Property.

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

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

COMMENT: This note is reproduced as Note 5 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the

Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

COMMENT: This condition was satisfied prior to the approval of the final plat and will be further implement with the execution of each lease.

20. Prior to approval of a final plat:

a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

COMMENT: These notes are reproduced as Notes 6 and 7 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

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

COMMENT: Information regarding the private on-site recreational facilities is provided with this DSP application.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a

final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

COMMENT: An RFA will be executed and recorded prior to the recordation of the final plat to remove the Outparcel status from the Subject Property.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

COMMENT: This condition will be addressed at the time of building permit.

XIII. CONFORMANCE WITH REQUIRED FINDINGS FOR APPROVAL OF A DETAILED SITE PLAN

Per Section 27-548 of the prior Zoning Ordinance, the findings required for approval of a Detailed Site Plan found in Section 27-285 of the Zoning Ordinance do not apply to the T-D-O Zone. Rather, the required findings are set forth in Section 27-548.08(c)(2), which are set forth below.

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

COMMENT: Section 27-548.07 of the prior Zoning Ordinance permits a TDDP to set forth certain mandatory development standards, and some Transit District Development Plans contain mandatory requirements. However, there are no mandatory requirements in the West Hyattsville TDDP.

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

COMMENT: As detailed on Pages 11-17 above, the proposed Detailed Site Plan is consistent with the guidelines and criteria for development in the TDDP. As the final phase of a development intended to revitalize a dilapidated former warehouse and activate a stream valley park, the Riverfront at West Hyattsville has succeeded in implementing the vision of the TDDP. The final multifamily development proposed in this application will complete the streetscape

along Little Branch Run and provide additional residential density close to the West Hyattsville Metro Station..

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

COMMENT: Outlined above is an analysis of how the proposed Detailed Site Plan meets all of the requirements of the TDOZ, and further addresses any provision thereof requiring an amendment. Several amendments requested relate to site constraints (e.g. block length, lack of alleys), outdated material requirements (e.g. incandescent lighting, planter boxes, paver materials) or items which had been addressed and amended in prior applications (e.g. irrigation systems, shared parking) which are being re-requested as part of this application.

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

COMMENT: The prior approvals for the Riverfront at West Hyattsville established the bulk of the infrastructure elements, including pedestrian and vehicular circulation system as well as block lengths. The development was designed to maximize safety and efficiency and has been found to meet the purposes of the TDOZ. The architecture proposed in this application builds on the past approvals and will further enhance the Transit District.

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

COMMENT: Each of the uses in the Riverfront at West Hyattsville development was strategically place with guidance from the TDDP. The highest densities are located next to the West Hyattsville Metro Station. The townhouses were located to overlook the Northwest Branch Stream Valley Park. The primary commercial component, the Kaiser Permanente Medical Office Building, is located along the development's primary frontage on Ager Road. Development of the site is constrained by the existing floodplain. While this prevents the implementation of a roadway completely encircling the Metro Station, the Applicant has—through prior approvals—upgrading the abutting trail systems and added lighting to provide safer pedestrian and bicycle connectivity for the broader neighborhood. This Detailed Site Plan completes the vision of the

redevelopment with a multifamily building that is compatible with all the surrounding structures previously constructed and with the adjacent Metro Station.

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

COMMENT: The Applicant is not seeking a modification of the parking requirements set forth in the TDDP. The West Hyattsville TDDP establishes a maximum number of parking spaces which can be provided to serve the development. The parking provided is sufficient to meet the needs of the proposed use.

XIV. CONCLUSION

The Applicant presents another Detailed Site Plan that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), as well as the additional infrastructure approved by DSP-20053, the architectural façade presented is urban in nature and will further promote pedestrian access to the Metro. The proposed building will complete the Riverfront at West Hyattsville development. The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,

Thomas H. Haller and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
301-306-0033

EXHIBIT "A"

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: *Date:* **September 30, 2021**

TO: M-NCPPC - Development Review Division
Room 4150
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for West Hattsville Metro DSP

This memorandum is provided in support of the proposed parking for the referenced project.

The Zoning Ordinance allows up to one-third of the required number of parking spaces to be designed as compact car spaces. The minimum compact parking space size is specified as 8' wide by 16'-6" in the Ordinance and 22' minimum aisle width.

The DSP proposes 100% at 8'-6" width and 18'6" in length which is 6" wider and 2' longer than the ZO's compact space dimensions.

The site is located immediately adjacent to the West Hyattsville Metro Station inside the Capital Beltway and is highly urban in nature, and for these reasons we request your consideration to allow 100% compact car spaces at this site. We have attached the "*Recommended Zoning Ordinance Provisions*" prepared by the National Parking Association. Table 1 in the attached document shows a 90 degree parking angle and associated module and vehicle dimensions. It should be noted that the module width for this DSP does meet the 60' width and our parking spaces at 18'-6" would exceed the vehicle projection. The drive aisles on this plan are not quite 24' but do exceed the ZO's recommendation for 22' minimum. The notes under Table 1 (under Note 2) state that *9'-0" stalls shall be used except that 8'-6" stalls may be used for the following uses including residential*. We believe that the urban nature of this application located immediately adjacent to the Metro provides additional support to this publications guidance that 8'6" may be used for residential.

We understand that the Ordinance is specific regarding normal and compact spaces, however, the spaces proposed in this DSP are larger than compact spaces in the Zoning Ordinance; and in conjunction with the attached documentation, we believe that this information could be helpful in your consideration of this matter.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

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NATIONAL PARKING ASSOCIATION

PARKING CONSULTANTS COUNCIL

Recommended Zoning Ordinance Provisions

Your Guide to Planning, Designing Constructing and Managing Facilities, Including Off-Street Parking Spaces

Recommended Zoning Ordinance Provisions Committee:
Mary S. Smith, Chair
L. Dennis Burns
John G. Burgan
Gary Cudney
David N. LoCoco

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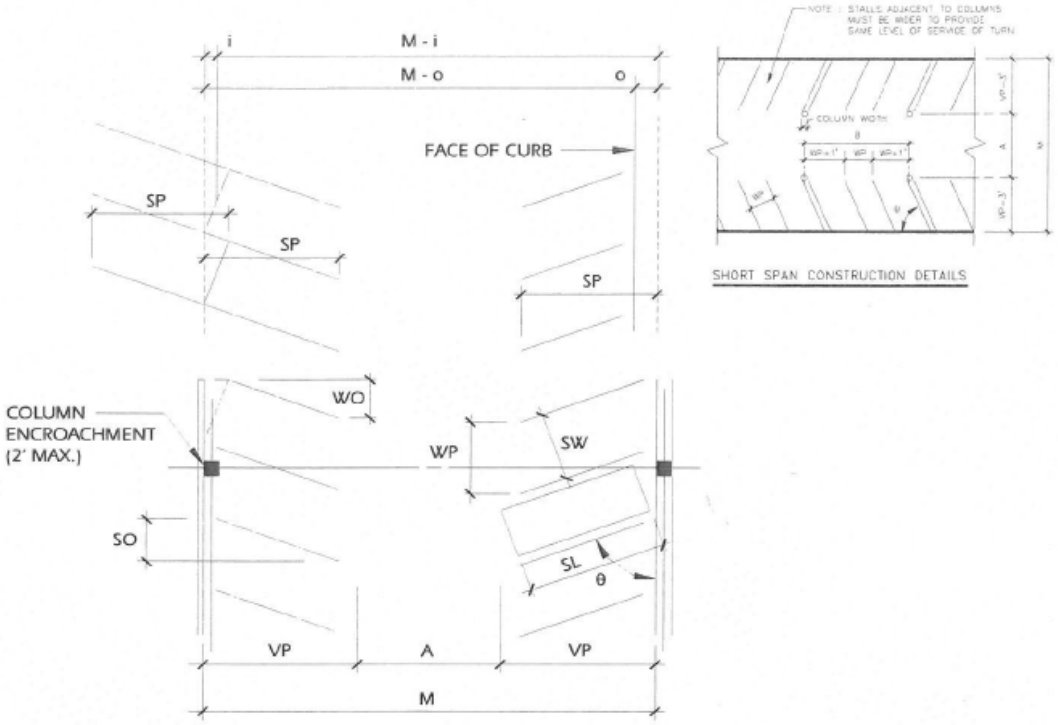
Figure1: Required Parking Dimensions



DEFINITION OF BASIC LAYOUT DIMENSIONS

0 = ANGLE OF PARK	VP = VEHICLE PROJECTION
M = MODULE	WP = WIDTH PROJECTION
A = AISLE WIDTH	SW = STALL WIDTH
i = INTERLOCK REDUCTION	SL = STALL LENGTH
o = OVERHANG	WO = WALL OFFSET
DESIGN VEHICLE = 6'-4" x 16'-9"	SO = STRIPE OFFSET
SP = STRIPE PROJECTION = 16'-0"	
PARALLEL STALL LENGTH = 20'-9"	

Table 1: Required Parking Dimensions

Angle of Parking	Stall Width 9'0" WP	Stall Width 8'6" WP	Module M	Vehicle Projection VP	Aisle A	Interlock I	Overhang O	Wall Offset WO	Stripe Offset SO
0	9'0"	NA	43'0"	NA	24'0"	NA	NA	NA	NA
45	12'9"	12'0"	48'0"	17'8"	12'8"	3'2"	1'9"	10'8"	16'6"
50	11'9"	11'1"	49'9"	18'3"	13'3"	2'11"	1'11"	9'5"	13'10"
55	11'0"	10'5"	51'0"	18'8"	13'8"	2'7"	2'1"	8'3"	11'7"
60	10'5"	9'10"	52'6"	19'0"	14'6"	2'3"	2'2"	7'2"	9'6"
65	9'11"	9'5"	53'9"	19'2"	15'5"	1'11"	2'3"	6'1"	7'8"
70	9'7"	9'1"	55'0"	19'3"	16'6"	1'6"	2'4"	5'0"	6'0"
75	9'4"	8'10"	56'0"	19'1"	17'10"	1'2"	2'5"	3'10"	4'5"
90	9'0"	8'6"	60'0"	18'0"	24'0"	0'0"	2'6"	1'0"	0'0"

Notes:

1. Add 1 ft to stall width where adjacent to walls, columns and other obstructions to door opening and turning movement into the stall.
2. 9'0" stalls shall be used except that 8'6" stalls may be used for the following uses as defined herein: residential, general business offices, data processing/telemarketing/operations offices, industrial, storage/wholesale, utility, and educational (except for cultural/ recreational/ entertainment uses at educational use campuses)
3. Add 1 ft to stall width for stalls next to curbs and islands to reduce trip hazard.
4. Angles of parking between 76 and 89 degrees not permitted.
5. Dimensions may be interpolated for angles between 45 and 75
6. Deduct 1 ft from aisle, and corresponding module, for parking in structures or where guides (columns, guardrails, bumper walls) or curbs are provided at least 25% of the stalls.
7. All dimensions based on Design Vehicle of 6'7" by 17'1", parked 11" from front of stall
8. Light poles and columns may protrude into a parking module a maximum of 2 ft combined as long as they do not impact more than 25 % of the stalls. For example, either a one ft encroachment on both sides of the aisle, or a 2 ft encroachment on one side only, is acceptable.
9. Interlock reductions cannot be taken where there is encroachment by columns, light poles or other obstructions for more than 25% of the stalls in the bay.
10. All dimensions rounded to the nearest inch.
11. Aisles and corresponding modules are for two-way traffic flow for 90 degree parking and one-way traffic flow for angled parking between 45 and 75 degrees.
12. For two traffic flow and angled parking, a minimum 24 ft aisle is required. For parallel parking along a two-way drive, a minimum aisle of 24 ft. is required.
13. Parallel parking stall length is 21'0".

Commentary: Above dimensions are those necessary for less experienced designers to lay out parking. For assistance in determining design vehicle size and other dimensions appropriate to community, see Recommended Guidelines for Parking Geometrics, Parking Consultants Council.

Article VIII–Administration and Enforcement

This Ordinance shall be administered by the Zoning Administrator (or by the designated individual, group or agency empowered by law to act in the review and/or approval of requests and petitions for the granting of zoning) under the powers granted by statue to the___(City)___of _____. Approval of all such requests and petitions may be granted by the Zoning Administrator, or upon his recommendation, by the Zoning Board of Appeals for the Governing Body of the____(City)____of _____. Appeals may be taken under the terms of the Zoning Ordinance of the____(City)____of _____ fees, penalties and operations set forth in the Zoning Ordinance of the____(City)____of _____ shall apply except for those applicable provisions expressly relating to vehicular parking which become null and void upon the adoption of this Ordinance.

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Statement of Justification
Riverfront at West Hyattsville
Detailed Site Plan, DSP-20053-02
Multifamily Residential
Expedited Transit-Oriented Development
July 8, 2025

RIVERFRONT AT WEST HYATTSVILLE
DETAILED SITE PLAN DSP-20053-02
ARCHITECTURE FOR MULTIFAMILY DEVELOPMENT
EXPEDITED TRANSIT-ORIENTED DEVELOPMENT
AT WEST HYATTSVILLE METRO STATION
STATEMENT OF JUSTIFICATION
MAY 25, 2025
REVISED JULY 8, 2025

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Statement of Justification
Riverfront at West Hyattsville
Detailed Site Plan, DSP-20053-02
Multifamily Residential
Expedited Transit-Oriented Development
July 8, 2025

I. INTRODUCTION

WHPC BLOCK 4, LLC (the "Applicant") presents this Detailed Site Plan application for construction of a multifamily development containing 342 dwelling units. The proposed development will be constructed within the Riverfront at West Hyattsville project and is the final phase of the Riverfront at West Hyattsville project and will be constructed on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

The proposed Detailed Site Plan represents a revision to DSP-20053, which was approved on December 16, 2021.The property included in DSP-20053 consisted of two proposed parcels. Those parcels are now described as Parcel 1 and Outparcel 1, as depicted on a plat of subdivision entitled "West Hyattsville", which plat is recorded among the Land Records of Prince George's County at Plat Book ME 252 Plat 21. These parcels are outlined in red on the image below taken from the recorded plat:

Detailed Site Plan DSP-20053 approved the construction of 293 multifamily units and up to 3,213 square feet of ground floor retail on Parcel 1, which contains 3.05 acres, and infrastructure

improvements on Outparcel 1. This Detailed Site Plan revision now proposes the development of a multifamily building on Outparcel 1, which contains 4.9853 acres.

II. PROPERTY HISTORY

The Riverfront as West Hyattsville develop began in 2015 with the acquisition of the former Ginn Paper warehouse, which occupied 18.45 acres of land on the west side of Ager Road. The warehouse, located adjacent to the West Hyattsville Metro Station was vacant and in disrepair, as is evident on the 2014 arial below:

The Riverfront at West Hyattsville development has completed several stages of the Prince George's County approval process. Development of the project was impeded by fact that much of the property, even though developed and utilized, was impacted by 100-year floodplain. Thus, preparation of the property for development required the approval of a floodplain waiver and the construction of a compensatory storage facility. The initial application filed was Preliminary Plan of Subdivision 4-15020, which included the entire 18.45 acre parcel. The

subdivision was approved in 2017. Following the approval of the Preliminary Plan of Subdivision, a Detailed Site Plan for Infrastructure Only (DSP-16029) was filed and approved. The 18.45 acres included in the initial preliminary plan and detailed site plan for infrastructure are shaded in blue on the image below. The area shaded in green is where compensatory floodplain storage is located. This property had been previously dedicated to the Maryland-National Capital Park and Planning Commission ("(M-NCPPC") by the prior owner of the Ginn Paper Warehouse property.

Both the initial preliminary plan infrastructure detailed site plan included a portion of the land included in DSP-20053 (Parcel 1), which is being revised by this application. These approvals established the lotting and parcel pattern, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations for the overall development. The primary purpose of the infrastructure detailed site plan was to allow for the grading of the development, since much of the land was impacted by 100-year floodplain. The compensatory storage facility was reviewed pursuant to Mandatory Referral Application MR-

1700F. The construction of this facility included the reconstruction and lighting of a trail leading to the Metro Station. The compensatory story area also includes an amphitheater.

Following the approval of the initial applications, Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses, which were constructed by Stanley Martin and are fully occupied. Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also completed and occupied. At the time these approvals were obtained, there was a 5-acre parcel of land located adjacent to the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. In October 2020, the Applicant acquired this 5-acre parcel to be incorporated into the overall development, and increased the total area of the development to 23.49 acres. That 5-acre parcel has now been platted as Outparcel 1 and is outlined on the current aerial photo below:

To incorporate the WMATA property into the development, Preliminary Plan of Subdivision 4-20040 was filed and approved on October 28, 2021 pursuant to Prince George's County Planning Board Resolution PGCPB No. 2021-122. This application included 8.1 acres and proposed two parcels, Parcel 1 and Outparcel 1. A total of up to 750 dwelling units and 15,000 square feet of commercial space were approved with this application. The dividing line between Parcel 1 and Outparcel 1 is also the location of an existing storm drain easement and a WSSC easement, which became the natural division between the parcels. Detailed Site Plan DSP-20053 included the infrastructure improvements for all the land included in the Preliminary Plan and the architecture for Parcel 1. The building approved for Parcel 1 consisted of 293 dwelling units and 3,213 square feet of ground floor commercial space (the GLA of the commercial space actually constructed is 2,572 square feet). That building, now known as Sovren, is constructed and is currently being leased. DSP-20053-01 was approved to allow the addition of solar panels on the roof of the parking garage.

This application, DSP-20053-02, proposes the construction of a multifamily building with 342 dwelling units on Outparcel 1. Following the approval of this Detailed Site Plan, the property will be re-platted to remove the Outparcel designation.

III. PRIOR APPROVALS

A. 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.

B. Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. However, Preliminary Plan 4-20040 was approved to incorporate the land acquired from WMATA into the development and superseded the prior subdivision. Conformance with the condition of approval for Preliminary Plan 4-20040 will be addressed in greater detail below.

C. Detailed Site Plan DSP-16029

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

D. Detailed Site Plan DSP-17044

Detailed Site Plan DSP-17044 was approved by the Planning Board on March 23, 2017 for the townhouse architecture. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan. DSP-17044-01 was approved by the Planning Director to reflect the Stanley Martin architecture which was used in the construction of the townhouses.

E. Detailed Site Plan DSP-20004

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

F. Preliminary Plan 4-20040

Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Since this preliminary plan is the basis for the pending detailed site plan application, it is applicable to this project. Conformance with the conditions is addressed in greater detail below.

G. Detailed Site Plan DSP-20053

Detailed Site Plan DSP-20053 was approved by the Planning Board on December 16, 2021, subject to 1 condition, which required revisions to the architecture of the building on Parcel 1. None of the required revisions are applicable to the Subject Property, Outparcel 1.

IV. PROPOSED DEVELOPMENT

The Applicant proposes to construct a multifamily building on Outparcel 1 consisting of 342 multifamily dwelling units. As noted above, this is the final piece of the Riverfront at West Hyattsville project. The boundaries of the Subject Property were set by prior development and approvals. The Subject Property is bounded by the Metro rail line to the east, the Northwest Branch Stream Valley Park owned by M-NCPPC to the south, Little Branch Run to the west and Parcel 1 (now improved with the Sovren apartments) to the north. On the north, the Subject Property comes to a point as Little Branch Run crosses over the Metro rail line and then curves to the south. The southern boundary of the Subject Property abuts land owned by the Maryland-National Capital Park and Planning Commission ("M-NCPPC") as part of the Northwest Branch Stream Valley Park.

The Subject Property was previously impacted by 100-year floodplain. A waiver was granted to fill the floodplain and the property has now been substantially graded in accordance with those prior approvals. Upon completion of the final development, the portion of the Subject Property proposed for the multifamily building will no longer be impacted by 100-year floodplain. The compensatory storage for the floodplain fill will be satisfied in the western portion of Outparcel 1 in accordance with the approved floodplain waiver and an approved Site Development Concept Plan.

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

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

In addition, a temporary pedestrian connection was shown in the same location on the certified DSP. With the approval of DSP-20053, the Applicant formalized this direct sidewalk connection by proposing the construction of a pedestrian promenade. The pedestrian promenade was to be integrated with the building layout to provide a safe, well lit and attractive passage for pedestrians and bicyclists, not only those that live in the development but also those accessing the Metro from the Northwest Branch trail. This pedestrian promenade is located between the southern end of the building on Parcel 1 and the norther end of the proposed building on Outparcel 1. The promenade was predominantly constructed with the Sovren and is currently in use by residents of the development to provide access to the Metro Station, as can be seen on the aerial below:

This pedestrian promenade ties into the existing WMATA sidewalk which extends along the east side of the Sovren. The Applicant worked extensively with WMATA to widen and upgrade this existing pedestrian connection so that it could better accommodate the level of use and the bicyclists who currently use it. The sidewalk originally constructed by WMATA was substandard in poorly lit. It has since been widened and new lighting has been installed.

The Applicant has filed a separate request for Alternative Compliance to locate the building closer to the property line to achieve this goal. As currently written, the Landscape Manual treats at grade rail lines as a high intensity use and the building would need to be set back 50 feet with a 40' landscape buffer yard. A separate statement of justification is filed to support the request for alternative compliance, but it is important to note that the 2018 Landscape Manual drafted in conjunction with the new Zoning Ordinance, eliminates such a buffer requirement within the core of a transit district. As such, since the Subject Property is located in the core of the West Hyattsville Metro transit district, an alternate to this buffer is proposed.

V. RELATIONSHIP TO THE GENERAL PLAN

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

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

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

The Property is identified on the Growth Policy Map as the West Hyattsville Local Center. Local Centers are recommended "**as focal points for development and civic activity based on their access to transit or major highways.**" Plan 2035 includes **"recommendations for directing medium- to medium-high residential development, along with limited commercial use, to these locations, rather than scattering them throughout the established**

communities." The centers, it continues, **"are envisioned as supporting walkability, especially in their cores and where transit service is available."** (p. 19)

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

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

(p. 108)

As currently approved and developed, the Riverfront at West Hyattsville project is a mixed-use development consisting of for-sale townhouses, a medical office building and multifamily rental apartments with ground floor retail in the first multifamily building constructed. All of the development, with the exception of the building proposed in this application, are constructed.

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

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

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

Consistent with the recommendations of the General Plan, the Countywide Sectional Map Amendment changed the zoning of the Subject Property to the LTO-c (Local Transit Oriented Center-Core) zone, which permits a density range of 20-150 dwelling units per acre. Since all of

the prior approvals were obtained under the provisions of the M-X-T Zone, this Detailed Site Plan is also processed under the provisions of the M-X-T Zone. However, it will be consistent with the goals and policies of the General Plan.

The prior detailed site plans approved for this Riverfront at West Hyattsville (DSP-16029 for Infrastructure, DSP-17044 for townhouse architecture, DSP-20004 for the medical office building and DSP-20053 for the Sovren) advanced this Vision and Land Use Goal by providing just the type of walkable, transit accessible community promoted throughout Plan 2035. This Detailed Site Plan for a multifamily development with structured parking is the final 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.

VI. MASTER PLAN AND ZONING

The Subject Property is subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP") which sets forth development regulations addressed later in this statement of justification. Three distinct neighborhoods are examined in the TDDP: North Park, Hamilton Square, and Queenstown. Riverfront at West Hyattsville straddles the North Park and Hamilton Square neighborhoods; the Subject Property sits north of the tracks in North Park. The Vision for North Park is:

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

The proposed new development, supplementing the project components already approved, implements this vision. The development which has been constructed to date includes the construction of a neighborhood park which also functions as the floodplain compensatory storage facility and provides stormwater management. The entire project is designed with low impact

design stormwater management techniques. A pedestrian connection to the stream valley park has been created to further connect pedestrians and bicyclists to the Metro Station, and BPIS improvements implemented pursuant to Preliminary Plan 4-15020 saw the existing stream valley trail widened, repaved and lighted from the development to the Metro Station. All if these improvements contain and minimize stormwater runoff into Northwest Branch, provide facilities for active use by younger children and their parents and increase the safety and utility of the park. The upgrading of the WMATA pedestrian connection and the construction of the pedestrian plaza as depicted onDSP-20053 further connect the community to the Metro Station and enhance the pedestrian experience.

The TDDP also encourages the use of Low Impact Development (LID) techniques in the construction of buildings and infrastructure to trap and filter stormwater runoff in the same way that natural environments do. Since the adoption of the TDDP, the State of Maryland implemented new regulations to mandate the use of LID techniques in all stormwater treatment. The entire Riverfront at West Hyattsville development has been designed in accordance with these new regulations. The development of the Riverfront at West Hyattsville project has resulted in a vast improvement in terms of trapping and filtering stormwater runoff. First, the former warehouse and associated parking and loading areas was razed as part of the development, eliminating a use that was constructed with no stormwater management. The construction of the compensatory storage facility, in conjunction with submerged gravel wetlands and on site bioretention area have and will continue to improve water quality treatment and mitigate the potential for future flooding. The TDDP also encourages the use of green roofs on the buildings as another method to contribute to the reduction in stormwater runoff. However, the use of green roofs is not a mandatory Development Standard, and the Applicant is not proposing to incorporate green roofs in the design of the proposed multifamily building.

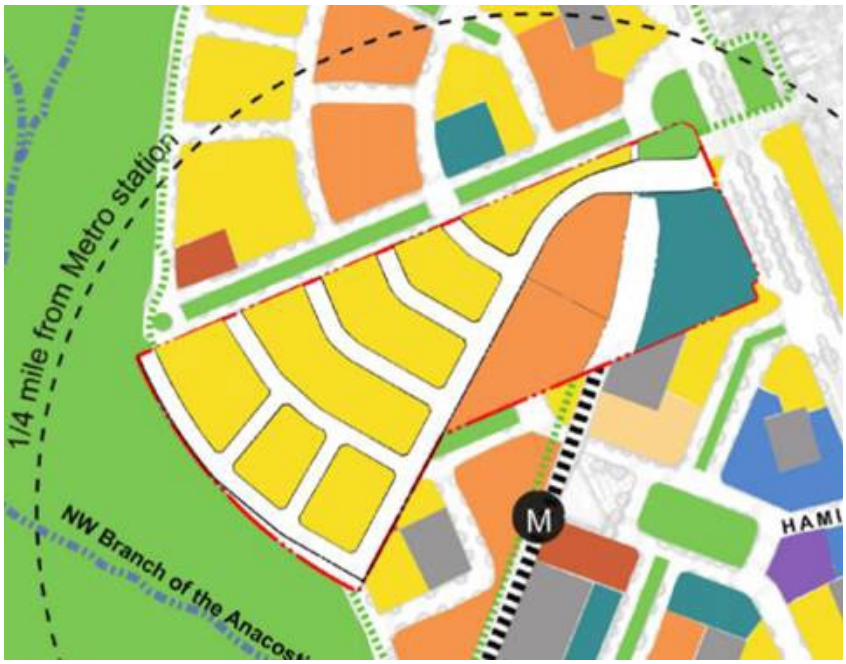
As noted above, the Subject Property is located within the Approved Transit District Development Plan ("TDDP") and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone ("TDOZ"). The TDOZ placed the Property in the M-X-T zone. However, as required for all TDOZ's, the TDDP includes a Detailed Use List which determines the uses permitted on each property. Further, the West Hyattsville TDDP contains a

Block Registration Plan (Map 13) and a Preferred Land Use Plan (Map 14), which are used to determine which uses are permitted within a particular land area.

As it relates to the Riverfront at West Hyattsville project, the Applicant has processed prior applications which addressed the Preferred Land Use requirements of the TDDP. Specifically, DSP-16029 was approved for infrastructure improvements required for the development of the Riverfront at West Hyattsville Development. As can be seen below, the Bock Registration Plan divides the Transit District into very small blocks which do not conform to property lines and which created confusion as to compliance with the Preferred Land Use Map:

The image above shows an overlay of the property included in DSP-16029 over the Preferred Land Use Map. The Applicant was proposing the construction of townhouses and multifamily

residential with ground floor retail. As can be seen from the overlay, since several of the blocks included within the boundaries of the property only showed one preferred land use, there were blocks where the use proposed by the Applicant were not permitted (even though the proposed development generally conformed to the uses recommended for the land area included in the project). As a result, the Applicant requested that the Preferred Land Use Plan be amended to clearly permit the proposed uses. The image below shows the Preferred Land Use Map as amended by DSP-16029:



Since the Subject Property was not included in DSP-16029, the amendment approved in that application did not affect the Subject Property. The Subject Property contains all of two blocks shown on the Block Registration Plan (Blocks DD and EE and a portion of a third Block (Block CC), as can be seen below:

As can be seen from the Preferred Land Use Plan reproduced above, Blocks DD and EE are clearly labeled on the Preferred Land Use Plan as "condominium 4-6 stories." Block CC contains three separate use designations—structured parking, townhouse:2-4 stores and tower residential: 10-12 stories.

The Applicant is proposing to construct a multifamily residential building and an integrated parking garage on the Subject Property. During the processing of Preliminary Plan 4-20040, the Community Planning Division requested that the Applicant submit an analysis of conformance with the Preferred Land Use Plan. The Applicant submitted that information and argued that the proposed development conforms to the Preferred Land Use Map set forth in the TDDP. In its Resolution approving the Preliminary Plan, the Planning Board made the following finding regarding Overlay Zone Conformance:

> **Overlay Zone Conformance.**
>
> **The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The**

> **Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP. (PGCPB No. 2021-122, p. 9-10)**

In summary, when DSP-16029 was processed, there were some discrepancies between the Preferred Land Use Map and the proposed development. Each of the Preferred Land Use categories has a corresponding list of permitted uses. To ensure that the uses proposed conformed to the Preferred Land Use Map, the Applicant sought an amendment. As noted above, only Parcel 1 created by 4-20040 was included in DSP-16029. Thus, the modification of the Preferred Land Use Map approved by the District Council did not apply to the Subject Property, Outparcel 1. While staff found that for the purpose of addressing Section 24-121(a)(5) of the subdivision regulations the Preliminary Plan conformed to the purpose and intent of the TDDP, it deferred a determination as to whether the proposed use on Outparcel 1 conforms to the Preferred Land Use Map.

While the Applicant believes that the proposed development could be found to be in conformance with the Preferred Land Use Map without seeking amendment, the Applicant notes that the proposed development includes only multifamily dwellings with no ground floor retail. The land use category approved for Parcel 1 by DSP-16029—and the predominant land use category applicable to the Subject Property is "Multifamily (Tower and condo)". In the Detailed Use Table set forth in the TDDP, the only multifamily use which is permitted in any of the preferred land use categories is "Multifamily dwellings with ground-floor retail". Thus, it is the Applicant's understanding that unless ground-floor retail is proposed, an amendment to the list of permitted uses is required. Assuming this is a correct interpretation, Section 27-548.09.01(b)(1) provides that "A property owner may ask the District Council, but not the Planning Board, to

change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan." The Applicant has included a request for an amendment to the list of permitted uses in this application.

The TDDP created a number of standards for the transit district. Many of the requirements, which relate to streetscape and other infrastructure matters, were addressed when the Infrastructure Detailed Site Plan was approved and have been implemented through the construction of the infrastructure. Such instances are noted in the matrix below. Those standards applying to the proposed multifamily building and structured parking are addressed below.

VII. 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. Intent 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.	
1. Buildings shall be aligned and close to the street	The building is set as close to the street as possible, with setbacks of 1.1 to 6 feet to allow for pedestrian and landscape zones. The main entrance is

	set back 5.5 to 11 feet along a 39-foot section (see Drawing A102). A variation to eliminate the PUE along Little Branch Run was approved with Preliminary Plan 4-20040 to support the TDDP goal of placing buildings closer to the street.
2. Buildings shall be consistent forms on both sides of the street and shall provide public space between buildings fronting the street.	The building features a consistent architectural language on all façades, supporting a unified streetscape. Public space is provided along the north edge of the building, adjacent to the Metro station access, creating a direct connection between the building and the street.
3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.	The building is designed to front both the street and plaza, consistent with the intent of the standard to create an active and engaging public realm. Ground level retail is not proposed on the Subject Property due to limited pedestrian traffic at this location. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
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.	The building envelope is shaped by site constraints, including the road right-of-way, Metro tracks, and a storm drain line, with the structure positioned near these boundaries. The design separates public and private spaces: public areas offer open views for safety, while private spaces are screened for privacy.

5. Buildings shall be designed to orient views towards the street and public realm.	The building is designed to orient views towards the public realm, with the front along Little Branch Run featuring balconies (see Drawing A301) that offer views of the street and surrounding public spaces. This approach enhances the connection between the building and its environment, fostering a stronger relationship with the community.
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.	Retail is not proposed on ground floor elevations in the proposed second multifamily building. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
7. Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.	The building's vehicle storage and service areas, including those for garbage and mechanical equipment, are located internally within the building and away from the street. These facilities must be accessed from Little Branch Run, as it is the only available access to the building.
8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.	Off-street parking is provided in a parking garage accessed from Little Branch Run. The parking garage is exclusively for the residential tenants and will not be shared. A Modification is requested. Justification is provided in Modification 1(b), Section X of this document.

9. Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor.	As noted above, the Applicant is not proposing any retail use on the ground floor. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
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: The hierarchy of roadways was determined at the time of the Detailed Site Plan for Infrastructure (DSP-16029) for the Riverfront at West Hyattsville project. No new street infrastructure is required to access Parcel 114. The Property fronts on Little Branch Run, a Residential Street. Below are the design principles for Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.	
Residential Street	The Property has frontage on Little Branch Run, a Residential Street, the main entrance into the Riverfront at West Hyattsville development, connecting Ager Road with River Terrace Road.

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 building stands five stories tall, in accordance with the height specification. The entrance lobby and loading area are only one story high, designed to highlight the building's entrance. It is understood that this small component does not necessitate an amendment to the building height.
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 parking structure does not exceed the eave height at elevation +245 within 54 feet of the structure and is not visible from Little Branch Run.
Siting Specifications ***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 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.*	The Subject Property includes approximately 463.33 feet of frontage along Little Branch Run. The building is constructed at the build-to line for 343.32 feet—equating to 74% of the street frontage—thereby falling less than 1% short of the 75% minimum requirement. A Modification is requested. Justification is provided in Modification 2(a), Section X of this document. While the façade includes jogs greater than 24 inches, these are intentional design elements that break up the massing and provide architectural interest along the street. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined

	entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. A modification is requested. Justification is provided in Modification 2, Section VIII.
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 Subject Property has a Block Length of approximately 463.33 feet. A Modification was previously approved in for Parcel 1. Justification is provided in Modification 2(b), Section X of this document.
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 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 proposed building is fully contained within the lot area delineated in the siting specifications and complies with the West Hyattsville TDDP. Sidewalk locations and widths were previously approved in DSP 16029 and align with the applicable streetscape sections and roadway segments of the TDDP.
4. Side Yard Line: *The minimum side setback is five feet.*	The building is set back more than five feet from the adjacent side property line.
5. Rear Yard Line: *On sites with no alley access, there shall be a 12-foot setback from the rear yard line.*	At its nearest point, the building is set back 13 feet from the rear property line
STREETSCAPE STANDARDS (Page 81)	

GENERAL DESIGN PRINCIPLES AND INTENT NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	
Intent 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: • To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets. • To enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. • To provide safe pedestrian and bikeway access along all streets. • To develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	
1. Street trees : *Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.*	Street trees were approved under the infrastructure DSP # 16029.

2. Street lights: *Street lights shall be installed on both sides of the street along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of the development, the developer is responsible only for the installation of the street lights on the side of the street that is being developed.*	Street lights were approved under the infrastructure DSP # 16029.
3. Sidewalks: *At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of the proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.*	Sidewalks were approved under the infrastructure DSP # 16029.
4. Building Orientation: *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*	The design of the building meets the criteria outlined in the TDDP
5. Consistency of Design Elements: *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.*	The proposed site plan satisfies this requirement.
6. Public Art: *Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.*	A mural is incorporated at the building entrance, enhancing pedestrian activity and adding a public art element to the façade facing the public plaza. This feature contributes to the streetscape by creating visual interest. Similar treatments are proposed for the rear

	façade of the parking garage, visible from Metro trains, further enriching the public art component.
7. Landscaping of Building Fronts: *Building fronts (Public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.*	The applicant is not proposing planters and window boxes within two feet of the building. A Modification is requested. Justification is provided in Modification 3(a), Section X of this document.
8. Screening of service/Loading Areas From Public View: *Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to allow residents to enjoy private open space areas.*	There is no alley along the rear of the building.
9. Location of Mechanical Equipment: *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.*	As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A Modification is requested. Justification is provided in Modification 3(b), Section X of this document.
10. Roof-Mounted Mechanical Equipment: *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.*	The proposed site plan satisfies this requirement.
GENERAL STREETSCAPE STANDARDS (Page 83) NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	

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.***	Sheet 6 of the Detailed Site Plan for Infrastructure (DSP-16029) included detailed specifications for all sidewalks and ramps, curbs and gutters, and crosswalk painting. The proposed DSP is consistent with the approved streetscape paving and no modifications are proposed.
2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.	Lead walks are provided from the building entrance to the sidewalks. The Applicant desires to utilized stamped concrete in lieu of brick or precast pavers. A Modification is requested. Justification is provided in Modification 4, Section X of this document.
3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.	The streetscape improvements are substantially complete at this time and will be completed prior to use and occupancy permits for the proposed building.
4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter	All streetscape elements for Little Branch Run were shown on DSP-16029. The proposed DSP is consistent with the prior approval, although there are minor modifications to the spaces and landscaping to accommodate site access.

5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk paving system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows: • ***Boulevards – Green Vase Zelkova (zelkova serrata "Green Vase') or Northern red Oak (quercus rubra)*** • ***Main Street – Shademaster Honey Locust (gleditsia triancanthos 'Shademaster')*** ***Park Drive – Red Maple 'October Glory' (acer rubrum 'October Glory') or Willow Oak (quercus phellos)***	Little Branch Run is a Residential Street and is not subject to this Design Standard.

6. Street Trees (Residential Streets): 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: □ ***Residential Streets – Marshall's Seedless Ash (pennslvanica fraxinus 'Marshall's Seedless')*** □ ***LID Streets – Black Tupelo (nyssa sylvatica), Willow Oak (quercus phellos), Red Maple 'October Glory' (acer rubrum 'October Glory'), London Plane Tree (platanus acerifolia 'Bloodgood')*** □ ***Local Access Streets – Sweetbay Magnolia (magnolia virginiana), Chinese Scholar Tree (sophora japonica), Golden Rain Tree (koelreuteria paniculata)***	The Residential Street Trees were addressed in DSP-16029. Modifications to allow wider spacing and alternate street tree varieties was approved.

7. TDDP Street Tree Placement: *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.*	A modification to the street tree placement was approved with DSP-16029.
8. Curb Extension for DSP Submittal: *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.*	To the extent applicable, curb extensions were shown on DSP-16029 and will be provided as necessary.
9. Curb Extension Locations: *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.*	This requirement was addressed at the time of DSP-16029 and will be provided as necessary.
10. Curb Radii: *Curb return radii on all intersections shall be 15 feet.*	This requirement was addressed at the time of DSP-16029.

11. Crosswalks for DSP Submittal: *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.*	This requirement was addressed at the time of DSP-16029 and crosswalks are provided.
12. Crosswalk Locations/Dimensions: *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.*	Crosswalks are shown in these locations on DSP-16029 and are retained as part of this Detailed Site Plan.

13. Crosswalk with Median Refuge for DSP Submittal: *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.*	No median is specified in the TDDP for a residential street such as Little Branch Run
14. Medians. *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.*	No median is specified in the TDDP for a residential street such as Little Branch Run

Public Street Lighting (Page 89)

NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. Preliminary Plan of Subdivision 4-20040 approved the elimination of the PUE to allow the proposed buildings on Parcels 1 and 2 to be constructed closer to the street, as envisioned in the Design Standards.

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

Configurations and Techniques *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.*	This proposal includes full cutoff, decorative street lighting as shown on the Landscaping and Lighting Detail Sheet of the Detailed Site Plan.
2. Lighting levels shall be: *a. Minimum public/private space light levels shall be:* *(1) 1.25 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot candles for walkways.* *(4) 0.5 foot –candles for trails.* *(5) 1.25 foot candles for all other outdoor areas.* *b. Maximum public/private space lighting levels shall not exceed:* *(1) 2.0 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot-candles for walkways.* *(4) 1.25 foot-candles for trails.* *(5) 1.5 foot-candles for all other outdoor areas.*	The proposed lighting conforms to these lighting levels
4. Building Façade Lighting: *Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.*	Building façade lighting is directed down and the mounting heights fall within this range above grade in this submission.

6. Lighting Fixtures: *Lighting fixtures shall be incandescent, metal halide, or halogen only. No high pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.*	LED lighting is proposed for all fixtures. A modification is requested. Justification is provided in Modification 5(a), Section X of this document.
7. Light Glare and Sky Glow: *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.*	All fixtures are full cutoff. See fixture cut sheets for compliance.
8. Lighting for Walkways: *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.*	The detailed site plan conforms to this requirement.
9. Security CPTED Lighting: *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.*	A photometric plan is provided for light levels on horizontal surfaces and the site will be adequately lit to ensure a secure environment in conformance with this requirement.
10. Parking Structure Lighting: *Lighting for parking structures shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.*	The detailed site plan conforms to this requirement.
Blocks and Alleys (Page 91)	

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. Developer walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	
1. Building Siting: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.*	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.
2. Lot Frontages: *All lots shall share a frontage line with a street.*	The lot shares a frontage line with a street.
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.*	Proposed Parcel 2 will create a block length of 458 feet, greater than 400 feet length recommended. A modification to this standard is requested. Justification is provided in Modification 6(a), Section X of this document.
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.*	No alleys are proposed with this detailed site plan. A modification is requested. Justification is provided in Modification 6(a), Section X of this document.

5. Dedicated Right-Of-Way For Alleys: *Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear 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:* *a: Sodding and providing routine landscape maintenance to the area.* *b: Keeping the area clear of debris, litter, stored materials, and vehicles.*	No Alley is proposed or required. A modification is requested. Justification is provided in Modification 6(b), Section X of this document.
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.*	There is no required open area on the Property.
7. Existing Trees: *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).*	No such trees exist on the Property.
8. Curb Cuts: *Curb cuts shall be prohibited on Boulevard and Main Street development sites.*	The Property does not fronton a Boulevard or Main Street.
Sidewalks (Page 92)	
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*	This requirement was addressed at the time of DSP-16029.

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 Nondesignated Sidewalks: *Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet county specifications.*	There are no nondesignated sidewalks.
3. Paving Materials for Primary Sidewalks: *All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.*	There are no primary sidewalks.
4. Americans with Disabilities Act (ADA): *All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.*	All sidewalks are designed to meet ADA standards.
Sod, Groundcover and Mulch (Page 93)	
1. Sod: *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.*	Solid sod areas will be used at installation. Specifications are provided on the Landscape Plan.
2. Groundcover: *Groundcover may be used in place of turf grass. Groundcover specifications of name, species, quantity, and spacing shal1 be planted at a minimum spacing of our inches on center.*	Separate ground cover to replace turf grass is not envisioned at this time.
3. ***Mulch:*** *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.*	Mulch used shall meet these specifications.

Irrigation: *All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.*	An irrigation system is not proposed for sod or groundcover areas. A Modification is requested. Justification is provided in Modification 7 Section X of this document.
Landscape (Page 93)	
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.	
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.*	The plant list and planting specifications are included on the Landscape Plan.
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.*	Landscaping is not intended as a buffer or screening.

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.	There are no surface parking lots.
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.*	The proposed loading areas are internal to the building and meet the requirement for screening.
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.*	There are no parking lots.
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*	There are no parking lots.

Parks and Plazas (Page 95)	
Parks ***Intent*** To regulate the form and appearance of public parks to help ensure a safe and attractive public realm.	
1. Park and Plaza Elements: *At the time of preliminary plan of subdivision and detailed site plan, the Department of Parks and Recreation shall review the detailed site plan for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (e.g., artwork, lighting, and irrigation. The detailed site plan shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreation/children's play equipment, and artwork.*	The TDDP (Map 5) contains an Illustrative Parks and open Space Plan which depicts neighborhood parks and plaza locations. One park symbol and one plaza symbol are contained within the boundaries of the Riverfront at West Hyattsville development—including the land later acquired from WMATA that is the subject of this application. The Applicant worked extensively with the Department of Parks and Recreation at the time 4-15020 and DSP-16029 were approved to provide and design public park and plaza elements to satisfy these public improvement requirements. These improvements were provided within and adjacent to land owned by M-NCPPC and were approved as part of a Mandatory Referral application (MR-1700F). Significant improvements were made to upgrade access to the stream valley park, to improve safety through additional lighting and to provide a trail head and access to the Metro station. A public promenade was provided along River Terrace Road. Open play areas and an amphitheater were located on M-NCPPC property for use by the residents, pedestrians and bicyclists in the area. As a result, the requirements related to parks and plazas have been satisfied in relation

	to the property included with this application. Notwithstanding, two features were incorporated into DSP-20053 which, although not subject to the specific standards set forth in the TDDP, built upon and enhanced the public amenities already provided. First, similar to the prior approvals, compensatory storage will be provided on the western portion of Parcel 2 and will be designed as a continuation of the amenity area incorporated into the Park property—but is not proposed to be dedicated to M-NCPPC. While this area will be privately owned, it will include an overlook of the Northwest Stream Valley Park and the amphitheater previously constructed on M-NCPPC land. This amenity has been integrated with the amenities included with this application. In addition, providing a pedestrian link from the stream valley park was an important feature of the overall development. To enhance this pedestrian link, the Applicant included with the development of Parcel 1 the infrastructure for the pedestrian promenade along the trail connecting the Riverfront at West Hyattsville development and the stream valley trail to the metro station. This pedestrian promenade lies between the existing mixed-use building and the proposed multifamily building, which will frame the plaza. This pedestrian promenade will be privately owned (although publicly accessible through a public use easement). It is the Applicant's understanding that these privately owned amenities are not subject to the standards in the TDDP, although the standards will be addressed for comparison.

2. Park and Plaza for Crime Prevention Through Environmental Design: *Parks and plazas shall be designed in accordance with the CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this standard shall be placed in the general notes section of the detailed site plan.*	All of the proposed additional facilities constructed in conjunction with this development will be designed for conformance to these requirements.
3. Plazas in Commercial Areas: *Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.*	The term "Plazas" as used in the TDDP are envisioned to abut public rights of way as was the plaza on River Terrace Road. No public plaza is proposed. However, a privately owned (but publicly accessible) pedestrian promenade extends between Parcel 1 and the Subject Property provides a pedestrian connection between the parcels to the existing WMATA tunnel accessing the Metro station. The commercial space included within the building on Parcel 1 fronts this plaza.
4. Plaza Size: *A minimum plaza distance to building height ration of 2:1 shall be provided to eliminate claustrophobic and unsafe pedestrian spaces.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However the promenade will activate the pedestrian corridor, improve the viability of the abutting commercial space developed on Parcel 1 and enhance pedestrian safety. While not a "plaza" as envisioned in the TDDP, it serves a similar function.
5. Park and Plaza Lighting: *Parks and plazas shall be illuminated to a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with the Americans with Disabilities Act requirements for parks and recreation spaces.*	The "plaza" area is lit to ensure pedestrian and resident safety.

6. Park and Plaza Safety: *Parks and plazas shall be free of automobile traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan and shall be in accordance with the TDDP details. A note indicating compliance with this standard shall be placed in the general notes of the detailed site plan.*	The pedestrian promenade constructed between the building on Parcel 1 and the proposed building is not adjacent to the roadway and it will be free of automobile traffic. Therefore, breakaway or retractable bollards will not be required.
7. Park and Plaza Service Areas: *Loading and service areas shall not be visible from parks and plazas and shall provide landscape screening.*	There are no loading or service areas visible from the pedestrian promenade.
8. Park and Plaza Accessibility: *All parks and plazas shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers, vendors with pushcarts, and shall be in accordance with ADA requirements for parks and recreation spaces.*	The proposed pedestrian promenade will be accessible to persons with disabilities.
9. Park and Plaza Seating: *Parks and plazas shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas. Outdoor seating associated with cafes shall not county toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, a variety of seating options will be provided, with a minimum of five percent to include backs. Further, the pedestrian planter constructed in Phase 1 includes playful, sculptural furniture, moveable planters with benches, a wood seat/stage platform and outdoor dining opportunities.

10. Park and Plaza Landscape: *Landscape beds for parks and plazas shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, landscaping is provided along the pedestrian promenade and will incorporate the standard as stated.
11. Park and Plaza Shade Trees: *Parks and plazas shall have one shade tree per 1,000 square feet of plaza or park area.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the plaza provided will be well shaded by trees and adjacent buildings.
12. Park and Plaza Furniture: *Parks and plaza areas shall provide one trash receptacle per every bench seating area. Trash receptacle detail, quantity, and locations and shall be delineated on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, trash receptacles will be provided within the plaza.
13. Irrigation: *All park landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. A waiver is requested from the requirements of the TDDP to provide automated irrigation systems.
Plazas (Page 97)	
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.	

1. Plaza Height: *The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, it is also noted that the pedestrian promenade is not located along a street.
2. Plaza Amenities: *Plazas shall provide a variety of activities for pedestrian use and shall provide a variety of functions, such as:* *a. Entertainment* *b. Bus waiting area* *c. Pedestrian links between buildings* *d. Café seating* *e. Seating walls* *f. Fountains* *g. Passive recreation areas*	It is the Applicant's understanding that the pedestrian promenade constructed with the building on Parcel 1 is on private property and not subject to this requirement. However, the pedestrian promenade provides the opportunity for café seating, seating walls, sculptural furniture and passive recreation.
3. Plaza Design: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the pedestrian promenade is intended to link the two buildings from both a functional and a design standpoint.
4. Plazas Near Parking Structures: *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.*	Neither the parking structure constructed on Parcel 1 or the parking structure proposed with this application abut the pedestrian promenade.

5. Plaza Shade Trees: *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.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, the trees planted in the pedestrian promenade will satisfy the requirement for size and soil.
6. Plaza Entertainment Outlets: *The plaza shall be equipped with 115- and 220-volt outlets as appropriate for entertainment use.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, electrical outlets have been provided with the infrastructure development of Parcel 1.
7. Plaza Performance Stage: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the amphitheater constructed in the first phase of the development overlooks the Northwest Branch Stream Valley Park.
8. Irrigation: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. Modification of this requirement was approved with DSP-20053.
ARCHITECTURE STANDARDS (Page 103) **GENERAL DESIGN PRINCIPLES AND INTENT**	

Intent M-NCPPC staff shall review building architecture. Staff will coordinate with the developer and/or applicant to review the standards of the form-based code. Architecture shall be of high quality, enduring, and promoting a sense of character for the building street wall. Building walls should reflect high-quality architecture and complement the surrounding development. They should be structural walls that provide long-lasting building materials. Building walls should not be too ornate or too simple. All building materials shall be appropriate to their specific properties for load bearing capacity. Refer to the TDDP architecture standards below for the specific prescriptions of this section. Specifically, the architecture standards are intended: • To enhance the visual appeal of new commercial/mixed-use and residential development • To enhance the visual environment of activity centers • To promote pedestrian accessibility and safety • To minimize visual clutter and blight	
1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.	The proposed building will complete the Riverfront at West Hyattsville development and implement the vision of the TDDP to have a diverse mix of housing types overlooking an enhanced pedestrian network in the Northwest Branch Stream Valley Park. The proposed architecture has been carefully designed to complement and integrate with these surroundings. It will blend aesthetically into the existing built environment of the block, reinforcing the visual coherence and character of the area while contributing to its continued evolution.
2. Architecture shall specify required details as indicated in the TDDP.	The architecture of the proposed development specifies the required details as outlined in the TDDP. Where it was not feasible to fully meet these requirements,

	modifications have been requested, as noted in the applicable sections. The overall design approach remains consistent with the intent of the TDDP, ensuring compatibility with the surrounding context and contributing to a cohesive built environment.
3. Architecture shall provide a coherent form for the building.	The proposed architecture provides a coherent form through the thoughtful use of varied materials, complementary colors, and integrated public art. These elements work together to create visual interest while maintaining a unified and harmonious architectural expression.
4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.	The proposed architecture incorporates a carefully selected mix of strong, durable materials that provide an appropriate aesthetic. These materials include brick, cementitious panels, vertical and horizontal siding, masonry, and metal panel canopies. Each material contributes to the building's design purpose by offering the necessary strength and visual appeal, creating a cohesive and well-supported architectural expression.

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.	All proposed building materials comply with the TDDP. Equivalent or superior materials are also included, subject to Planning Board approval.
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.	The architectural characteristics are carefully coordinated in terms of building articulation, scale and proportion, style, roof form, details, fenestration patterns, and materials to ensure a cohesive and harmonious design.
Building Facades ***Building Materials*** **1. Materials:** The following is a list of permitted and prohibited materials. **Permitted:** • Brick and tile masonry • Native Stone (or synthetic equivalent) • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (for trim elements only) • Metal (for beams, lintels, trim elements, and ornamentation only) • Wood lap siding (horizontal configuration), smooth or rough-sawn finish • Hardie-Plank equivalent or better siding **Prohibited:** • Stucco/EIFS (cementitious finish) • Split-faced block • Concrete • Concrete Masonry Units • Faux wood grain	The building materials consist of a combination of masonry and siding, both of which are permitted. The TDDP does not specify required amounts for each material. In this case, the façade includes masonry, cementitious board, and a mix of vertical and horizontal siding.
Configurations and Techniques (Page 105)	

Exterior Walls (Architecture): □ *Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited.* □ *Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers.* □ *Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building.* □ *All exposed and visible exterior walls of a building shall provide quality architectural*	

material along the facades according to the permitted building façade materials stated in the architectural standards.	
2. Brick and Stone: □ *Brick shall specify the pattern, color, type, and model number of brick to be used.*	The building will feature a gray blended modular brick. Stone is not included in the material palette for this project.

□ *Stone shall specify the pattern, color, type, and finish of stone to be used.*	
3. Building Facades along Corner Lots: *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.*	This standard is not applicable to the proposed building, as the building façade is not located on a corner lot. Therefore, the requirement for architectural treatment on multiple street-facing facades does not apply in this instance.
4. Parapet Roofs: *(Cornice, Entablature, and Coping Standards)* □ *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.* □ *Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and shall not qualify as overall building height.*	Parapet roofs are included in the design as a safety measure for individuals accessing rooftop mechanical equipment, and to accommodate roof drain placement and roofing material inspections. The parapets do not extend beyond the height of the rooftop mechanical equipment and are not used to increase the overall building height. Refer to the submitted architectural drawings for compliance with this standard.
WINDOWS AND DOORS/ENTRANCES Note: All requested modifications are addressed in Modification 8.	
Configurations and Techniques (Page 106)	

The following configurations and techniques are permitted. ***1. All Windows:*** ☐ *Windows shall not span vertically more than one story.* ☐ *Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.* ☐ *Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.* ☐ *Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).* ☐ *Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.*	☐ Windows are limited to a single story in vertical height. ☐ Windows are aligned with the proposed floor plans and do not extend across walls, floors, or mechanical spaces. ☐ Windows are not grouped horizontally in sets larger than five. ☐ Windows are positioned based on functional furniture layouts and to maximize daylight for healthy living. Some are located less than 30 inches from exterior building corners. Justification is provided in Modification 8(a), Section IX of this document. ☐ Exterior shutters are not proposed for this project.
2. Ground Floor Windows: ☐ *Single panes of glass shall not be larger than six feet high by four feet wide.* ☐ *Windows shall not be made opaque by window treatments and shall allow a*	☐ Complies. Typical window sizes are 6'-1/8"W x 6'H and 8'-1/8"W x 6'H, with each window divided into 2 to 3 panels. No individual panel exceeds 6' x 3'. Windows will feature clear insulated Low-E glass to enhance thermal performance. While approximately 80% of the building's surface provides views into interior spaces with a depth of

minimum 60 percent of surface view into the building for a depth of at least 20 feet.	20 to 24 feet in the lobby, this level of transparency is not present in the residential units. A modification is requested. Justification is provided in Modification 8(b), Section IX.
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.*	☐ Complies. Single hung windows have been proposed. A modification is requested. ☐ Complies. No windows are fixed.
4. Doors/Entrances: ☐ *Primary entrances shall be delineated on the detailed site plan as major architectural features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance.*	☐ The primary building entrance is located along Little Branch Run and is highlighted by a mural wall that enhances and clearly identifies the main entry to the building. ☐ An entrance is provided off the street at the plaza, serving the

Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street. *Primary building entrances shall connect to the sidewalk with a pedestrian walkway.* *Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.* *Double height entryways (those that span more than one story) shall be prohibited.* *Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.* *Roll-down security gates, door, and windows shall be prohibited.*	residential component of the building. The proposed primary building entrance is connected to the public sidewalk with a pedestrian walkway. Double height entryways are not proposed. The doors are not recessed more than three feet. Roll-down security gates, doors or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on garage and loading entrances for security and screening
SIGNAGE (Page 107)	
Materials: The following is a list of permitted and prohibited materials. Permitted: • Plastic • Metal • Wood • Iron • Masonry	The proposed signages for this project uses materials that comply with TDDP standards.

• Bronze • Painted (window signage only) Prohibited: • Shiny or reflective materials	
Configurations and Techniques:	
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.	☐ Some of the signage features low-level, internally illuminated graphics. A modification is requested. Justification is provided in Modification 9, Section IX of this document.
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: • 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.	The proposed signage complies with these specifications.

• Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning. • Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing. • Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no 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.	
PARKING STANDARDS (Page 109)	
GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)	

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.	
1. Ratios for Uses: *Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.*	The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces are proposed.
2. Accessibility: *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.*	All parking spaces meet these requirements.
3. Pedestrian Access to Off-Street Parking: ***a. Surface Parking –*** • *Pedestrian walkways through parking areas shall be prohibited.* • *Perimeter walkways along the edge or parking areas shall not exceed 2 percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.* ***b. Parking Structures –*** *Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle*	a. Surface Parking: There are no off-street surface parking b. Parking structures: This requirement has been met.

illumination), direct (maximum than 100 foot), accessible (maximum 2 percent slopes0, barrier-free (no steps) pathways.	
4. Construction: *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.*	This is the Applicant's intent.

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 caliper tree and a mulch surface ground for accessible access.* • *Tree pit beds shall be provided at a minimum of five feet in depth, with*	a. **On-Street Parking:** On street parking was approved with the infrastructure DSP and will be maintained. A few spaces will be modified and/or eliminated to provide entry into the building. Little River Run is under the jurisdiction of the City of Hyattsville. Curb cuts and the modification of on street parking will be coordinated with the City. b. **Off-Street Surface Parking:** No off-street surface parking is proposed.

the center of the tree planted a 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.*	c. **Off Street Parking Structures:** The garage is fully screened from the view of Little River Run by liner residential units. The garage is only visible from the Metro tracks. It is the Applicant's understanding that the rear of the off-street parking structure does not front on the public realm.

6. Parking Lighting: *Lighting shall be provided for surface parking and parking structures as follows:* ***a. On-Street Parking and Off-Street Parking –*** • *Full cut-off lighting* • *Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan.* • *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.* • *Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles.* ***b. Off-Street Parking Structure –*** • *Full cut-off lighting for exteriors facades.* • *Pedestrian light fixtures similar or equal to the Elliptipar parking structure lighting standards shown in the West Hyattsville TDDP conceptual site plan.* • *Illumination shall be a minimum of 2.0 foot-candles at entrances/exits and a maximum of 5.0 foot-candles.*	The proposed lighting complies with the standards for off-street parking structures.

ON-STREET PARKING (Page 111)

Intent

To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.

1. Materials: *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.*	Curb cuts will be added to Little Branch Run which were not shown on the infrastructure DSP. These access points will modify the on street parking. Since Little River Run is under the jurisdiction of the City of Hyattsville, curb cuts and other modifications to the right of way will be coordinated with the City.
2. Configurations and Techniques ***a. Permitted Development Blocks for On-Street Parking:*** *On-street parking areas shall be permitted in all development blocks except NN and OO.* ***b. Siting:*** *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.*	On street parking was approved for Little Branch Run with DSP-16029 and will be modified as necessary to provide access to the building. It is anticipated that the on-street parking will be utilized by the ground floor commercial space as it is the most accessible parking to this space. Such use will be coordinated with the City of Hyattsville.
OFF-STREET PARKING (Page 112)	
Intent To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the West Hyattsville TDOZ.	

Materials: The following is a list of permitted and prohibited material: • 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.	The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. A modification is requested. Justification is provided in Modification 10, Section X of this document.
Configurations and Techniques:	
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).*	The parking structure is screened from view by liner buildings. The entrance to the garage is setback 82 feet from the street to minimize visibility. As provided for "Parking Structure Entrances and Exits/Multifamily", "parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted." The garage entrance complies with this standard and does not exceed 25% of the build-to-line. This requirement is met.

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.*	The parking structure is not within a commercial mixed-use block and no retail is provided on the ground floor of the parking structure. Retail uses are proposed on the ground floor of the building.
3. Façade Treatments for Parking Structures: *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.*	The parking garage is visible from the Metro tracks. It will be constructed of precast concrete which will be painted with artwork to provide visual interest and tie into the other colorful elements of the building. A modification is requested. Justification is provided in Modification 11, Section X of this document.

4. Parking Structure Fenestration: *Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building, façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall facades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.*	The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. The façade of the garage visible from the streetscape will be lined with residential units. The entrance to the garage will be a secure roll up door. A modification is requested. Justification is provided in Modification 12, Section X of this document.
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 structure is four stories tall and does not exceed the height of the surrounding buildings. The parking garage is not visible from the street.
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 parking structure is screened with liner buildings and does not have street frontage except for the entrance.

7. Parking Structure Entrances and Exits (Single-Family Residential): *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.*	This does not apply to multifamily and mixed use structures.
8. Parking Structure Entrances and Exits (Multi-family/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 permitted.*	☐ The garage door conforms with the 16' clear height and 24' clear width requirements and there are no other garage entrances. The Property is not a corner lot so the entrance is not within 100' of a block corner. The garage is setback 82 feet from the surrounding façade. A modification is requested. Justification is provided in Modification 12, Section X of this document.

9. Parking Structure Stairwells: *Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass 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.*	This private parking structure is part of multifamily building. Illumination of stairs will comply with standards. The steps are precast and are not open risers. A modification is requested. Justification is provided in Modification 12, Section X of this document.
10. Parking Structure Elevators: *Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.*	Residential units and private parking garage share a common elevator. Illumination level of elevator will comply. The elevator will not be glass enclosed. A modification is requested. Justification is provided in Modification 12, Section X of this document.
11. Parking Structure Lighting: *Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:* ***a.*** *One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***b.*** *Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***c.*** *Perimeter or core uplight wall fixture* ***d.*** *250W metal halide* ***e.*** *10-foot 6-inch parking structure ceiling* ***f.*** *Reflectance: 80 percent ceiling (shall use matte white paint), 40 percent deck (concrete construction), and 0 percent walls.*	The parking structure will provide adequate lighting. The parking structure ceiling is designed to allow each level of the parking garage to access a floor in the building. The ceiling heights in the garage comply with the 10 6" minimum requirement. However, the clear height in the garage for vehicles if 9' on the first floor and 8' on all other levels of the garage. A modification is required. Justification is provided in Modification 12, Section X of this document.

BIKEWAYS AND BICYCLE PARKING (Page 116)	
2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following: • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services)	A minimum of 18 spaces are required and 20 spaces are provided, exceeding the 1 space/20 off-street requirement. A secure bicycle storage room is provided on the first level of the garage.
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.	Bicycle spaces comply with these dimensions.
4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development. 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. 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. 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	The bike storage is located on the first floor of the parking garage.

Department of Public Works and Transportation, and the City of Hyattsville. d. Building: Bicycle parking may be located within a building, but the location shall be easily accessible for bicyclists.	
5. Bike Parking Security: a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property. b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.	The bicycle storage room provides the required security. In addition, a bike repair facility has been provided in the bike storage room.
6. Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.	Bike Parking locations have direct access to the Public Right-of-Way.

VIII. OTHER TDDP ISSUES

A. COMMUNITY CENTER

Page 39 of the TDDP includes the following narrative pertaining to a recreational facility:

> **The developer/property owner of the blocks identified on Map 12 of the plan (Block Registration Plan, page 31) as Development Blocks D, E, G, H, I, J, K, L, Y, Z, AA, BB, CC, DD, and EE shall be required to construct a new 13,000-square-foot community multipurpose use facility within convenient walking distance of the residential areas in the Hamilton Square and North Park neighborhoods. Activities in the proposed center should include, but not be limited to, a gymnasium, billiard tables, video games, and meeting rooms. The center should be available to all residents of the development for an assessed monthly fee, and should be accessible to all City of Hyattsville residents for a fee. The location shall be determined at conceptual site plan review.**

The Property comprises Blocks DD, EE and half of CC. The construction of the Community Center as part of the Riverfront at West Hyattsville project was addressed at the time of approval of DSP-16029. At the time of TDDP approval, the whole TDDP planning area was envisioned to be a series of interconnected neighborhoods creating a cohesive urban center, with streets crossing Metro tracks and streams allowing for the free flow of pedestrians, bicyclists and motorists from north to south across the Metro. However, since approval of the TDDP, it has become increasingly clear that these crossings are not feasible. Now, the development of the property north and east of the tracks, while connected to the Metro for pedestrians and bicyclists, is more isolated from a vehicular connectivity standpoint. Ultimately, the proposed development will connect with vehicular traffic to the Kirkwood Apartments site, but it will not connect vehicular traffic across the tracks. The Property included in this application, as the remaining components of the Riverfront at West Hyattsville Site, is utilizing the same infrastructure approved in DSP-16029. No additional interparcel connectivity is possible. Further, the Applicant did activate the Northwest Branch Stream Valley Park by dedicating additional parkland, constructing a scenic overlook, amphitheater and outdoor recreational facilities. The Applicant also improved connectivity and safety of pedestrians and bicyclists by lighting the trail connection to the Metro. Based upon these factors, the Planning Board made the following finding when it approved DSP-16029:

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

As a result, Modification 8 approved by the Planning Board, and affirmed by the District Council, was to "To allow the applicant not to build the required 13,000 square foot community center on the subject property." This modification applies to part of Block CC, but not to the

portion of the Block CC included within this application or Blocks DD and EE included in this application. This finding made previously by the Planning Board is still applicable and the Applicant requests a modification to allow it to not construct the community center on the Subject Property. It should also be noted that with the approval of the medical office building on a portion of Parcel G, a meeting room accessible to the community was provided.

B. Parking Space Sizes

As with the building approved for Parcel 1, the Detailed Site Plan proposes the use of 8.5' X 18.5' parking spaces within the garage for all spaces other than handicap accessible parking spaces. The regulations governing the design of off-street parking spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 9.5 feet by 9 feet, but permits up to one-third of the required spaces to be compact car spaces measuring 8 feet x 16 feet. The applicant is providing 379 parking spaces, all measuring 18.5' x 8.5' (except for the required handicapped spaces). No compact car spaces are proposed. Thus, a modification of the standard parking space dimension is proposed.

The subject property is located within the West Hyattsville TDOZ. In a TDOZ, Section 27-548.06(d)(1) provides "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit District Standards do not modify the size of parking spaces. Section 27-548.06(2) further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3) of the Zoning Ordinance, as follows: (3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council

under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply. The Applicant is requesting that the Planning Board amend the parking provisions concerning the dimensions of the proposed spaces within the parking garage.

As noted above, the applicant is proposing that all parking spaces, with the exception of the spaces provided for the physically handicapped, be 8.5' x 18.5'. Section 27-558(a) requires that standard nonparallel parking spaces measure 9.5' x 19' while nonparallel compact car spaces must be 162' x 8'. The difference between the required standard car space measurement and the 8.5' x 18.5' space the applicant is proposing is insignificant in light of the fact that there will be no compact car spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage as proposed in this instance. Further, the use of a universal sized parking space has become the more common standard in modern zoning ordinances. This creates a more efficient and functional parking layout and will serve the purposes of the subtitle equally well. Attached to the Statement of Justification as Exhibit “A” is a Memorandum dated September 30, 2021 from Lenhart Traffic Consulting, Inc. providing further support for the proposed parking space size. As noted therein, The Recommended Zoning Ordinance Provisions prepared by the National Parking Association support the use of 8’6” wide spaces for residential uses. Thus, the proposed parking spaces are adequate to serve the proposed use.

The Applicant submits that the Planning Board can find that utilizing the universal size parking spaces will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan. The use of the universal size parking space allows the applicant to place the required number of parking spaces in the facility. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the

Transit District. The proposed modification to the standard parking space size provided in Section 27-558(a) will also allow the site to provide adequately sized spaces to accommodate all types of vehicles owned by employees and patients accessing the proposed medical office building. All of the spaces are internal to the garage, which is adequately screed 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.

Finally, the Applicant notes that at the time the Planning Board approved DSP-20053, it made the following findings when it approved the modification to the parking space sizes for Parcel 1:

> **The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.**
>
> **The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.**

For the same reasons found by the Planning Board in approving DSP-20053 for Parcel 1, the Applicant submits the same finding can be made with regard to this Detailed Site Plan.

IX. 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 at 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 total area included in the development is 23.49 acres. Initially, the project consisted of 18.45 acres of land, and an additional 5.04 acres of land was later acquired from WMATA and added to the project. The project has been approved for the following development:

DSP-17044—183 townhouse units with a total gross floor area of 410,934[1];

DSP-20004--a medical office building containing 44,362 square feet

DSP-20053--a mixed-use building with 322,608 square feet (293 multifamily dwelling units and 3,213 square feet of ground floor commercial.

As a result, the FAR of the development approvals to date is .76. The proposed development will add an additional 342 dwelling units, or 350,222 square feet. With the addition of the proposed building, the final project FAR will be 1.1, which conforms to the applicable maximum floor area limitation.

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

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

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

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

[1] The townhouses constructed provided a base FAR and an FAR with all finished options. The FAR utilized for this analysis assumes that all units were constructed with all optional areas finished in order to utilize the most conservative figure and to reflect that maximum that could be constructed.

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

RESPONSE: Landscaping is addressed on the DSP.

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

RESPONSE: No enclosed pedestrian spaces or theaters are proposed in this application. The square footage of the residential uses is included in the calculation of FAR and the FAR calculation excludes the floor area of the parking structure.

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

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

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

RESPONSE: The proposed building is will have direct frontage on and direct vehicular access to Little Branch Run.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10)

dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so

long as the modifications conform to the applicable regulations for the particular development.

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

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

RESPONSE: The proposed multifamily building complies with the height limitations set forth in the TDDP.

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

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

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

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

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a)(242.2)(A): "the subject property is located entirely within a Transit District

Overlay Zone ('TDOZ')." Section 27-107.01(a)(242.2)(D) applies to public uses or buildings. This Property is entirely within the West Hyattsville TDOZ; therefore, the application is subject to Section 27-290.01.

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

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

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

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

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

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

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

RESPONSE: This application amends an existing DSP-20053.

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

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

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

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

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

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

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

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

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

RESPONSE: Preliminary Plan 4-20040 has been filed and will be processed and approved prior to the approval of this application.

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

RESPONSE: This applies to the County. However, a stormwater concept plan has been submitted, referenced as Concept # 3816-2021 and is currently under review.

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

RESPONSE: This applies to the County.

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

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

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

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

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

RESPONSE: The overall Riverfront at West Hyattsville development includes a mix of moderate and high density residential and commercial development within walking distance of an existing transit station which will increase transit ridership. The highest density is proposed in closest proximity to the station. This Architecture DSP includes a multifamily mixed-use building consistent with the prior approvals. The building is within easy walking distance to the West Hyattsville Metro. An additional multifamily building will be proposed on proposed Parcel 2 in a future application.

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: This is not applicable at the Architecture DSP.

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

RESPONSE: Little Branch Run will include sidewalks, street trees, and attractive lighting. A pedestrian/bicycle path will be provided along the southern façade of the building to connect to the Metro station. The Architecture DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian oriented space.

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

RESPONSE: A 379 space parking structure is proposed in conformance with the TDDP.

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

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The building design and location close to the street will create a pedestrian scale block consistent with prior approvals.

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

RESPONSE: The larger Riverfront at West Hyattsville project provides a mix of housing types and uses, including townhouses, multifamily dwelling units and an office building. The proposed DSP provides details for one of the multifamily buildings.

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

(A) Adult entertainment;
(B) Check cashing business;
(C) Liquor store;
(D) Pawnshop or Pawn Dealer;
(E) Cemetery;
(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
(H) Industrial;
(I) Amusement park;
(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

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

RESPONSE: None of these uses is proposed within the building.

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

RESPONSE: The section of Subtitle 27A, states:

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

RESPONSE: Public utilities serving the Property will be underground. Junction boxes are to be located in necessary areas and are shown on the detailed site plan. They are typical of urban areas and are harmonious with the character of the Urban Center. Landscaping ensures they are attractive. There are no public utilities being proposed on this site. All the public utilities already exist in the public right of way and private connections such as water and sewer house connections, electric, and cable will be brought to the site from Little Branch Run.

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

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

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

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

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

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

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

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

RESPONSE: The proposed building defines the street edge and curves with the right of way to contribute, along with the sidewalks, to the street-space identity.

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

RESPONSE: This was addressed at the DSP for Infrastructure (DSP-16029) and remains unchanged by this Architecture DSP.

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

RESPONSE: This was addressed at the DSP for Infrastructure for the overall development. The development of the two parcels comprising the Property will be in accordance with a new Site Development Concept Plan and well utilize best practices for environmental site design.

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

RESPONSE: This was addressed in preliminary plan 4-20040 for proposed Parcel 2. Development of Parcel 2 will comply with the requirements of the approved floodplain waiver in accordance with Subtitle 32 of the Prince George's County Code.

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

RESPONSE: The proposed multifamily mixed-use building is designed with an active street front through the pedestrian/streetscape improvements and landscape area proposed along the facades of the building facing the public realm, the provision of ground floor retail and the provision of a pedestrian corridor to access the Metro station.

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

RESPONSE: The building is proposed close to the street. The remaining parcel lines are well defined by the Metro rail tracks and by existing WSSC and storm drain easements. No confusion between public and private land is expected.

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

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

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

RESPONSE: Garbage and recycling storage and mechanical equipment are proposed in the interior to the building away from the streetscape.

X. MODIFICATIONS TO THE TDDP DEVELOPMENT STANDARDS

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

MODIFICATION 1

Building Envelope and Block Standards- General Design Principles and Intent (Page 67-68)

1(a) Ground Floor Retail (p. 67)

Required: "Buildings shall front on the street and square and provide ground level retail uses" "Buildings shall provide retail on all ground floor elevations"

"Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life" Commercial and mixed-use blocks shall contain a minimum of 80% commercial uses on the ground floor."

Proposed No retail uses are proposed in the proposed building. Retail space was provided in the southernmost portion of the building on Parcel 1 along the pedestrian trail on the southeast side of the building.

Discussion: These are general design principles and theoretically would apply to every building constructed in the TDDP. Given the nature of the proposed building, as noted below, ground floor retail is not appropriate along the ground floor facade.

The proposed building is internal to the Riverfront at West Hyattsville community. To access the building, one must enter the community and cross the metro rail tracks. The interior of the community will not be a location where sufficient vehicular traffic will exist to support a substantial amount of retail use. In DSP-20053, retail use was limited to a small portion of the first floor elevation of the building on Parcel 1. The retail in this area was intended to a retail opportunity along the southern end of the building, just north of the proposed building. As part of the previously approved infrastructure development for the property, a trailhead has been constructed at the end of Little Branch Run which will encourage pedestrian and bicycle traffic on the Northwest Branch Trail to enter the community and walk along the southern facade of the proposed building to a pedestrian underpass which provides direct access to the metro station. While the heavy amount of bicycle usage at the West Hyattsville Metro, the pedestrian usage on the park trail and the market provided by the existing and proposed development provide sufficient market to allow for a small amount of retail to be located along the trail

connection, the Applicant's experience in attempting to lease out the space already constructed have caused it to conclude that additional retail will not be supported. Therefore, an amendment is requested to eliminate retail space from the proposed building. This modification will also necessitate a modification in the list of permitted uses.

1(b) Shared Parking (p. 68)

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

Discussion: As with the building constructed on Parcel 1, the proposed multifamily building will be served by a parking garage. The parking garage is intended to be a secure facility which will only be accessible by the residents and staff of the residential building. Providing public accessibility to the garage has a major impact on the design of the garage and the security of the garage. For these reasons the Applicant is requesting a modification to the standard which requires parking garages be shared by multiple uses.

MODIFICATION 2

General Design Principles and Intent-Building Street Types (Page 74-75)

2(a) Building Street Facade

Required: Single plane street façade with building jogs of less than 24 inches
Proposed: Building jogs greater than 24 inches
Discussion: The TDDP requires buildings to be constructed at the build-to line (or sidewalk edge). As noted above, the Applicant obtained a waiver to eliminate the PUE along Little Branch Run to allow the building to be constructed at the build-to line. The Property has 463.33 feet of frontage on Little Branch Run. The building is constructed at the build-to line for 343.32 feet along its frontage, or

74.09%, .91% below the required 75% occupation. As noted above, the Subject Property is impacted by an existing WSSC easement at its northern property line, in which the building cannot encroach. The Applicant must provide compensatory floodplain storage along its southern boundary. Fire access is provided to the rear of the building where Little Branch Run terminates, impacting the ability to extend the building further. These two factors result in the building occupancy falling just shy of the required 75%. The Applicant submits that that proposed building occupancy reflects substantial conformance to the standard

.

The standard further requires that the street façade be a single plane with façade jogs of no more than 24 inches. For the proposed building, façade jogs are proposed that are more than 24 inches. These façade jogs are intentional design elements to break up the massing of the façade and provide architectural interest along the street. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way for a distance of 39 linear feet to create a more welcoming and defined entry experience. Given these circumstances, the applicant submits that the façade jogs are appropriate and that the building massing conforms with the intent of the TDDP.

2(b) **Maximum Block Length (p. 75)**

Required: The facades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75% of the street frontage.

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.

Block lengths shall be a maximum of 400 feet in length

Proposed: The block length of the Subject Property is 463.33 feet.

Discussion: The block length for proposed parcel two was established with the approval of DSP-20053. As noted in that application, the shape of the property was unusual in that it curves along Little Branch Run

for approximately a third of its length. In addition, a major WSSC easement required a break in building massing. The WSSC easement was used to break the site into the two parcels. From the northern property line to the terminus of Little Branch Run, the block is 463.33 feet. However, the building can only occupy 343.32 feet of this frontage because of the WSSC easement to the north and the need to provide a fire lane to the south. Thus, the effective block length is less than the 400-foot length envisioned by the TDDP. Further, since the TDDP seeks to have a building occupy 75% of the 400-foot block length, a building with 300 feet of frontage is anticipated—which the proposed building exceeds. Thus, the proposed block and building frontage conform to the vision of the TDDP and the modification of the block length as proposed is appropriate.

While the façade includes jogs greater than 24 inches, these are intentional design elements that break up the massing and provide architectural interest along the street. Additional, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience.

MODIFICATION 3

General Design Principles and Intent (Page 82)

3(a) **<u>Landscaping of Building Fronts (p. 82)</u>**

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

Proposed None

Discussion: The building front will be architecturally interesting and attractively landscaped. Landscaping is provided along the building base along the entire streetscape. However, planters and window boxes with flowering plants are not proposed. The style

and design of the building is not conducive to window boxes and the applicant prefers planting in the ground as opposed to planters.

3(b) **Location of Mechanical Equipment (p. 82)**

Required: Transformers shall be a minimum of 25 feet away from any build-to line.

Proposed Transformers are proposed within 25 feet of the build-to line, immediately adjacent to the driveway entering the garage.

Discussion: The location of transformers is strictly controlled by PEPCO standards. The location of transformers less than 25 feet from the build-to line is a result of these standards. The transformers will be attractively screened to ensure that they are not prominently visible from the streetscape.

MODIFICATION 4

General Streetscape Standards (Page 83)

Permitted Materials

Required: "Brick, precast pavers, Belgium block, or granite pavers are permitted materials."

Proposed: Stamped concrete.

Discussion: The sidewalks will be constructed to the City of Hyattsville Standards. However, the lead walks from the sidewalk to the building entrances (both residential and commercial) will be constructed with stamped concrete. This satisfies the intent of the TDDP to ensure that primary walkways be constructed using decorative paving materials. Since stamped concrete is not

specifically identified as a permitted material, a modification is requested.

MODIFICATION 5

Public Street Lighting (Page 90)

5(a) **Public Street Lighting-Lighting Fixtures**

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

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

MODIFICATION 6

Streetscape Standards-Blocks and Alleys (Page 91)

6(a) **Block Size (p. 91)**

Required: No block face shall exceed 400 feet in length.

Proposed: A block length of 463.33 feet is proposed.

Discussion: As detailed above, the block length was determined with the approval of DSP-20053 and results from the location of a major WSSC easement. The distance between this easement and the terminus of Little Branch Run is just over 400 feet, however, such that the Property substantially conforms to the standard. In addition, this standard recommends that "a street, common access easement, alley or pedestrian pathway that provides through access to another street, alley or pedestrian pathway" be included between blocks. In this instance, the Applicant has established a pedestrian pathway over the WSSC easement to provide a pedestrian connection to the Metro Station. This easement breaks up the

blocks and accomplishes the goal of the TDDP both visually and functionally.

6(b) **Alleys and Dedicated Right-Of-Way for Alleys (p. 91)**

Required: Alleys shall provide access to the rear of all building lots and off-street parking facilities.

Where 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.

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

Discussion: The site is constrained by the location of the metro rail line, which is elevated along the Property and then undergrounds along Parcel 1. There is no adjacent development which could access or benefit from providing an alley. Further, the Applicant reconstructed the WMATA pedestrian walkway along the rear of the building on Parcel 1 to access the metro station through the existing pedestrian tunnel. A connection to this pedestrian pathway has now been constructed on the WSSC easement and the proposed building wil also access this walkway. This pedestrian walkway will accomplish same purpose as an alley in that it will connect the property to the metro station. Vehicular access through the pedestrian tunnel is not permitted.

MODIFICATION 7

Streetscape Standards-Sod Groundcover and Mulch (Page 93)

Irrigation

Required: All sod and ground cover will provide an automatic irrigation system.

Proposed: No automatic irrigation system proposed.

Discussion: In DSP-06029, the District Council approved an amendment to remove the requirement for an automatic irrigation system with the support of the City of Hyattsville provided that native plant species be used. A modification was also approved with DSP-20053. Consistent with the prior approvals, the Applicant is proposing that drought tolerant species be used which will require less irrigation; therefore, an irrigation system for these is not necessary.

MODIFICATION 8

Architectural Standards General Design Principles and Intent (Page 106)

8(a) Windows and Doors/Entrances (p. 106)

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

Proposed: Some windows are located less than 30 inches from the exterior building corners as depicted on the architectural plans.

Discussion: Windows have been placed on the facade based upon functional furniture layout and to let in maximum daylight for healthy living. As such, some windows are closer than 30 inches to the exterior building corners.

8(b) Ground Floor Windows

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

Proposed: The windows do not allow a minimum 60% surface view into the residential units to a depth of 20 feet.

Discussion: This standard presumes that the entire ground floor of the building will be retail or lobby. However, the majority of the first floor of

the building will be occupied by residential dwelling units, where 60% surface view is not appropriate.

MODIFICATION 9

Architectural Standards General Design Principles and Intent

Signage (p. 107)

Required: Building signage shall be illuminated with external lighting only.

Proposed: Internally illuminated signage proposed for some blade and retails signs.

Discussion: The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Some of the signage features low-level internally illuminate graphics. The signage only promotes safety without contributing to visual clutter. Thus, the intent of the design standard is satisfied.

MODIFICATION 10

Parking Standards; Off-Street Parking (Page 112)

Required: Prohibited materials: concrete masonry units and concrete (except for parking deck surfaces). (Page 112)

Required: Parking structure facades visible to the public realm shall consist of brick, brick with concrete banding, brick with glass block banding or other material as specified in the permitted materials list. (Page 113)

Provided: The parking garage is constructed of precast concrete with a foundation of gray masonry block.

Discussion: The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. This provision is clearly meant to apply only to facades visible from the public realm. The garage is screened from the street with liner buildings. The rear of the garage is visible from the Metro tracks. This is the same treatment which was incorporated into the garage on Parcel 1 and has been enthusiastically received by the community. The façade treatment proposed for this façade will ensure that it is attractive when viewed either from the existing pedestrian walkway or the Metro.

MODIFICATION 11

Parking Standards; Off-Street Parking (Page 112)

Required: Parking structure openings shall provide a minimum of 75% transparency to provide visibility for pedestrian safety. (p. 113)

Required: Parking structure entry portals may be set back up to 24 inches behind the surrounding façade. (p. 114)

Required: Glass facades will be provided for parking structure stairwells for high visibility and openness to enhance pedestrian safety, steps shall provide open risers to increase visibility (p. 114)

Required: Parking structure elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility (p. 114)

Proposed The parking structure will not be visible from the street. It will be a secure garage only accessible by the residents. The garage door will be a roll up door with no transparency. The garage entry portal will also be set back 82 feet from the surrounding façade. No glass façade is provided

Discussion: The parking garage standards are designed to ensure that public garages along the public street are attractive and compatible with the architecture of the building they serve. In this instance, the garage is integral to the building and will be fully screened from

the street, except for the entry doors. Further, as discussed elsewhere, the building entry and the entry to the garage are set back from the street frontage to provide a break in the building. This break is not only located at the building entrance, but also provides a visual break along the street frontage, since a separate block is not being created. The setback provided addresses the concern about pedestrian safety which could result from a garage setback only 24 inches from the pedestrian zone. The garage is a secure facility, only accessible to residents and staff of the residential building. The residential units and the garage share a common elevator. As such, it will not be a glass elevator, and with the security provided within the building, this is not required from a security standpoint. The steps within the garage in the stairwells will be precast concrete and will not have open risers. Again, with the security provided, additional visibility is not needed for pedestrian safety. Thus, based on the design of the building and the parking garage, modifications from these standards are appropriate.

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

Proposed: The parking structure lights will be LED.

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

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

Proposed: The ceiling height meets the requirement but the clear height will be 9’0” on the first floor and 8’ on all other floors of the parking structure.

Discussion: The parking structure is a precast structure with ceiling heights which meet the minimum requirement of 10'6" in height. The spandrels which provide structural support provide a clear height for vehicles of 9' on the first floor and 8' on all other floors. The purpose of this design standard is not stated, as it relates to lighting. If a modification is required, the parking garage is designed such that each parking level provides direct access to the residential floor. The design provides this alignment for ease of access to the residential building. The applicant submits that the design conforms with the intent of the requirement.

With regard to all of the proposed modifications set forth above, Section 27-548.08 states that "in approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan." The applicant submits that the Planning Board can make such a finding in this case. The building proposed has been designed based upon the unique characteristics of the property—impacted by an existing WSSC easement and floodplain that must be mitigated in addition to backing up to a Metro rail line. The building has also been specifically designed to accommodate the needs of the residents as well as the development in which it is located. The location of the pedestrian walkway through the property to access the Metro station is completed with this application and builds upon all build on past approvals with the goal of activating the Metro station and providing density as close as possible to the Metro. Most of the modifications requested are intended to allow for the use of modern materials or architectural treatments which either were not available or envisioned 15 years ago when the standards were written. The modifications requested are similar to those approved for the building on Parcel 1, and that building reflects the high standard of design and use of quality materials in its finished form. The proposed development will further set a very high bar for future buildings in the vicinity of the Metro station. For these reasons, the amendments to the mandatory requirements will benefit the

proposed development and the Transit District and will not in any way substantially impair the implementation of the TDDP.

XI. AMENDMENT 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 a request to amend the list of allowed uses. 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. As discussed above on Pages 12-16, although the Applicant contends that no amendment to the Preferred Land Use Map is necessary, an amendment to the list of permitted uses is necessary since the Applicant is seeking to not provide any ground floor retail space in the proposed building. Thus, the Applicant is seeking an amendment to the Preferred Land Use Map to remove any uncertainty and the list of permitted uses in the Transit District Development Plan.

AMENDMENT TO THE PREFERRED LAND USE CATEGORY AND TABLE OF USES (Page 41, 46)

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 portion of the property identified as proposed Parcel 1. That parcel was proposed, and the District Council approved, an amendment to the Preferred Land Use Plan for proposed Parcel 1 to permit "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). In the Detailed Use Table on Page 46, land use category "Multifamily (Tower and Condo)" only lists one residential use as permitted. That residential use is "multifamily dwellings with ground floor retail". The Property which is the subject of this application (Outparcel 1) was not included in that Detailed Site Plan. Thus, the Applicant seeks a modification of the Preferred Land Use Plan to clearly depict the Property as being designated as "Multifamily (Towner and condo)" and further seeks to amend the list of permitted uses in the Multifamily (Tower and condo) land use designation

for the Property to permit "Multifamily dwellings" without ground floor retail. Justification for this amendment is set forth below.

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 on Pages 8-14 above. In addition, in the Staff Report for the Preliminary Plan of Subdivision (4-20040), Community Planning states that "this application conforms to the purpose and intent of the TDDP because the proposed multifamily meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly". The Applicant submits that the development does, in fact, conform with the purposes and recommendations of the Transit District as stated in the TDDP.

The Block Map contained in the TDDP (see Page 14 above) places proposed the Subject Property in Blocks DD and EE, and approximately half of Block CC. Blocks DD and EE includes the land closest to the Metro Station. Those Blocks are shown on the Preferred Land Use Map as "Condominium: 4-6 Stories". Block CC shows four land use categories, townhouses, structured parking and tower residential. The boundary of the Subject Property splits Block CC in half, with the structured parking and half of the townhouse symbols being on the Subject Property, and half of the townhouses and the tower residential being on the portion of the West Hyattsville property included in DSP-16029. DSP-16029 amended the Preferred Land Use Map for the portion of Block CC within its boundaries to allow exclusively townhouses, leaving townhouses and structured parking on the Subject Property. Clearly, the proposed development includes structured parking and, given the roadway network established by DSP-16029, townhouses are not only not appropriate between Little Branch Run and the Metro tracks, construction of such a use is not feasible within the limited land area so designated. The vision for townhouse development has been fulfilled through the first phase of the Riverfront at West Hyattsville project. The vision for more density in close proximity to the Metro Station is being

fulfilled by the building approved with DSP-20053 and the building proposed in this application. Thus, to simplify the Preferred Land Use Map, the Applicant is requesting that the Preferred Land Use for all of the Subject Property be approved as "Condominium: 4-6 Stories", as was approved for Parcel 1 with the approval of DSP-16029. Given the analysis set forth in Pages 8-14, which do not need to be restated, the amendment to the Preferred Land Use Map to provide a single, consistent Preferred Land Use consistent with the vision of the TDDP.

In addition to modifying the Preferred Land Use Map, the Applicant seeks an amendment to the list of permitted uses to remove the need to provide ground floor retail in the proposed building. Section 27-548.09.01 (b)(2) requires that the Applicant "include a statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan". The information provided above regarding the Preferred Land Use map largely addresses this matter, but the Applicant would further note several additional factors. First, the Subject Property is in the North Park neighborhood, which the TDDP describes as a "predominantly residential neighborhood". Extensive commercial uses were not envisioned. The Kaiser Permanente office building, constructed as part of Phase 1 of the Riverfront at West Hyattsville project, is in the Hamilton Square neighborhood of the TDDP, described as containing the "most divers development mix" with "several types of residential units, office space and stores." (TDDP p. 10). In addition, the concept plan for the Metro Station area envisioned a residential street on the northern and western perimeter of North Park neighborhood, extending along the floodplain and crossing under the Metro tracks. Such a roadway would provide interconnectivity which would support a larger retail component in the North Park neighborhood, but the floodplain limitations and infeasibility of tunneling under the Metro tracks to connect the North Park neighborhood to the Hamilton Square neighborhood limit the amount of retail which the market can support. As now approved, vehicular access to the Riverfront at West Hyattsville development is limited to Little Branch Run, which dead-ends at the floodplain. The Applicant has made extensive improvements which encourage both pedestrian and bicycle activity. These improvements include the reconstruction of the Northwest Branch trail connection, the lighting of the trail to the Metro Station, the reconstruction of the WMATA trail and a connection from Little Branch Run

across the northern property line of the Subject Property to connect pedestrians to the WMATA trail. These improvements, and the dwelling units already constructed and now proposed with this application, can support the 3,213 square feet of retail approved and now constructed in the building on Parcel 1, but additional retail will be difficult to attract a viable use. Given the isolated location within the development and the limited customer traffic that passes between the two buildings, requiring additional retail space would not enhance the vision of the TDDP.

For the reasons set forth above, the District Council can find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements. The portion of the North Park neighborhood will be developed as envisioned by the TDDP. It includes diverse housing types (townhouses, affordable multifamily dwelling units and market rate dwelling units), a public park area along the Northwest Branch stream valley park and LID streets that minimize stormwater runoff. These improvements, plus the enhancement of pedestrian and bicycle facilities which pre-existed the project, represent the fulfillment of this vision and will not be impacted by removing a small amount of retail from the proposed development.

XII. CONFORMANCE WITH CONDITIONS OF PPS 4-20040

As noted above, Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Each condition of the preliminary plan is set forth below with a comment addressing conformance.

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

c. Show location of proposed access to Parcel 1.

COMMENT: The preliminary plan has obtained signature approval. Each of these revisions was made as required.

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

COMMENT: The preliminary plan was evaluated for the development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. DSP-20053 approved the construction of 293 multifamily dwelling units and 3,213 square feet of retail commercial space. This Detailed Site Plan proposes an additional 342 multifamily dwelling units. The 635 multifamily dwelling units and 3,213 square feet of retail commercial space is less than was approved by the preliminary plan. Thus, the total development falls within the trip cap.

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

COMMENT: No substantial revision to the uses on the subject property is proposed.

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

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

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or

assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit),

in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

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

COMMENT: The West Hyattsville Metro Connector trail between Ager Road and the West Hyattsville Metro Station was widened and the lighting was improved with the construction of the first building approved by DSP-20053. This condition has been satisfied. A photo of the upgraded trail and lighting under construction is below:

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

COMMENT: The required exhibit was submitted prior to the acceptance of DSP-20053. This condition has been satisfied.

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

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

COMMENT: The DSP depicts the extension of the sidewalk along Little Branch Run along the building frontage to the Northwest Branch Trail entrance. Bicycle parking is provided on level one of the garage in accordance with the TDDP. A bicycle fix-it station is also provided in the bicycle storage room. Crosswalks are provided across drive aisles entering the garage and the pedestrian/bicycle access to the pedestrian tunnel leading to the West Hyattsville Metro Station has been constructed.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

COMMENT: Noted. This condition will be complied with prior to the issuance of any such permits.

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

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

COMMENT: This note was placed on the record plat for the property (Plat Book ME 261 Plat No. 21). When the Subject Property is replatted to remove the outparcel status, the same note will be included. has been satisfied.

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

COMMENT: TCP 2 was approved with DSP-20053 and a revised Type 2 TCP is included with this application.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

COMMENT: This condition was satisfied prior to signature approval of the preliminary plan.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

COMMENT: The above note is included on the recorded final plat of subdivision and will be carried forward on future plats, if applicable.

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

COMMENT: The NRI was revised prior to signature approval of the PPS. This condition has been satisfied.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

COMMENT: The approved stormwater management concept plan was submitted prior to signature approval of the PPS. This condition has been satisfied.

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

COMMENT: Noted. This condition is implemented with the issuance of the required grading permits.

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

COMMENT: A certification from a professional engineer will be provided at the time of building permit as required by this condition.

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

COMMENT: A Phase 2 noise study was provided with the DSP submittal and demonstrates that the interior of the proposed building can be mitigated to 45 dBA Ldn or less and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. This condition has been satisfied.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

COMMENT: Noted. This condition will be addressed prior to the approval of building permits for the Subject Property.

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

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

COMMENT: This note is reproduced as Note 5 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

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

COMMENT: This condition was satisfied prior to the approval of the final plat and will be further implement with the execution of each lease.

20. Prior to approval of a final plat:

a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution

for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

COMMENT: These notes are reproduced as Notes 6 and 7 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

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

COMMENT: Information regarding the private on-site recreational facilities is provided with this DSP application.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

COMMENT: An RFA will be executed and recorded prior to the recordation of the final plat to remove the Outparcel status from the Subject Property.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

COMMENT: This condition will be addressed at the time of building permit.

XIII. CONFORMANCE WITH REQUIRED FINDINGS FOR APPROVAL OF A DETAILED SITE PLAN

Per Section 27-548 of the prior Zoning Ordinance, the findings required for approval of a Detailed Site Plan found in Section 27-285 of the Zoning Ordinance do not apply to the T-D-O Zone. Rather, the required findings are set forth in Section 27-548.08(c)(2), which are set forth below.

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

COMMENT: Section 27-548.07 of the prior Zoning Ordinance permits a TDDP to set forth certain mandatory development standards, and some Transit District Development Plans contain mandatory requirements. However, there are no mandatory requirements in the West Hyattsville TDDP.

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

COMMENT: As detailed on Pages 11-17 above, the proposed Detailed Site Plan is consistent with the guidelines and criteria for development in the TDDP. As the final phase of a development intended to revitalize a dilapidated former warehouse and activate a stream valley park, the Riverfront at West Hyattsville has succeeded in implementing the vision of the TDDP. The final multifamily development proposed in this application will complete the streetscape along Little Branch Run and provide additional residential density close to the West Hyattsville Metro Station..

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

COMMENT: Outlined above is an analysis of how the proposed Detailed Site Plan meets all of the requirements of the TDOZ, and further addresses any provision thereof requiring an amendment. Several amendments requested relate to site constraints (e.g. block length, lack of alleys), outdated material requirements (e.g. incandescent lighting, planter boxes, paver

materials) or items which had been addressed and amended in prior applications (e.g. irrigation systems, shared parking) which are being re-requested as part of this application.

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

COMMENT: The prior approvals for the Riverfront at West Hyattsville established the bulk of the infrastructure elements, including pedestrian and vehicular circulation system as well as block lengths. The development was designed to maximize safety and efficiency and has been found to meet the purposes of the TDOZ. The architecture proposed in this application builds on the past approvals and will further enhance the Transit District.

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

COMMENT: Each of the uses in the Riverfront at West Hyattsville development was strategically place with guidance from the TDDP. The highest densities are located next to the West Hyattsville Metro Station. The townhouses were located to overlook the Northwest Branch Stream Valley Park. The primary commercial component, the Kaiser Permanente Medical Office Building, is located along the development's primary frontage on Ager Road. Development of the site is constrained by the existing floodplain. While this prevents the implementation of a roadway completely encircling the Metro Station, the Applicant has—through prior approvals—upgrading the abutting trail systems and added lighting to provide safer pedestrian and bicycle connectivity for the broader neighborhood. This Detailed Site Plan completes the vision of the redevelopment with a multifamily building that is compatible with all the surrounding structures previously constructed and with the adjacent Metro Station.

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

COMMENT: The Applicant is not seeking a modification of the parking requirements set forth in the TDDP. The West Hyattsville TDDP establishes a maximum number of parking spaces

which can be provided to serve the development. The parking provided is sufficient to meet the needs of the proposed use.

XIV. CONCLUSION

The Applicant presents another Detailed Site Plan that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), as well as the additional infrastructure approved by DSP-20053, the architectural façade presented is urban in nature and will further promote pedestrian access to the Metro. The proposed building will complete the Riverfront at West Hyattsville development. The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,

Thomas H. Haller and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
301-306-0033

EXHIBIT "A"

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: *Date:* **September 30, 2021**

TO: M-NCPPC - Development Review Division
Room 4150
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for West Hattsville Metro DSP

This memorandum is provided in support of the proposed parking for the referenced project.

The Zoning Ordinance allows up to one-third of the required number of parking spaces to be designed as compact car spaces. The minimum compact parking space size is specified as 8' wide by 16'-6" in the Ordinance and 22' minimum aisle width.

The DSP proposes 100% at 8'-6" width and 18'6" in length which is 6" wider and 2' longer than the ZO's compact space dimensions.

The site is located immediately adjacent to the West Hyattsville Metro Station inside the Capital Beltway and is highly urban in nature, and for these reasons we request your consideration to allow 100% compact car spaces at this site. We have attached the "*Recommended Zoning Ordinance Provisions*" prepared by the National Parking Association. Table 1 in the attached document shows a 90 degree parking angle and associated module and vehicle dimensions. It should be noted that the module width for this DSP does meet the 60' width and our parking spaces at 18'-6" would exceed the vehicle projection. The drive aisles on this plan are not quite 24' but do exceed the ZO's recommendation for 22' minimum. The notes under Table 1 (under Note 2) state that *9'-0" stalls shall be used except that 8'-6" stalls may be used for the following uses including residential*. We believe that the urban nature of this application located immediately adjacent to the Metro provides additional support to this publications guidance that 8'6" may be used for residential.

We understand that the Ordinance is specific regarding normal and compact spaces, however, the spaces proposed in this DSP are larger than compact spaces in the Zoning Ordinance; and in conjunction with the attached documentation, we believe that this information could be helpful in your consideration of this matter.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

LENHART TRAFFIC CONSULTING, INC.
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NATIONAL PARKING ASSOCIATION

PARKING CONSULTANTS COUNCIL

Recommended Zoning Ordinance Provisions

Your Guide to Planning, Designing Constructing and Managing Facilities, Including Off-Street Parking Spaces

Recommended Zoning Ordinance Provisions Committee:
Mary S. Smith, Chair
L. Dennis Burns
John G. Burgan
Gary Cudney
David N. LoCoco

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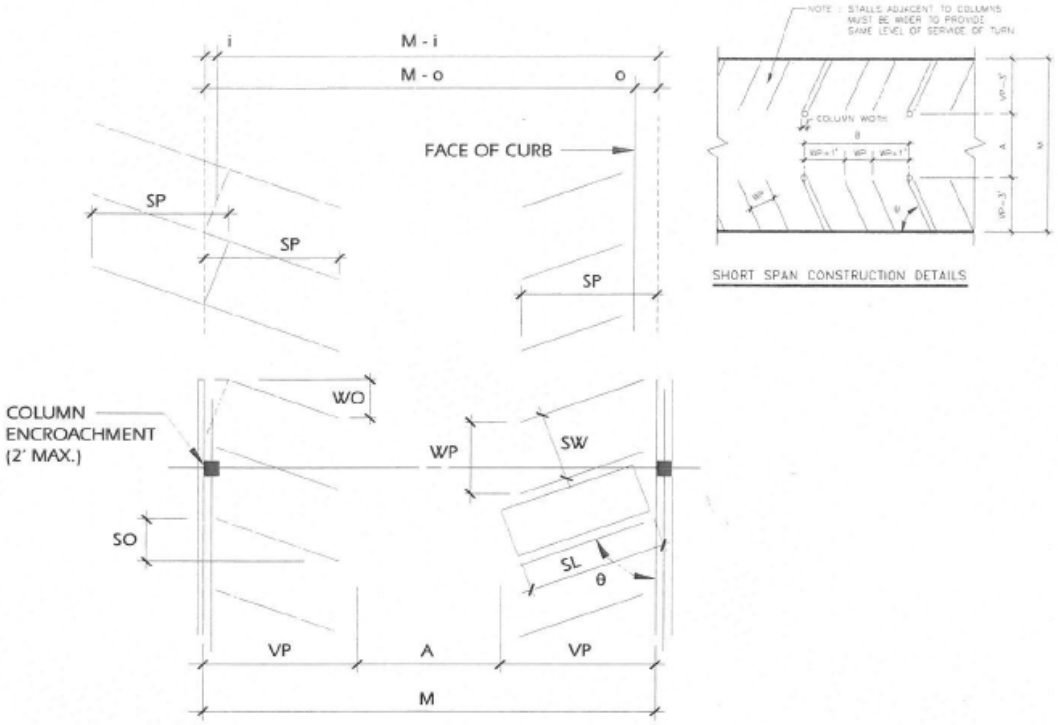
Figure1: Required Parking Dimensions



0 = ANGLE OF PARK	VP = VEHICLE PROJECTION
M = MODULE	WP = WIDTH PROJECTION
A = AISLE WIDTH	SW = STALL WIDTH
i = INTERLOCK REDUCTION	SL = STALL LENGTH
o = OVERHANG	WO = WALL OFFSET
DESIGN VEHICLE = 6'-4" x 16'-9"	SO = STRIPE OFFSET
SP = STRIPE PROJECTION = 16'-0"	
PARALLEL STALL LENGTH = 20'-9"	

Table 1: Required Parking Dimensions

Angle of Parking	Stall Width 9'0" WP	Stall Width 8'6" WP	Module M	Vehicle Projection VP	Aisle A	Interlock I	Overhang O	Wall Offset WO	Stripe Offset SO
0	9'0"	NA	43'0"	NA	24'0"	NA	NA	NA	NA
45	12'9"	12'0"	48'0"	17'8"	12'8"	3'2"	1'9"	10'8"	16'6"
50	11'9"	11'1"	49'9"	18'3"	13'3"	2'11"	1'11"	9'5"	13'10"
55	11'0"	10'5"	51'0"	18'8"	13'8"	2'7"	2'1"	8'3"	11'7"
60	10'5"	9'10"	52'6"	19'0"	14'6"	2'3"	2'2"	7'2"	9'6"
65	9'11"	9'5"	53'9"	19'2"	15'5"	1'11"	2'3"	6'1"	7'8"
70	9'7"	9'1"	55'0"	19'3"	16'6"	1'6"	2'4"	5'0"	6'0"
75	9'4"	8'10"	56'0"	19'1"	17'10"	1'2"	2'5"	3'10"	4'5"
90	9'0"	8'6"	60'0"	18'0"	24'0"	0'0"	2'6"	1'0"	0'0"

Notes:

1 Add 1 ft to stall width where adjacent to walls, columns and other obstructions to door opening and turning movement into the stall.
2 9'0" stalls shall be used except that 8'6" stalls may be used for the following uses as defined herein: residential, general business offices, data processing/telemarketing/operations offices, industrial, storage/wholesale, utility, and educational (except for cultural/ recreational/ entertainment uses at educational use campuses)
3 Add 1 ft to stall width for stalls next to curbs and islands to reduce trip hazard.
4 Angles of parking between 76 and 89 degrees not permitted.
5 Dimensions may be interpolated for angles between 45 and 75
6 Deduct 1 ft from aisle, and corresponding module, for parking in structures or where guides (columns, guardrails, bumper walls) or curbs are provided at least 25% of the stalls.
7 All dimensions based on Design Vehicle of 6'7" by 17'1", parked 11" from front of stall
8 Light poles and columns may protrude into a parking module a maximum of 2 ft combined as long as they do not impact more than 25 % of the stalls. For example, either a one ft encroachment on both sides of the aisle, or a 2 ft encroachment on one side only, is acceptable.
9 Interlock reductions cannot be taken where there is encroachment by columns, light poles or other obstructions for more than 25% of the stalls in the bay.
10 All dimensions rounded to the nearest inch.
11 Aisles and corresponding modules are for two-way traffic flow for 90 degree parking and one-way traffic flow for angled parking between 45 and 75 degrees.
12 For two traffic flow and angled parking, a minimum 24 ft aisle is required. For parallel parking along a two-way drive, a minimum aisle of 24 ft. is required.
13 Parallel parking stall length is 21'0".

Commentary: Above dimensions are those necessary for less experienced designers to lay out parking. For assistance in determining design vehicle size and other dimensions appropriate to community, see Recommended Guidelines for Parking Geometrics, Parking Consultants Council.

Article VIII–Administration and Enforcement

This Ordinance shall be administered by the Zoning Administrator (or by the designated individual, group or agency empowered by law to act in the review and/or approval of requests and petitions for the granting of zoning) under the powers granted by statue to the___(City)___of _____. Approval of all such requests and petitions may be granted by the Zoning Administrator, or upon his recommendation, by the Zoning Board of Appeals for the Governing Body of the____(City)____of _____. Appeals may be taken under the terms of the Zoning Ordinance of the____(City)____of _____ fees, penalties and operations set forth in the Zoning Ordinance of the____(City)____of _____ shall apply except for those applicable provisions expressly relating to vehicular parking which become null and void upon the adoption of this Ordinance.

Kimley»Horn

MEMORANDUM

To:	Development Review Division, MNCPPC 14741 Governor Oden Bowie Drive Upper Marlboro, MD 20772
From:	Zac Lette, Landscape Architect Kimley-Horn and Associated, Inc. 11400 Commerce Park Drive, Suite 400 Reston, VA 20191
Date:	12/12/2025
Subject:	Statement of Justification – Alternative Compliance from Landscape Manual Project: Riverfront at West Hyattsville, DSP-20053-02

The aforementioned project seeks to receive approval for alternative compliance from the 2010 Prince George's County Landscape Manual for the following sections:

Section 4.7. Buffering Incompatible Uses

Justification of Alternative Compliance: The project is subject to the requirements of Section 4.7 including:

- Provide a Type D Buffer at 50 feet minimum building setback width and 40 feet minimum landscaped yard width.
- Type D Buffer requires 160 Planting Units per 100 linear feet or property line.
- Total required Planting Units are 904 over 565 linear feet.

Established alternative compliance:

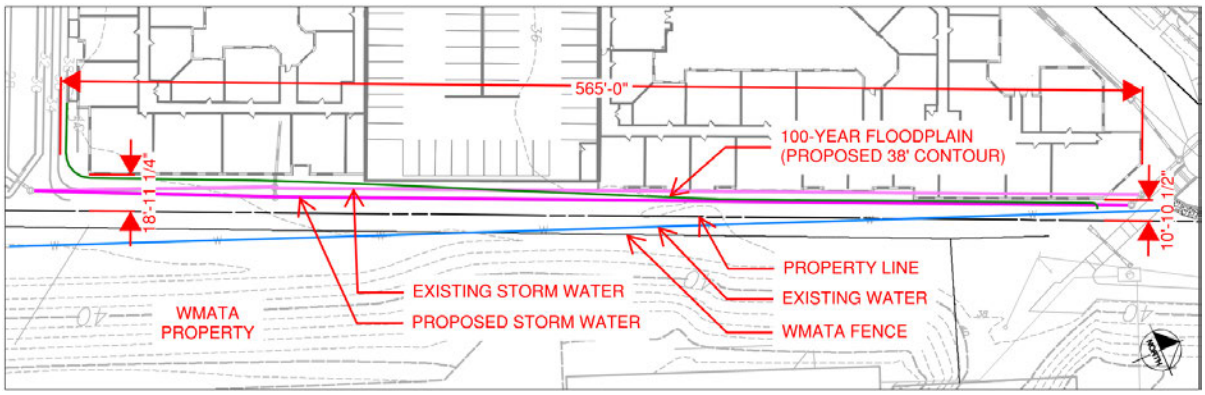
- Alternative compliance was achieved for Parcel 1 through the DSP-20053 - see page 41 of the Staff Report for justification which includes building setbacks to be a variable width of 10.5-37.2 feet and the landscape yard to be 10.5-37.2 feet.

Parcel 2 proposes adoption of the Parcel 1 alternative compliance for the landscape yard. As such, a minimum 10.8-foot width landscape yard is provided. Shrubs within the landscape yard are provided for a total of 331 Planting Units, accounting for the following constraints.

- The proposed storm drain (adjacent to the existing storm drain) prohibits the planting of trees within this buffer.

- Plantings are kept out of the floodplain to minimize the risk of wash out and generating excessive and costly maintenance.
- The area between the proposed shrub line and the property line provides a clear zone for fire safety access (hose pulls).
- An existing WMATA fence, located within 10’ of the property line, is overgrown by invasives. As such, the clear zone (in the floodplain) provided as turf, will allow these invasives to be cut back along the property line so as not to compromise the buffer plantings nor attach to the building façade.

Please see plan diagram and cross section below depicting the noted constraints.



Cross section to be provided by DCS

As there will be no trees planted within the landscape buffer, the following noise analysis report information is provided as additional justification. A noise analysis report (see Exhibit?) was prepared by Hush Acoustics LLC on May 23, 2025 to assess the noise impacts generated by the metro. The report notes to achieve the goal of current noise regulations of ensuring daytime average sound levels and nighttime average levels do not exceed 45 dB inside the residences, it is recommended that STC 30 windows and balcony doors are used, for which the owner intends to comply.

Note for internal review:

Section 25-128. Tree Canopy Coverage Requirements

Section removed per justification provided in: TCC Waiver Justification 11.24.25.docx

STATEMENT OF JUSTIFICATION
REQUEST FOR WAIVER OF
TREE CANOPY COVERAGE REQUIREMENT
RIVERFRONT AT WEST HYATTSVILLE
DSP-20053-02
8/15/2024
Revised 12.10.25

This Statement of Justification is submitted by WHPC BLOCK 4, LLC (the "Applicant") in support of a request for a waiver to the Tree Canopy Coverage requirements contained in Subtitle 25 of the Prince George's County Code. This request is submitted in conjunction with the processing of Detailed Site Plan DSP-20053-02. The proposed development will be constructed within the Riverfront at West Hyattsville project on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The proposed project will contain a total of 342 multifamily dwelling units. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

Subtitle 25 of the Zoning Ordinance establishes requirements for tree canopy coverage for development projects in Prince George's County. The requirements vary depending on the Zoning of the property which is the subject of the application. Pursuant to Section 25-128, the tree canopy coverage requirement in the LTO zone is 15% of the net tract area of a site. However, the project has an approve PPS 4-20040 approved on October 7, 2021. Pursuant to Section 25-127, landscape plans demonstrating conformance to this Division approved as part of a permit or an entitlement case or entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Sec. 27-1700) or Subdivision Regulations (Sec. 24-1700) shall be subject to the regulations in place at the time of approval of any grandfathered permit or grandfathered development application. Therefore, the TCC requirement is grandfathered at the time of PPS approval, which is 10% of the gross acreage. The gross acreage of the Subject Property is 4.98 acres, resulting in a TCC requirement of .498 acres (21,693 square feet). Per Section 25-129, the tree canopy coverage may consist of existing trees to be preserved, proposed on-site woodland conservation, trees planted throughout the site, and street trees located within the right-of-way along the property frontage may be counted toward meeting this requirement. If a property cannot meet the tree canopy coverage requirements, a waiver may be granted in accordance with Section 25-130 of the Zoning Ordinance. The applicant is requesting a waiver of the tree canopy coverage requirement in this application.

The landscape plan included with the proposed detailed site plan contains a Tree Canopy Coverage Schedule. The Schedule has been revised to reflect that 21,693 square feet of tree canopy coverage is required for the site and that 4,095 square feet is provided. As a result, a waiver of 17,598 square feet is requested.[1]

[1] There were twelve (12) street trees shown on the east side of Little Branch Run on the Infrastructure Detailed Site Plan (DSP-16029) which are included in the TCC Schedule. The tree canopy provided by these trees exceeded the requirements for the townhouse Detailed Site Plan (DSP-17044). The proposed roadway and associated pedestrian design prohibit the saving of 10 of the 12 existing trees. The southern most Quercus Phellos has been retained and the northermost tree was

Section 25-130 sets forth the criteria for approval of a waiver of the tree canopy coverage requirement. Each of the criteria is addressed below.

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

COMMENT: The site is unique in several respects. The property is a narrow site that sits between Little Branch Run and the platform of the West Hyattsville Metro Station. The property can be seen outlined in red on the aerial photograph below:

The property was not originally part of the Riverfront at West Hyattsville project. The original boundaries of the project were the consisted of the original Ginn's Paper warehouse, which shared a

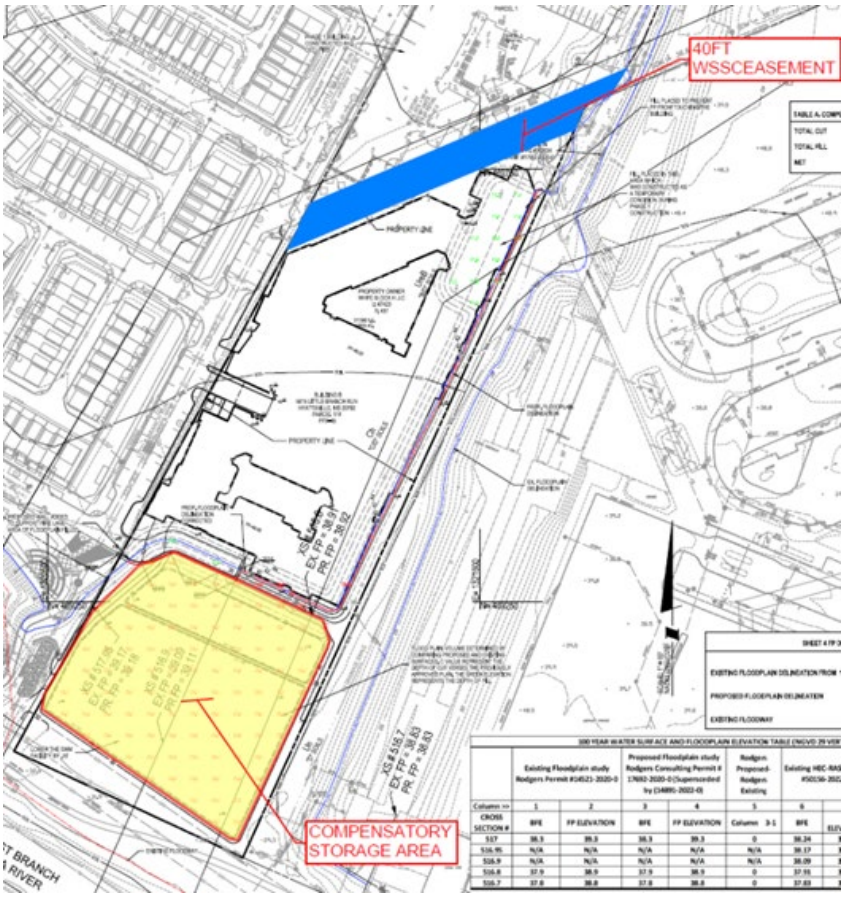
relocated due to utility conflicts. To account for the removal of these trees, 11 columnar trees have been proposed on the Subject Property adjacent to the right of way.

boundary with the abutting Queens Chapel drive-in movie theater. The drive-in can be seen on the 180 aerial photo below:

WMATA subsequently acquired the movie theater property and located the West Hyattsville Station such that approximately 5 acres of the land on the west side of the metro tracks were isolated from the remainder of the property and could only be accessed through the Ginn's Paper warehouse property. When the first phase of the project was designed, roadway access was provided to the WMATA property. On March 10, 2020, WMATA executed a lot line adjustment deed to create a separate parcel which could be conveyed as excess land. WAMTA determined the boundaries of the land which was outside its zone of influence and could be developed without impact to its existing operation. The property which was created by the lot line adjustment deed was conveyed to the Applicant on August 31, 2020. The constraints impacting the property include the narrow width, established by WMATA's determination of the area of land which would not impact its existing facilities and a major storm drain easement which extends along the northern boundary of the property which was conveyed to WSSC in 1960. Finally, the entire property was, at the time it was conveyed to the Applicant, impacted by 100-year floodplain. All these factors have a major impact on the site layout and the ability to satisfy the tree canopy coverage requirement.

First, as noted above, the northern boundary line is defined by an existing storm drain easement. The applicant has utilized this storm drain easement as a public benefit by extending a pedestrian pathway to an existing tunnel leading to the Metro Station. While this area is an attractive hardscape area, the easement largely restricts the ability to plant trees. The proposed building, and the already constructed building to the north of the storm drain easement, are placed to define this key pedestrian corridor. However, four trees have been provided within two alcoves created by the architecture.

Second, the southern boundary abuts the Northwest Branch Stream Valley Park owned by M-NCPPC. Since all the property is impacted by 100-year floodplain, compensatory storage was required to be provided. As part of the infrastructure improvements already made, the Applicant has raised 3.12 acres of the property out of the floodplain, with the remainder of the property providing compensatory storage and stormwater management. This area and an existing WSSC sewer line prevent planting trees in this area. Thus, once filled, the area available for development is less than 250 feet in width and must accommodate both the building and the parking garage. Within the footprint of the building are two courtyards which will be utilized as amenity space and will include as many trees as can be accommodated. However, all areas on the perimeter of the building are constrained as described above due to topography or other site limitations which make conformance to the tree canopy coverage requirements impossible. The storm drain easement on the north side of the Subject Property and the compensatory storage area on the southern side of the Subject Property can be seen on the exhibit below:



Third, the eastern boundary extends along the Metro rail line for its entire distance. As noted above, WMATA determined the area which could be developed without impacting its existing operations. The property which is the subject of this application is narrower than the property on which the building approved with DSP-20053, limiting the amount of land available for development.

Finally, the property is being developed in accordance with the Transit District Development Standards contained in the Transit District Development Plan ("TDDP") applicable to the West Hyattsville Metro Station. When the project was initially designed, the road network was established so

as not to land lock the land then owned by WMATA. Thus, as established, Little Branch Run formed the western boundary of the Subject Property. As such, the TDDP establishes build-to lines that place the buildings close to the street, with wide sidewalks. Due to the narrow distance between the existing street line and the building required by the TDDP, only street trees and a few other trees can be placed in this area. All of these factors limit the available area to meet the TCC requirements within the boundary of the Subject Property as a stand-alone parcel of land.

The Applicant submits that the topography (the property was completely in the 100-year floodplain prior to infrastructure improvements previously approved), and other stie limitations (narrow width determined by WMATA) and other site conditions (pre-existing sewer and storm drain easements) create restrictions such that full compliance with the requirements of the tree canopy coverage requirements is impossible or impractical.

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

COMMENT: As noted above, there are numerous restrictions on the ability to provide additional trees along the perimeter of the building. These restrictions related to existing easements, floodplain conditions or constrained space.

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

COMMENT: The planting of additional trees would result in the need to reduce the size of the building, which is not feasible given the small size of the property and the other development constraints noted above. Although planting trees would not result in the remove existing pavement use to meet other County Code requirements, the restrictions related to the compensatory floodplain storage and the prior storm drain easement are factors related to other code requirements which meet the intent of this criterion. It is further emphasized that the subject property is in the core of the Transit District, immediately abutting the platform of a Metro Station. The parcel previously owned by WMATA exhibits severe constraints that directly impact the ability to satisfy the tree canopy requirement.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and

COMMENT: The applicant is not proving more parking than is required for the proposed development, and the parking which is provided is within a parking garage. The TDDP does not contain a minimum parking requirement, it contains a maximum parking requirement. The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces is proposed. Thus, the inability to provide additional tree canopy coverage does not relate to over-parking the proposed development.

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

COMMENT: The TDOZ encourages dense development in the core of the Transit District. It requires buildings constructed close to the street to encourage a more urban, pedestrian friendly streetscape and it encourages buildings to occupy as much of the street frontage as possible. The

provision of compensatory floodplain storage is required for any development of the property. For these reasons, and in consideration of the applicable criteria, the waiver is the minimum necessary.

CONCLUSION

Based upon the above, due to the unique circumstances of the site, a waiver of the tree canopy coverage requirements applicable to the proposed detailed site plan is justified and support for the waiver is requested.

Respectfully Submitted

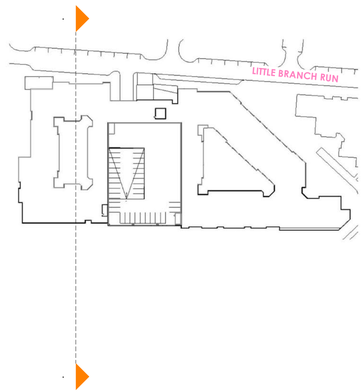
Thomas H. Haller, Esq.
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301)306-0033 (P)
thaller@gibbshaller.com

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND COUNTY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.

SITE SECTION SCALE: 1" = 20'-0"



N

10' 20' 40'
SCALE: 20'= 1'-0"

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182

P 703.556.9275
F 703.821.6976
www.dcsdesign.com

I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NUMBER 19156, EXPIRATION DATE 09.24.26.

PRINT DATE 12/10/2025 5:03:42 PM

ISSUE DATE

DSP SUBMISSION	06/11/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
SITE SECTION

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
A303

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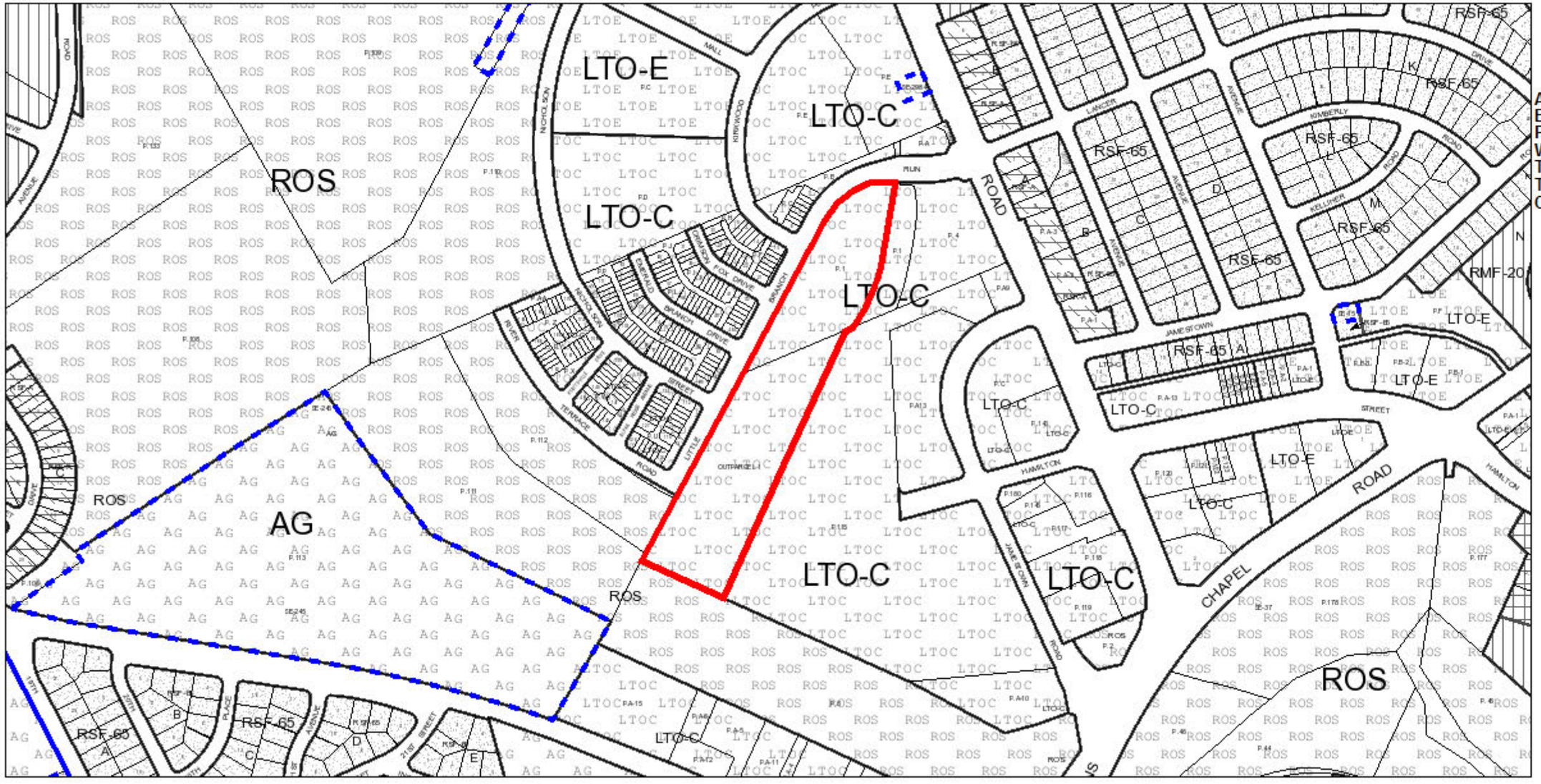


ZONING SKETCH MAP

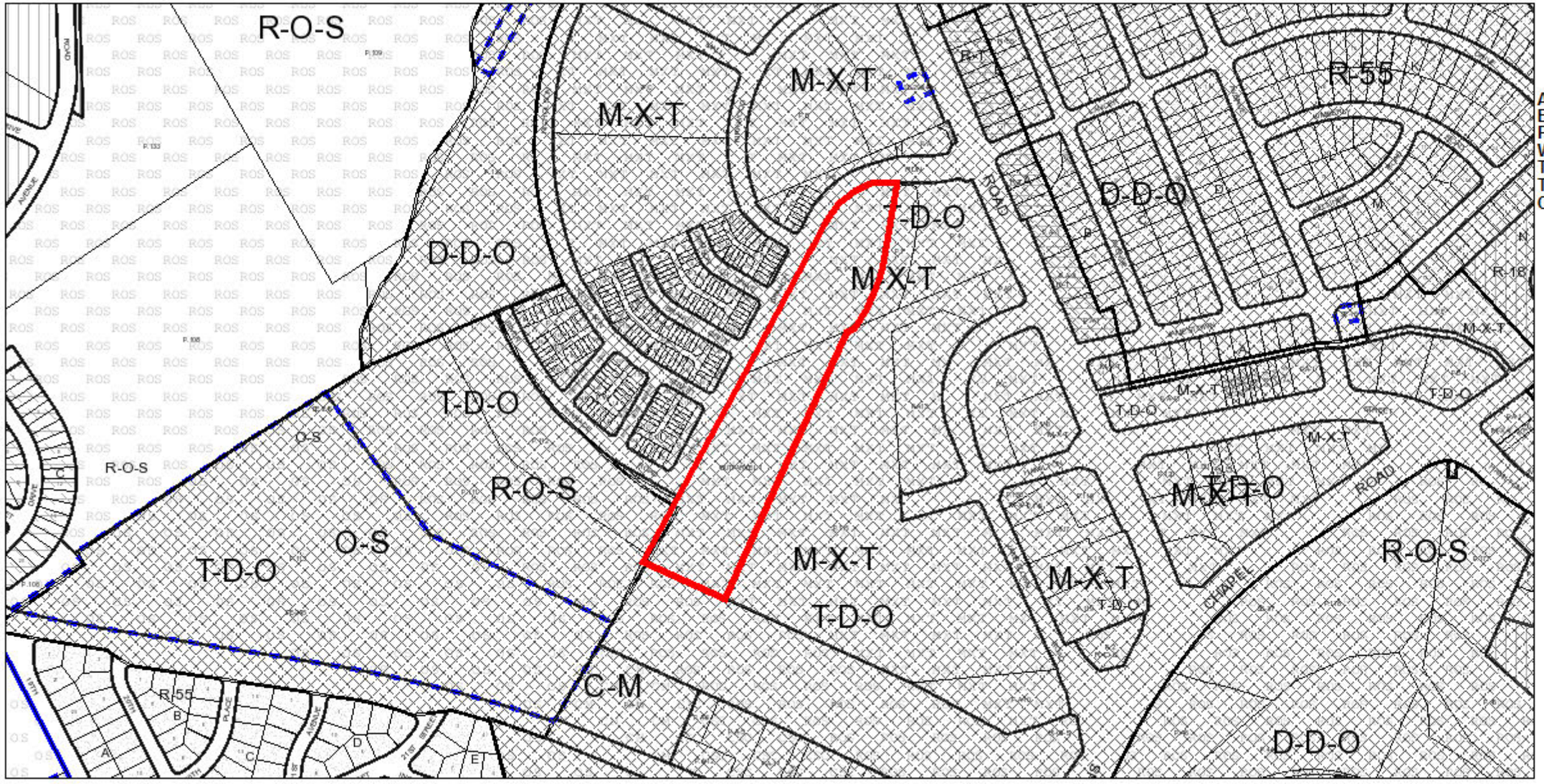
APP NO: DSP-20053-02
EXISTING ZONE: _____
PLANNING AREA: 68
WSSC GRID: 206NE02
TAX MAP: 41
TAX GRID: E4
COUNCIL DISTRICT: 2

0 420
ft

1 inch = 400 feet

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: 3/24/2025



PRIOR ZONING SKETCH MAP

APP NO: DSP-20053-02
EXISTING ZONE: _____
PLANNING AREA: 68
WSSC GRID: 206NE02
TAX MAP: 41
TAX GRID: E4
COUNCIL DISTRICT: 2

0 420
ft

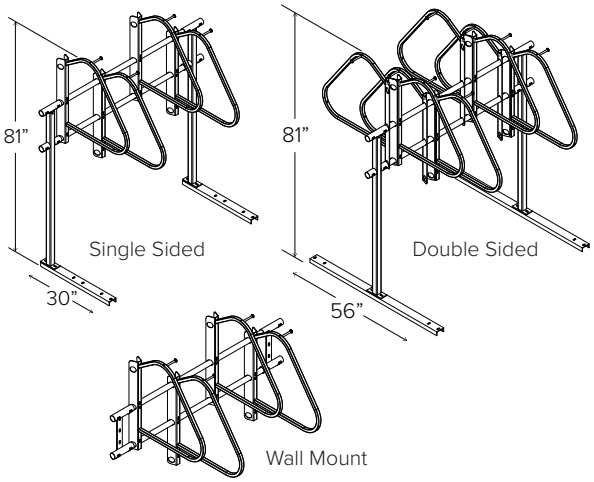
1 inch = 400 feet

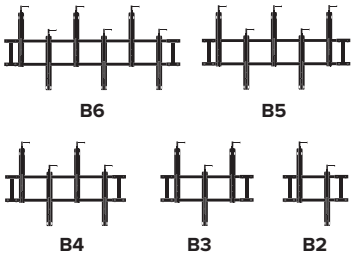
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: 3/24/2025

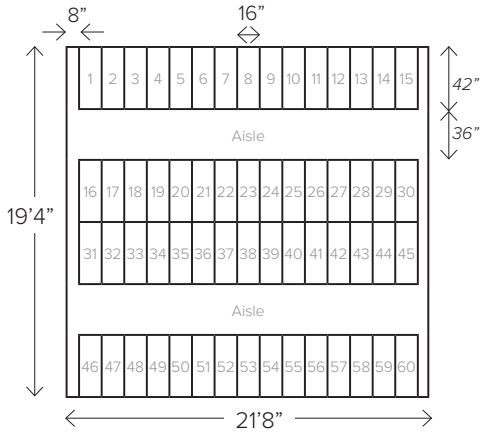
DERO A PLAYCORE Company | **Ultra Space Saver**™ Squared

Submittal Sheet





Ultra Space Saver Squared sections vary in length to fit most spaces



As a general guideline, the above space can fit approximately 60 bicycles.

The Ultra Space Saver Squared parks one bike every 16” with a typical bike extending out 42” from the wall.

CAPACITY

Modular construction
1 bike per arm

MATERIALS

Hanger: 1” square tube with steel slider head with tamperproof locking bolts.
Upright: 2” square tube.
Feet: AISI C3 x 4.1 galvanized steel channel.
Crossbeams: 2” sched. 40 galvanized pipe.

FINISHES

☐ **Black Powder Coat (Interior Use)**
Our interior powder coat finish assures a high level of adhesion and durability for indoor use by following these steps:
1. Sandblast
2. Final thick TGIC polyester powder coat

☐ **Black Powder Coat (Exterior Use)** Additional Cost
Our exterior powder coat finish assures a high level of adhesion and durability for outdoor or exposed air use by following these steps:
1. Sandblast
2. Epoxy primer electrostatically applied
3. Final thick TGIC polyester powder coat

MOUNT OPTIONS

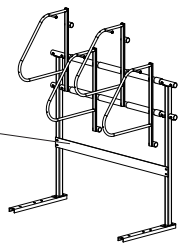
☐ **Floor mount**
Ultra Space Saver Squared have steel channel feet (30” for single sided and 56” for double sided units) which must be anchored to the floor.

☐ **Wall mount**
A wall mounted unit which contains special brackets is also available for CMU or solid concrete walls. Cannot be used on sheetrock without additional support.

WHEEL STOPS

☐ **Include wheel stops**

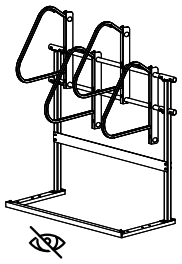
Optional wheel stops are available for both floor and wall mounted racks for an additional cost



CANE STOPS

☐ **Include cane stops**

Optional cane-detectable stops are available for both floor and wall mounted racks for an additional cost



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Example shown above is a 4-unit section.
Lengths may vary based on your space.

Ultra Space Saver Squared

Dero's Ultra Space Saver Squared offers high-security, vertical bike parking. Adjustable sliding arms make it easy for customers to best utilize their space. It also creates flexibility to make sure bike spacing follows city requirements as they evolve. Pipe-cutter resistant squared steel tubing makes the Ultra Space Saver Squared more secure than the original Ultra Space Saver.

Patent D774,441

©2021

Ultra Space Saver Squared

- Modular design fits nearly any space
- U-lock compatible
- Easy assembly
- Double your capacity
- Square tubing for greater security
- Spacing between arms can be varied

FINISH OPTIONS

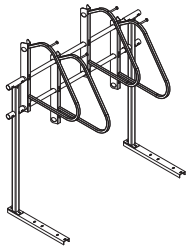
Galvanized

Powder Coat

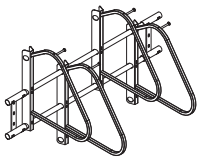
White	Black	Deep Red RAL 3003	Yellow RAL 1023
CNH Bright Yellow	Orange RAL 2004	Beige RAL 1001	Hunter Green RAL 6005
Light Green RAL 6018	Green RAL 6016	Sky Blue RAL 5015	Blue RAL 5005
Dark Purple	Flat Black	Wine Red RAL 3005	Iron Gray RAL 7011
Light Gray RAL 7042	Silver RAL 9007	Sepia Brown RAL 8014	Bronze

MOUNT OPTIONS

Floor



Wall



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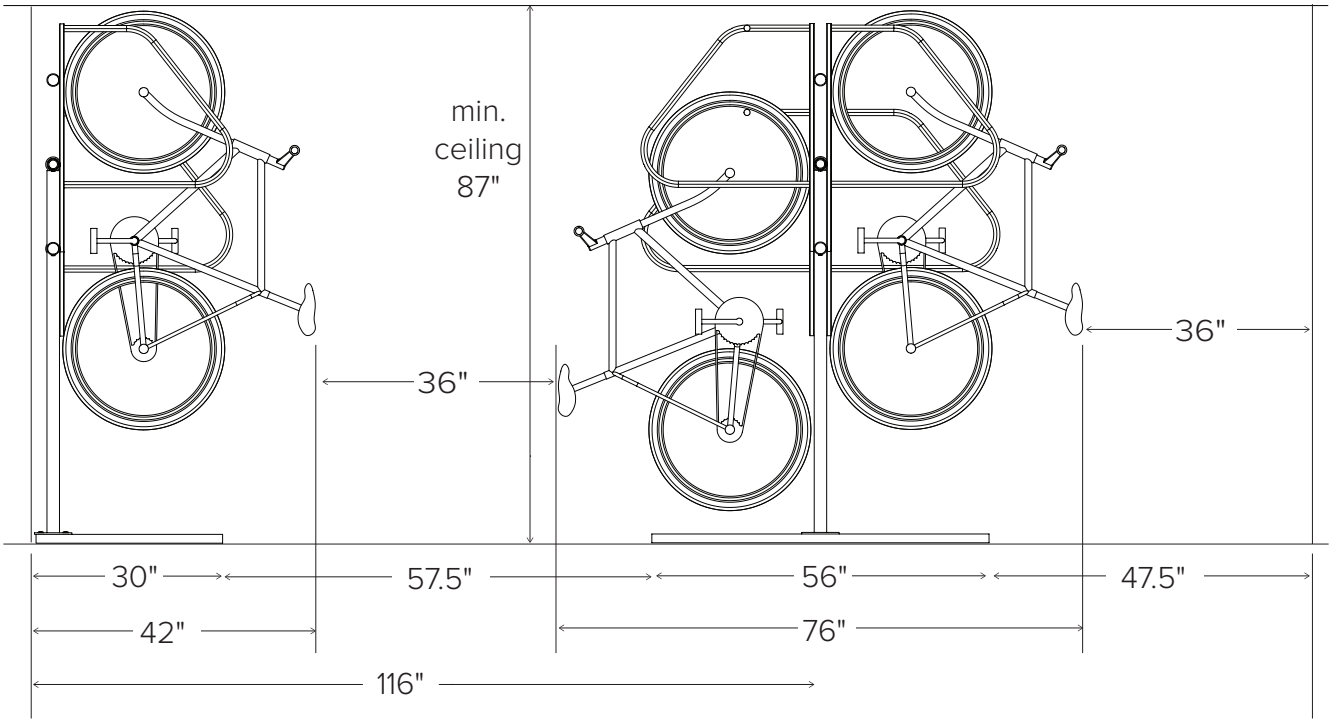

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The Ultra Space Saver Squared has several steps for installation. Note that the single and double sided setups and parts are different. Make sure you follow the instructions according to the model you ordered.

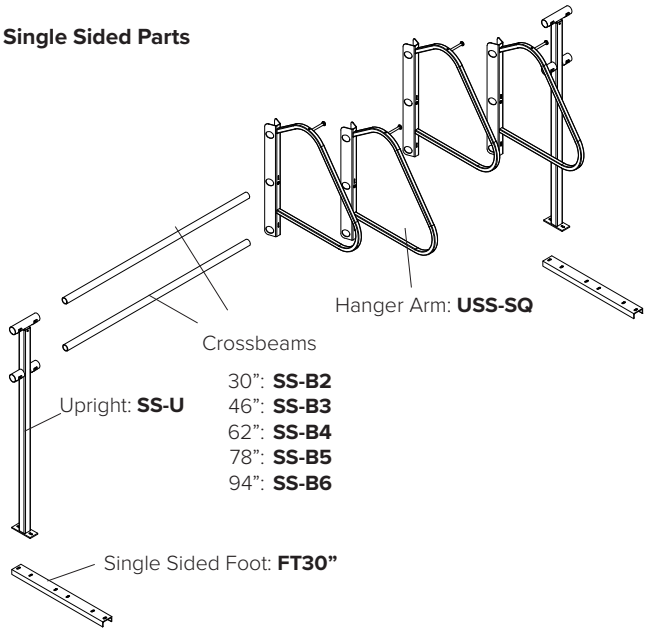
Recommended Base Materials:

Solid concrete is the best base material for installation. Make sure nothing is underneath the base material that could be damaged by drilling (i.e. post-tension cable). Use the 3.75” wedge anchors that are included to install the rack into the concrete (wall anchors are 3”).

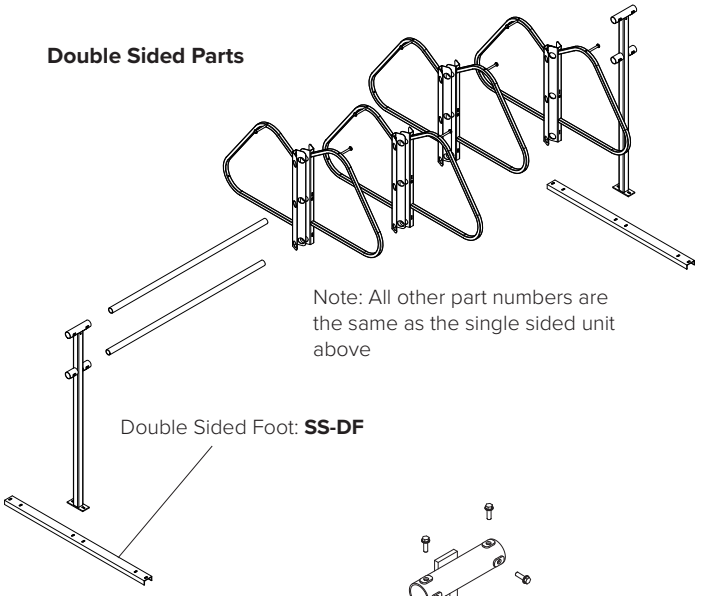
Installation:

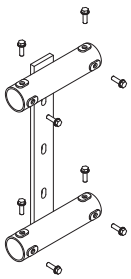
Sort out the parts to the rack and identify each of them accordingly. The 1” carriage bolts are for assembly of the rack and the 3.75” wedge anchors are for mounting the rack to the floor.

Single Sided Parts



Double Sided Parts

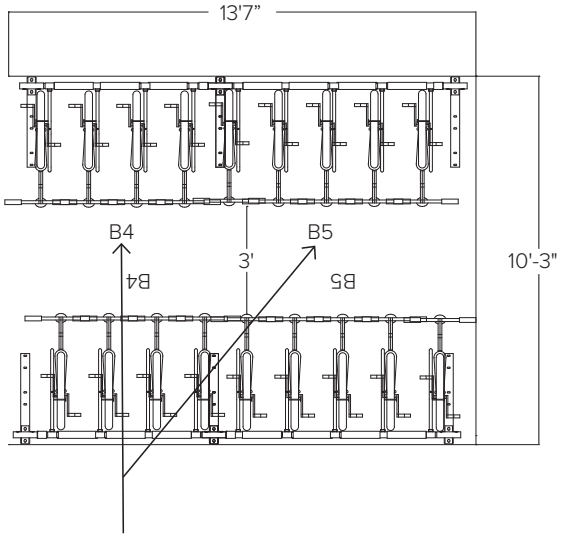




Wall Mounting Bracket (Wall Mounted Only): **SS-W**

Reading your Dero designed layout

Ultra Space Saver Squared come in varying configurations, making it **very important** that you carefully follow the layout provided by Dero when installing the racks. If you do not follow the diagram, you may well end up short of parts. The length of each Ultra Space Saver Squared unit is indicated by a number ranging from B2-B7 in the layout. This number corresponds to the length of crossbeams to be installed. In the example provided below the Ultra Space Saver Squared is to be installed starting with two B4 units, which have 62” crossbeams, followed by a B5, which has 78” crossbeams.



These numbers indicate the number of arms between brackets for each Ultra Space Saver Squared unit to be installed.

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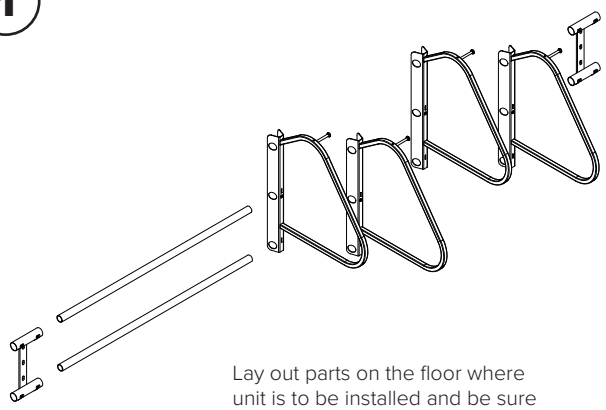
TOOLS NEEDED

9/16” Wrench/Socket
3/8” or 1/2” Masonry Drill Bit (Depending on anchor type)
Tape Measure
Drill (Hammer drill recommended)
Hammer
Level
Marker or pencil
Pin-in-hex tool (provided)

NOTE

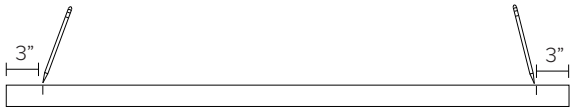
Before installing make sure the wall is strong enough to accommodate the rack fully loaded with bikes. Steel stud walls are not suitable for installation

1



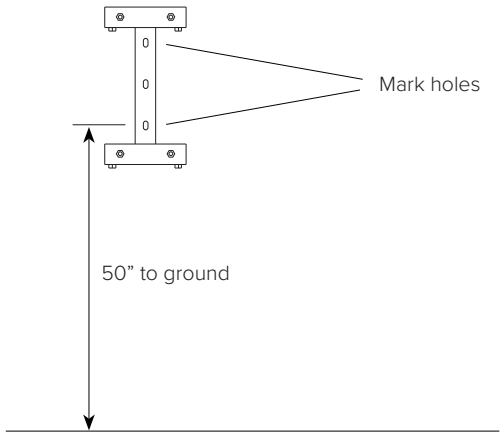
Lay out parts on the floor where unit is to be installed and be sure you have all necessary parts.

2



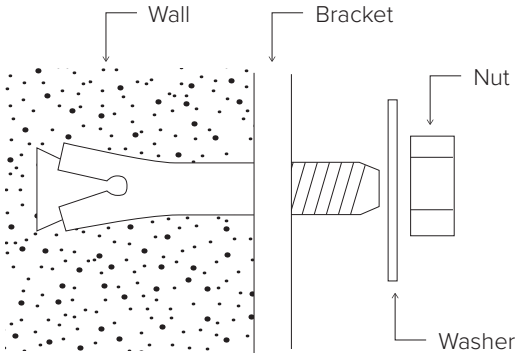
On crossbeams, Place a mark three inches from each end. This mark will show you how far to slide the crossbeam into the wall bracket.

3



Place first wall bracket on wall where you want to install the bike rack. The lowest hole of bracket should be 50” from the ground. Mark holes for drilling.

4



Drill Holes into wall, put the wall bracket back up and insert wall anchors through holes in bracket and set the anchors. For setting the anchors and diameter and depth of holes, follow instructions sent with the anchors. Make sure bracket is level.

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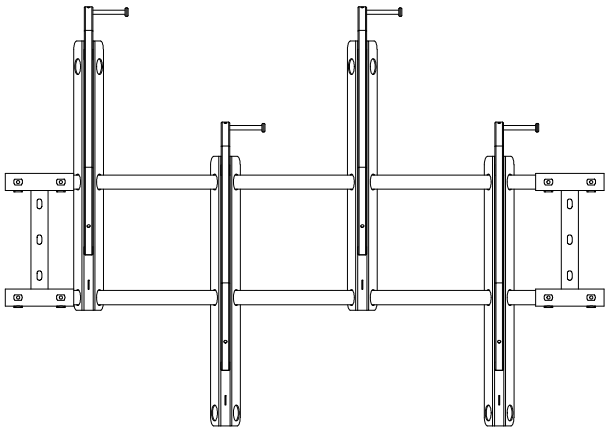
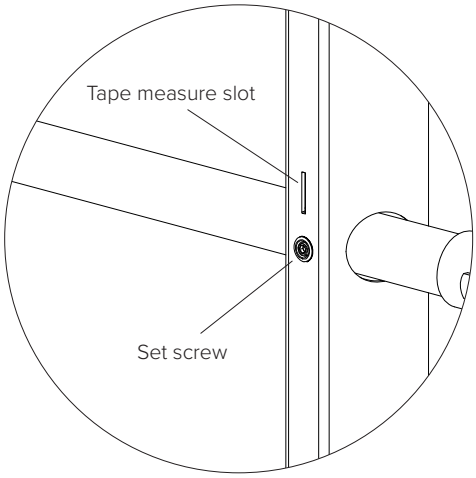
5



Stagger height of arms

Thread 3/8” by 3/4” tightening bolts into holes in bracket. Insert crossbeams into bracket. Slide on arms and make sure arms are staggered. Use provided security tool to secure the arms with the set screws 16” apart on-center. Install end bracket, making sure crossbeams are level.

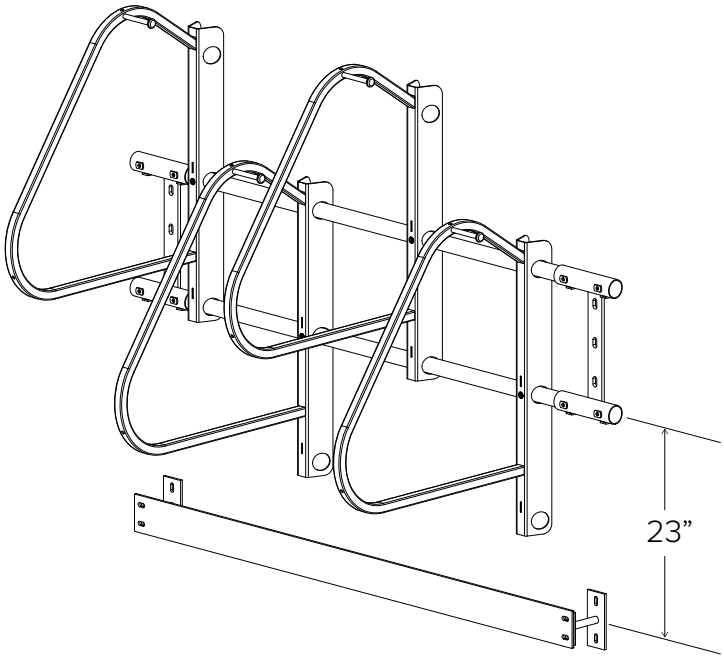


6

If installing more than one set of Ultra Space Saver Squared arms, continue from last installed wall bracket and repeat steps 3-5 above.

Optional Wheelstop

For the optional wall-mounted wheelstop, anchor the unit to the wall so that the center of the wheelstop bracket is 23” below the center of the bottom slot of the crossbeam bracket.



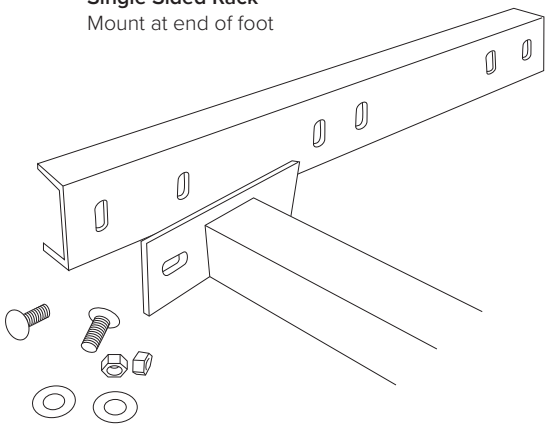
©2022

TOOLS NEEDED

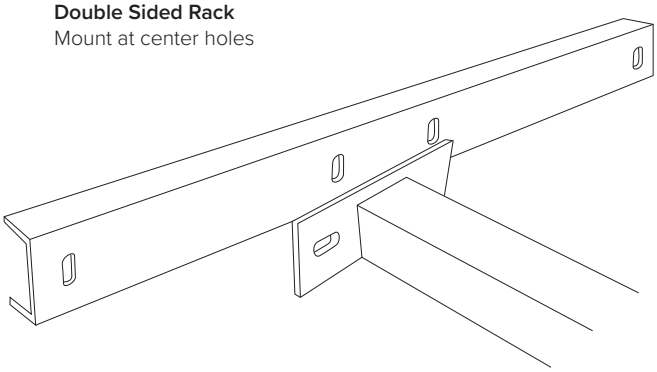
9/16” Wrench/Socket
3/8” Masonry Drill Bit
Tape Measure
Drill (Hammer drill recommended)
Hammer

1

Single Sided Rack
Mount at end of foot

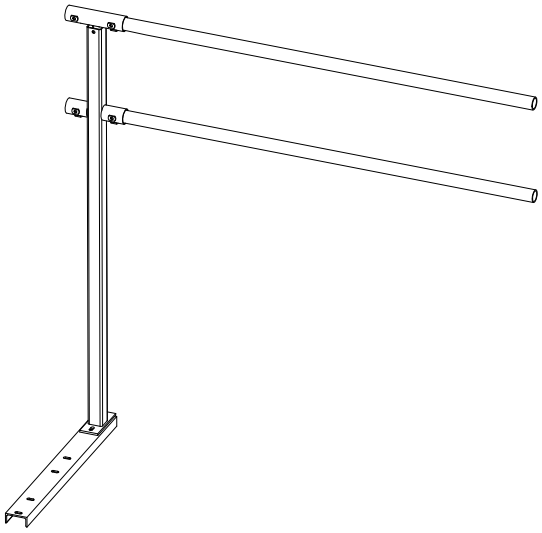


Double Sided Rack
Mount at center holes



Measure out space. Attach feet to uprights with carriage bolts provided.

2



Place crossbeams into brackets. Finger-tighten bolts to hold crossbeams loosely in place.

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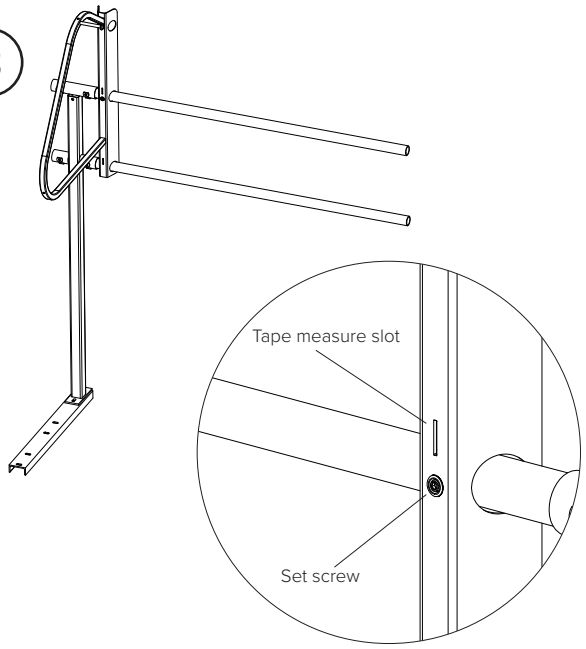
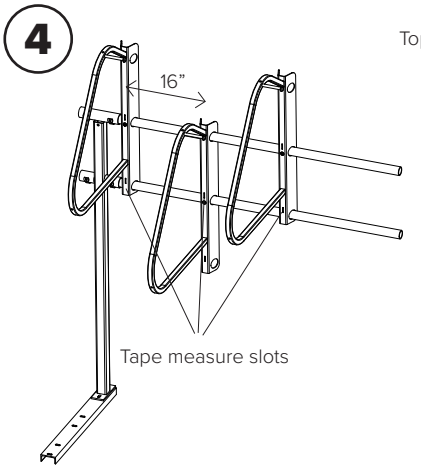
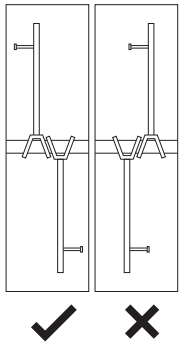
3



Carefully slide first hanger arm onto crossbeams. For single-sided racks leave a 3” space between the hanger arm and mounting bracket. Use the provided security tool to tighten set screw to hold hanger arm in place.

4

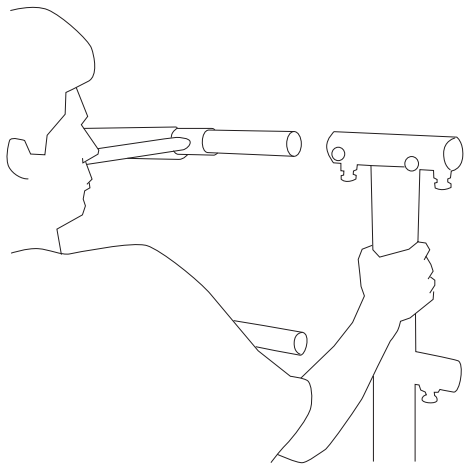




Gently slide on remaining arms making sure to stagger height of each arm and tighten each set screw. Standard spacing between arms is 16”. For double sided model slide arms on opposite each other. Repeat until the crossbeams are full.

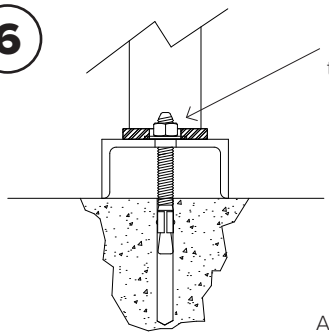
To avoid bicycle conflict on double sided units make sure each arm is installed to the right of its paired arm facing the opposite way (see diagram above).

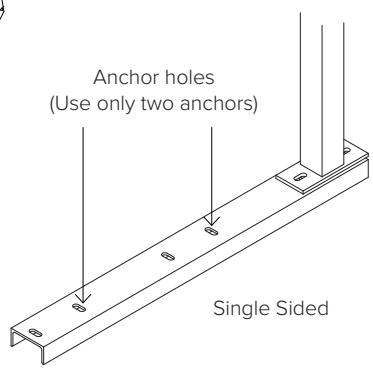
5



Attach the second upright. Tighten bolts to secure crossbeams in brackets. For add-on units repeat steps.

6





Anchor rack to floor with 3.75” wedge anchors.

See diagrams on ensuing page for instructions on installing the optional cane stops.

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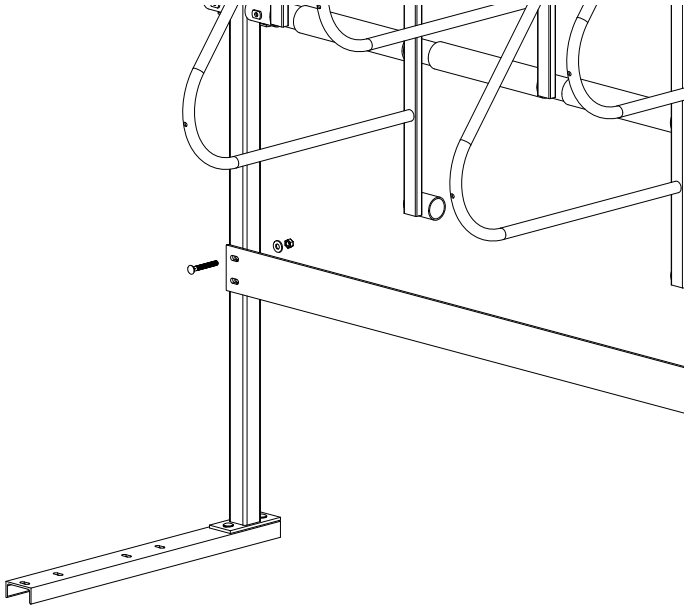
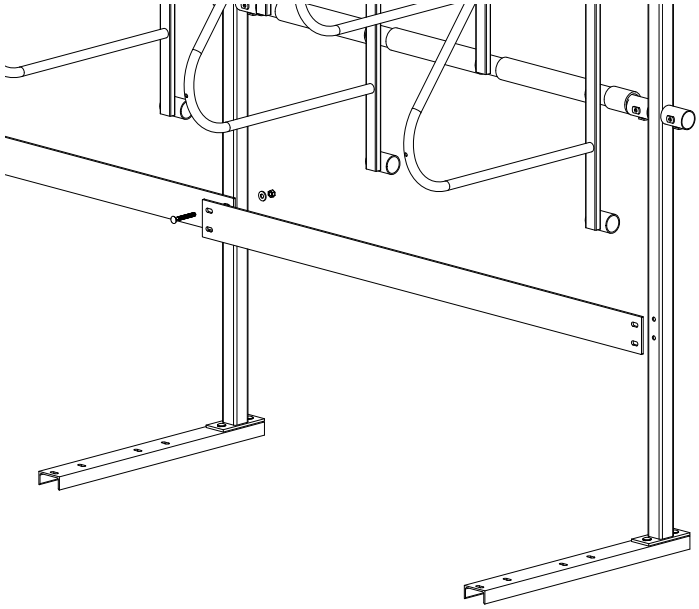
1



Attach tire stop to uprights with supplied hardware.

2



Continue attaching tire stops if using a modular system.

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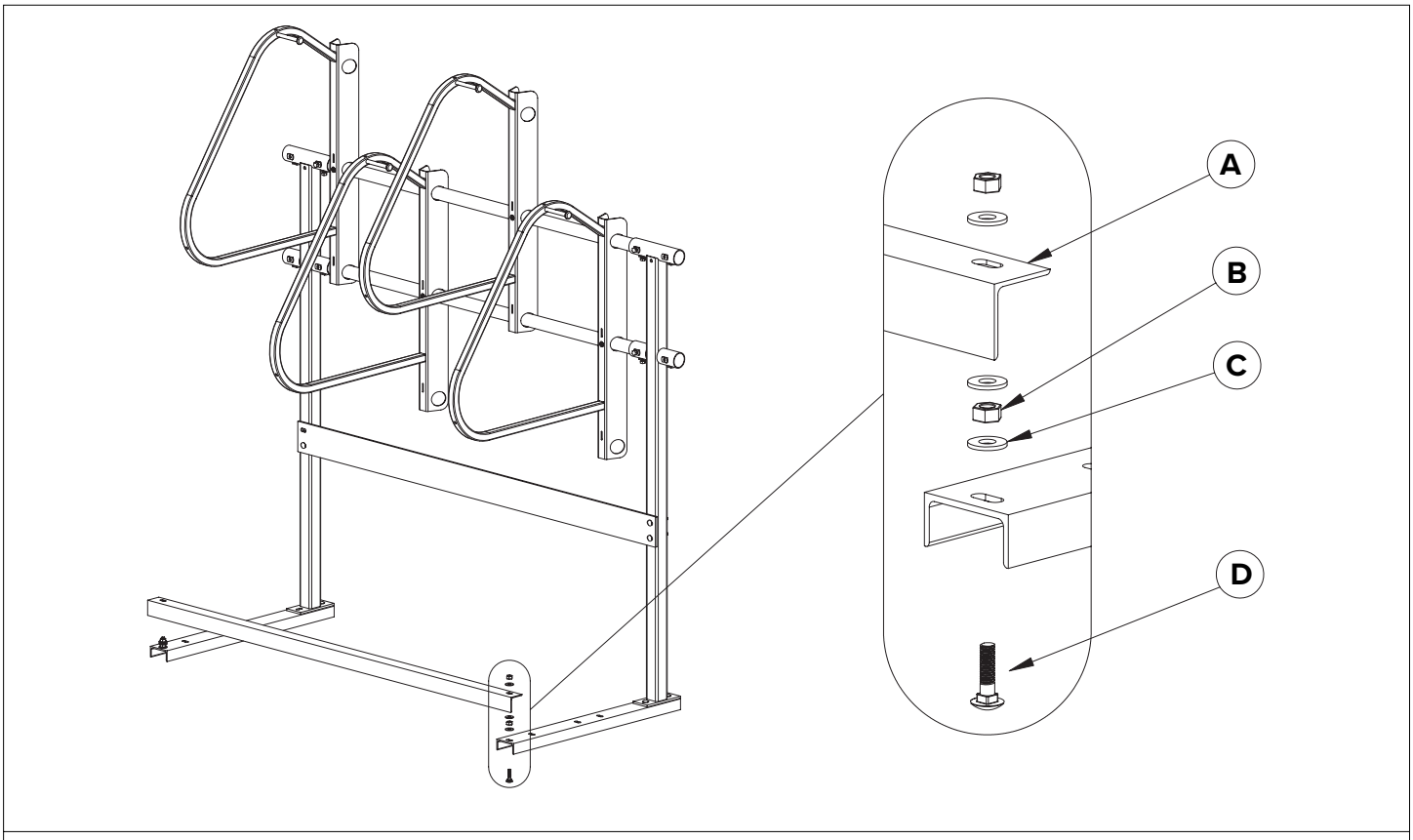
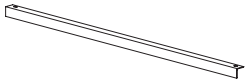
Instructions for **floor mounted** racks

See diagrams below for guidance on installing the optional cane stops onto floor mounted racks. In a run of multiple sections of racks, the cane stops will overlap at the anchoring points.





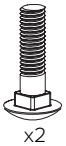
A Cane Stop

x4

B 3/8” Nut

x6

C 3/8” Washer



x2

D 3/8” x 1.5” Carriage Bolt

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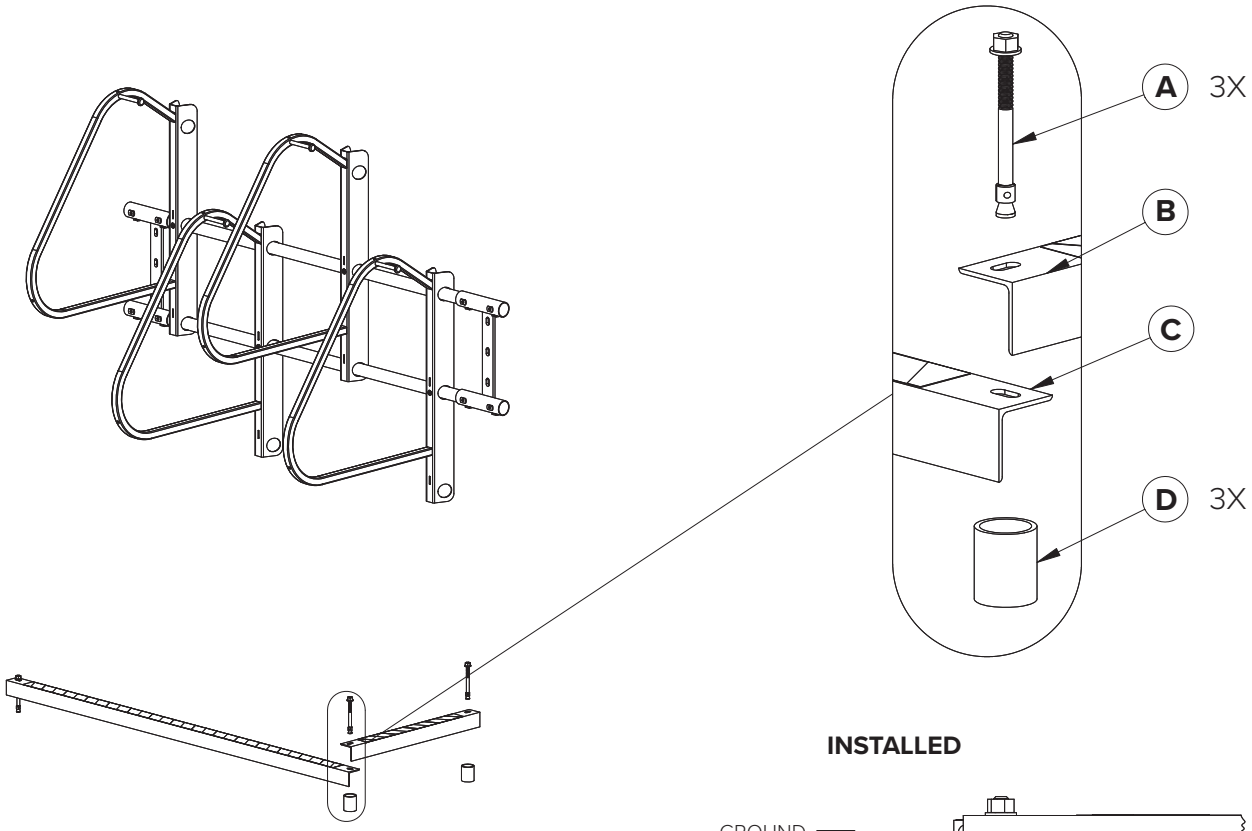
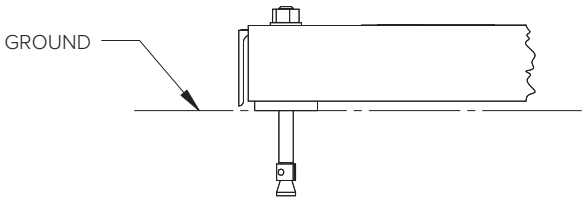
Instructions for **wall mounted** racks

See diagrams below for guidance on installing the optional cane stops onto floor mounted racks. In a run of multiple sections of racks, the cane stops will overlap at the anchoring points.



INSTALLED



A 3/8” x 5” Wedge Anchor

B Cane Stop End

C Cane Stop

D Riser

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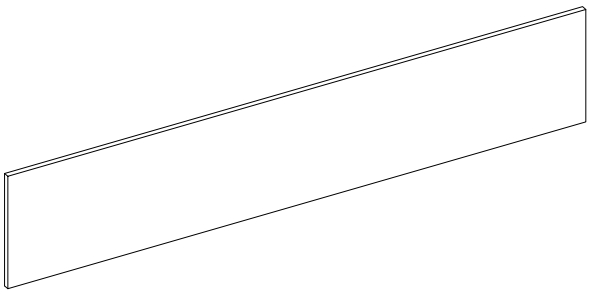
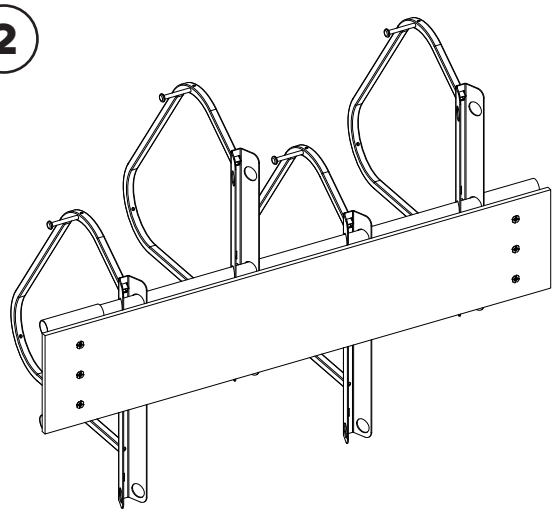
1



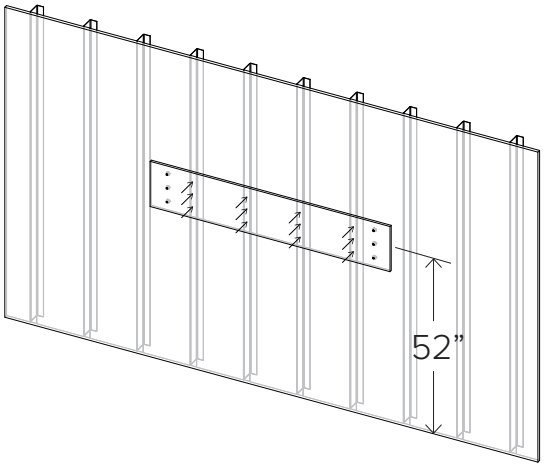
Use 3/4” x 16” board as a substrate to mount the racks. White Melamine board works well.

2



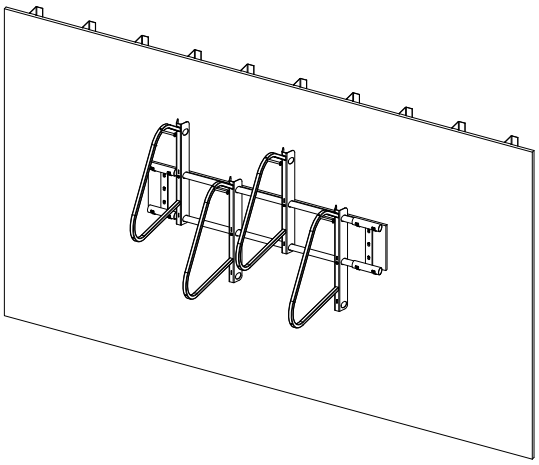
Lay out the wall mounting brackets on the board and mark the (3) holes per bracket on the board. Drill at marks with a 1/2” drill and press 3/8”-16 Tee Nuts in the back of the board.

3



Place the board on the wall and attach with (3) 3/16” x 3” self-drilling screws at each metal stud. The center of the board should be 52” from the ground. 4” wood screws may be used for wood studs.

4



Attach the USS racks to the board with (3) 3/8”-16 x 1” bolts and washers at each wall mounting bracket.

Dero is not responsible for verifying installation surface and location. Installer assumes all liability for secure installation.

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REFERENCE GRID

A B C D E F G H I J K L M N O

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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

CIRCULATION PLAN

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 60'	DATE: JAN. 2021
SHEET 1 OF 1	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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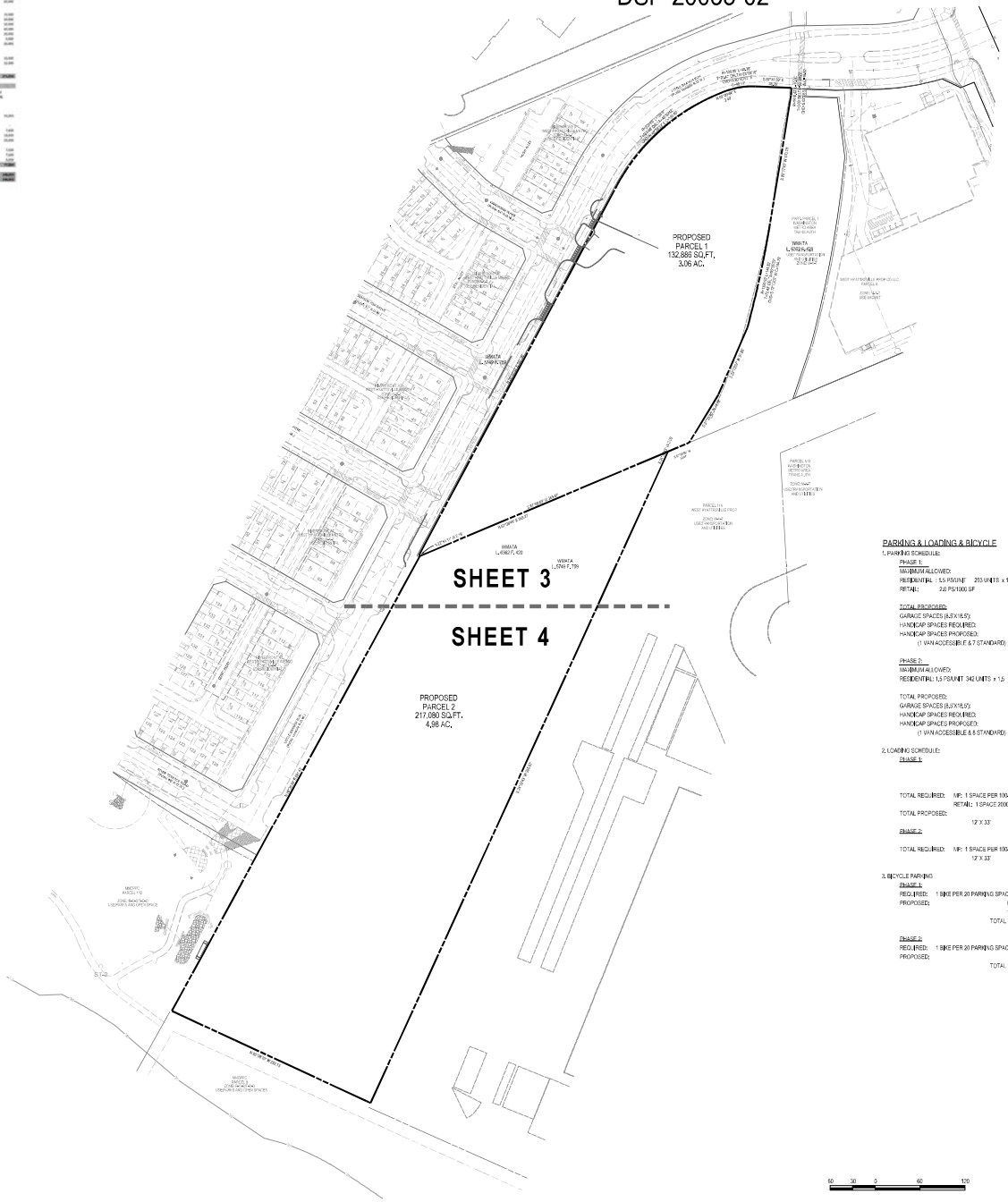
WEST HYATTSVILLE
DETAILED SITE PLAN - PHASE II
DSP-20053-02



SCALE: 1" = 60'

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2: APPROVAL SHEET
SHEET 3: PLAN VIEW
SHEET 4: PLAN VIEW

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15-/OVER 25% STEEP SLOPES
- NOISE CONTOUR

PARKING & LOADING & BICYCLE

1. PARKING SCHEDULE:

PHASE 1:

MAXIMUM ALLOWED:		447 SPACES
RESIDENTIAL: 1.5 PSUNIT	293 UNITS x 1.5	440 SPACES
RETAIL:	2.0 PS/1000 SF	7 SPACES
TOTAL PROPOSED:		296 SPACES
GARAGE SPACES (8.5'X18.5'):		290 SPACES
HANDICAP SPACES REQUIRED:		8 SPACES
HANDICAP SPACES PROPOSED:		8 SPACES
(1 VAN ACCESSIBLE & 7 STANDARD)		

PHASE 2:

MAXIMUM ALLOWED:		513 SPACES
RESIDENTIAL: 1.5 PS/UNIT	342 UNITS x 1.5	513 SPACES
TOTAL PROPOSED:		379 SPACES
GARAGE SPACES (8.5'X18.5'):		370 SPACES
HANDICAP SPACES REQUIRED:		8 SPACES
HANDICAP SPACES PROPOSED:		9 SPACES
(1 VAN ACCESSIBLE & 8 STANDARD)		

2. LOADING SCHEDULE:

PHASE 1:

		2 SPACES
TOTAL REQUIRED:	MF: 1 SPACE PER 100-300 UNITS	1
	RETAIL: 1 SPACE 2000SF-10000SF	1
TOTAL PROPOSED:		2 SPACES
	12' X 33'	

PHASE 2:

		2 SPACE
TOTAL REQUIRED:	MF: 1 SPACE PER 100-300 UNITS	1
	12' X 33'	

3. BICYCLE PARKING

PHASE 1:

REQUIRED:	1 BIKE PER 20 PARKING SPACES:	315 PS/20 OR 16 SPACES
PROPOSED:		60 SPACES INDOOR
		12 SPACES OUTDOOR
		TOTAL 72 SPACES

PHASE 2:

REQUIRED:	1 BIKE PER 20 PARKING SPACES:	379 PS/20 OR 19 SPACES
PROPOSED:		20 SPACES INDOOR
		TOTAL 20 SPACES

GENERAL NOTES:

1. PROJECT NAME: WEST HYATTSVILLE
2. GROSS ACREAGE: 8.04 AC +/- (M-X-T)
   100 YEAR FLOODPLAIN: 2.13 AC.
   NET ACREAGE: 5.91 AC (M-X-T)
3. EXISTING ZONING: M-X-T (MIXED USE - TRANSPORTATION ORIENTED) TDO
4. PROPOSED USE:
   PARCEL 1: 293 UNITS MULTIFAMILY AND 3,213 SQ.FT. RETAIL
   PARCEL 2: 342 UNITS MULTIFAMILY
5. PRIOR APPROVALS: 4-15020, 4-16146, 4-20040, AC-11003, CSP-60090, DSP-19029, DSP-20053 AND -01
6. PROPOSED NUMBER OF
   A. LOTS: 0
   B. PARCELS: 2
   C. OUTLOTS: 0
   D. OUTPARCELS: 0
7. PROPOSED DWELLING UNIT BY TYPE: 635 MULTIFAMILY DWELLING UNITS
   DENSITY CALCULATION: 635 DU/8.04AC= 79.06 DU/AC
   PHASE 1:
   STUDIO: 6 UNITS
   1 BEDROOM: 164 UNITS
   2 BEDROOM: 119 UNITS
   3 BEDROOM: 3 UNITS
   PHASE 2:
   STUDIO: 0 UNITS
   1 BEDROOM: 212 UNITS
   2 BEDROOM: 125 UNITS
   3 BEDROOM: 5 UNITS
8. GFA EXISTING: 0.0 SF
   GFA PROPOSED: PHASE 1 = 322,608 SF PAHSE 2 = 350,222 SF TOTAL = 672,830 SF
   PHASE 1:
   319,395 SF (RESIDENTIAL)
   3,213 SF (RETAIL)
   PHASE 2:
   350,222 SF (RESIDENTIAL)
9. FAR: / FOR ENTIRE RIVERFRONT AT WEST HYATTSVILLE (23.49 AC.)
   DSP-17044 410,934 SF
   DSP-20004 44,362 SF
   DSP-20053 322,908 SF
   DSP-20053-02 350,222 SF
   1,128,126 SF/1,023,224 SF = 1.1 FAR
10. PHASE 1: BUILDING HEIGHT: 58'-4", 5 STORIES
    PHASE 2: BUILDING HEIGHT: 58'-4", 5 STORIES
11. WSSC 200 FT REF: 207 NE 02, 208NE02
12. TAX MAP: 41, E4
    GRID: A-2
13. AVIATION POLICY AREA: N/A
14. EXISTING WATER/SEWER DESIGNATION: W-3 & S-3
15. PROPOSED WATER/SEWER DESIGNATION: W-3 & S-3
16. STORMWATER MANAGEMENT CONCEPT # 3815-2021 AND APPROVAL DATE:
17. PUBLIC UTILITY EASEMENT: VARIATION REQUESTED DURING PPS
18. MANDATORY PARK DEDICATION: PROPOSING ON-SITE FACILITIES
19. NO CEMETERIES EXIST ON OR CONTIGUOUS TO PROPERTY.
20. NO HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
21. STREAM AND WETLAND ARE NOT PRESENT ON SITE.
22. 100 YEAR FLOODPLAIN: 2.13 AC+/-
23. SITE IS NOT WITHIN CHESAPEAKE BAY CRITICAL AREA
24. SOURCE OF TOPOGRAPHY: SOLTESZ
25. APPLICANT:
    c/o GILBANE DEVELOPMENT COMPANY
    WHPC BLOCK 3, LLC & WHPC BLOCK 4, LLC,
    1100 NORTH GLEBE ROAD, SUITE 1000
    ARLINGTON, VA, 22201
26. 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
27. 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).
28. THE APPLICANT SHALL CONFORM TO CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGES COUNTY CODE.
29. THE APPLICANT SHALL CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7556
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	DESCRIPTION	BY	DATE
2	RESUBMITTED PER 2ND ACCEPTANCE LETTER DATED 10/28/21	KOR	09/24/2021
1	ACCEPTANCE LETTER	SJB	09/08/2021
NO.	REVISION	BY	DATE

M-NCPPC APPROVED

Date: 12/11/2025

M-NCPPC
Maryland-National Capital Park and Planning Commission
Prince George's County, Maryland
Development Review Division

STATE OF MARYLAND
CHRISTOPHER M. SOLTESZ
No. 21431
REGISTERED LANDSCAPE ARCHITECT

12/11/2025

M-NCPPC UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR IS OT DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND WELL IN ADVANCE OF THE START OF CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY IMMEDIATELY IF CLEARANCES ARE LESS THAN SHOWN OR THERE IS ANY CONFLICT. UNLESS OTHERWISE NOTED, IF CLEARANCES ARE LESS THAN 12", OR 24" FOR STORM DRAIN OR WATER LINES, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

COVER SHEET

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CIRCLE WITH ELEVEN SIDES | PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 207NE02, 208NE02	
SITE DATA: HORIZONTAL: NAD83, VERTICAL: NAVD1988	
1" = 60'	DATE: APRIL, 2021
SHEET 1 OF 4	DESIGNED: KOR; TECHNICIAN: KOR; CHECKED: CJB; CAD STD'S / FILENAME: VB / NCS
PROJECT NO.: 07066-06-00	

P:\07\066\06\Engineer\Sheet_Files\Site Phase II\DSP_01.dgn Scale= 60.0000 ot / in, User= yoh, PLTdrvr= PDF_Grey_150, plotby Pen= TEXT_SUBLIST 12/11/2025 8:43:33 AM

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CERTIFICATE OF APPROVAL

WEST HYATTSVILLE PROPERTY
DSP-20053

The resolution for this Detailed Site Plan was approved on December 16, 2021, in conjunction with Alternative Compliance AC-21023, by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-144, which contains the conditions listed below:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

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

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional five-to-one credit, as necessary.

      (2) Add the additional standard TCP2 notes regarding the use of five-to-one onto the TCP2.

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

   e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

   g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

   h. Update the bicycle parking information in the parking garage to 40 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of buffer yard, provided building setback, provided landscape yard, and number of proposed plant units.

   j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

   k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

This approval includes:

1	Cover Sheet
1	Approval Sheet
2	Detailed Site Plans
5	Detail Sheets (including signage)
12	Landscape Plans
10	Architectural Floor Plan and Elevation Sheets
5	Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 6 years, until December 16, 2027, or as provided for in Section 27-17-548.08 (TDOZ)(c) of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 10/15/24 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack (Digitally signed by Jill Kosack, Date: 2022.03.25 16:04:54 -05'00')
Jill Kosack, Acting Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE
DSP-20053-01

This amendment to a Detailed Site Plan was approved on October 15, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code.

The purpose of this amendment is to increase the face area on one of the approved wall signs, from 30 square feet to 54 square feet, and to add solar panels to the roof of the parking garage.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the prior Prince George's County Zoning Ordinance. The conditions of the original approval, dated December 16, 2021, shall remain in full force and effect.

This approval includes:

1	Cover Sheet
1	Approval Sheet
4	Detailed Site Plans
4	Detail Sheets
1	Architectural Elevation
2	Signage Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 10/17/2024 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Lakisha Hull (Digitally signed by Lakisha Hull, Date: 2024.10.17 07:58:52 -04'00')
Lakisha Hull, AICP, LEED AP BD+C
Planning Director
Prince George's County Planning Department

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

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2	RESUBMITTED DETAILED SITE PLAN & SIGN PLAN	KW	08/21/2025
1	ADDED SIGNAGE	SB	09/06/2024
NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND AT ALL POINTS OF CONSTRUCTION CONFLICT. CONTACT THE UTILITY LOCATION SERVICE AT 811 OR 1-800-257-7777 FOR THE STATE OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN OR THERE ARE OTHER UTILITIES INVOLVED, WHETHER OR NOT LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THE PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GLBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND — JOHN WILLIAM KOSKO — PROFESSIONAL ENGINEER

12/12/2025

APPROVAL SHEET

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (10TH ELECTION DISTRICT) PARCEL RECORDED IN COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY(S): MA-TDOD
WSSC GRID SHEET: 200NE02, 207NE02	
SITE DATA: HORIZONTAL: NAD83, VERTICAL: NGVD1929	
SCALE: AS SHOWN	DATE: APRIL, 2021
	DESIGNED: KW
	TECHNICIAN: KW
	CHECKED: DJB
SHEET 2 OF 4	CAD STD'S / FILENAME: VB / NCS
PROJECT NO.: 0706-0600	

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AGER ROAD
(Public variable R.O.W)
PRINCE GEORGE'S CO. R/W PLAT NO 517
LITTLE BRANCH RUN
(PUBLIC VARIABLE R.O.W.)
KIRKWOOD PLACE
(PUBLIC 74' R.O.W.)
CRIMSON FOX DRIVE
(PUBLIC 52' R.O.W.)
HISHER ALLEY
STILL ALLEY
PROPOSED
PARCEL 1
132,886 SQ.FT.
3.06 AC.
MATCHLINE
SEE SHEET 4
MATCHLINE
SEE SHEET 4
SCALE: 1" = 30'
MBR-4
MBR-1D
MBR-1C
PARKING GARAGE
79,560 GFA
MEDICAL OFFICE
BUILDING
FFE=47.03
44,362 GFA
WEST HYATTSVILLE PROP CO LLC
PARCEL 8
L. 37453 F. 103
ZONE: M-X-T
USE:VACANT
PARCEL X13
WASHINGTON
METRO AREA
TRANS AUTH
L. 05817 F. 737
ZONE: M-X-T
USE:TRANSPORTATION
AND UTILITIES
PARCEL 114
WEST HYATTSVILLE PROP
L. 44201 F. 271
ZONE: M-X-T
USE:TRANSPORTATION
AND UTILITIES
RIVERFRONT AT
WEST HYATTSVILLE METRO
ZONE: M-X-T
USE:RESIDENTIAL
EXISTING
PARCEL 2
PLAT ONE
WEST HYATTSVILLE PROP CO LLC
P.B. 202 PG. 14
L. 37453 F. 103
EXISTING
PARCEL 3
PLAT ONE
WEST HYATTSVILLE PROP CO LLC
P.B. 202 PG. 14
L. 37453 F. 103
PR. GARAGE
FFE=47.0
PR. ENTRANCE SIGN
LOCATION SEE LANDSCAPE
PLANS FOR DETAILS
PROP. FENCE
PET
WASTE
STATION
DIRECTIONAL
SIGNAGE FOR
BIKE STORAGE
AMENITY
AREA
PLAZA
AREA
BIKE
RACKS
(6 SPACES)
PROP.
TENCE
WSSC EASEMENT
(WIDTH VARIES)
LIBER 1882 FOLIO 340
EXISTING 8" WSSC
PROP. 8" WSSC
PROP. 12" WSSC
EXISTING 12" WSSC
PROP. 6" WSSC
EXISTING 6" WSSC
PROP. 4" WSSC
EXISTING 4" WSSC
PROP. 2" WSSC
EXISTING 2" WSSC
PROP. 1" WSSC
EXISTING 1" WSSC
PROP. 10" WSSC
EXISTING 10" WSSC
PROP. 16" WSSC
EXISTING 16" WSSC
PROP. 24" WSSC
EXISTING 24" WSSC
PROP. 30" WSSC
EXISTING 30" WSSC
PROP. 36" WSSC
EXISTING 36" WSSC
PROP. 42" WSSC
EXISTING 42" WSSC
PROP. 48" WSSC
EXISTING 48" WSSC
PROP. 54" WSSC
EXISTING 54" WSSC
PROP.

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 3

LITTLE BRANCH RUN HAS BEEN CONSTRUCTED AND IS AWAITING RELEASE FROM FINAL PERMIT

LOADING ZONE

OVERHEAD DOOR

GARAGE ENTRANCE

BIKE STORAGE 20 PARKINGS

BIKE REPAIR

TRASH/UTILITY SPACE

SEE A101 FOR PARKING DIMENSIONS

PROPOSED PARKING STRUCTURE

PROPOSED FIRE LANE

EX DRAINAGE SWALE

RIVERFRONT AT HYATTSVILLE METRO
ZONE: MUI
USE:RESIDENTIAL
L. 37403 F. 103

RIVER TERRACE ROAD (Public-48' R.O.W.)

LITTLE BRANCH RUN (Public-variable R.O.W.)

50' EASEMENT

PARCEL 119
WEST HYATTSVILLE PROP
L. 44201 F. 571
ZONE: MX-T-D-O
USE: TRANSPORTATION AND UTILITIES

EXISTING STORMWATER POND

MNCPPC
PARCEL 112
L. 00073 F. 265
ZONE: R-O-S/T-D-O
USE:PARKS AND OPEN SPACE

BIORETENTION POND PARTIALLY CONSTRUCTED IN

BIORETENTION POND

EXISTING
P/O PARCEL 114
WEST HYATTSVILLE PROP CO LLC
L. 44201 F. 571
ZONE: MX-T/T-D-O

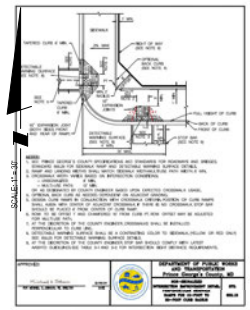
PROPOSED
PARCEL 2
217,080 SQ.FT,
4.98 AC.

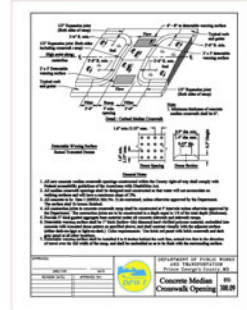
EXISTING TRAIL CONNECTION

WSSC EASEMENT

MNCPPC
PARCEL 8
ZONE: R-O-S/T-D-O
USE:PARKS AND OPEN SPACES

EX. SEWER MH E-1





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www.solteszco.com

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2	INCLUDES PUBLIC ROAD IMPROVEMENTS PER DOT SHA	KSK	09/01/2022
1	ADDRESS CHANGES	SJB	05/06/2021
NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

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OWNER / DEVELOPER / APPLICANT

c/o CLB&E DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON, VA. 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND — JOSEPH S. WOLOSZYN — 21677 — REGISTERED PROFESSIONAL ARCHITECT

12/12/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (10TH ELECTION DISTRICT) / PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP 41, E4	ZONING CATEGORY(S) MA-TTOD
WSSC 200' SHEET 200NE02 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL, 2021
SHEET 4 OF 4	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S / FILENAME: VB / NCS
PROJECT NO. 0706-0600	

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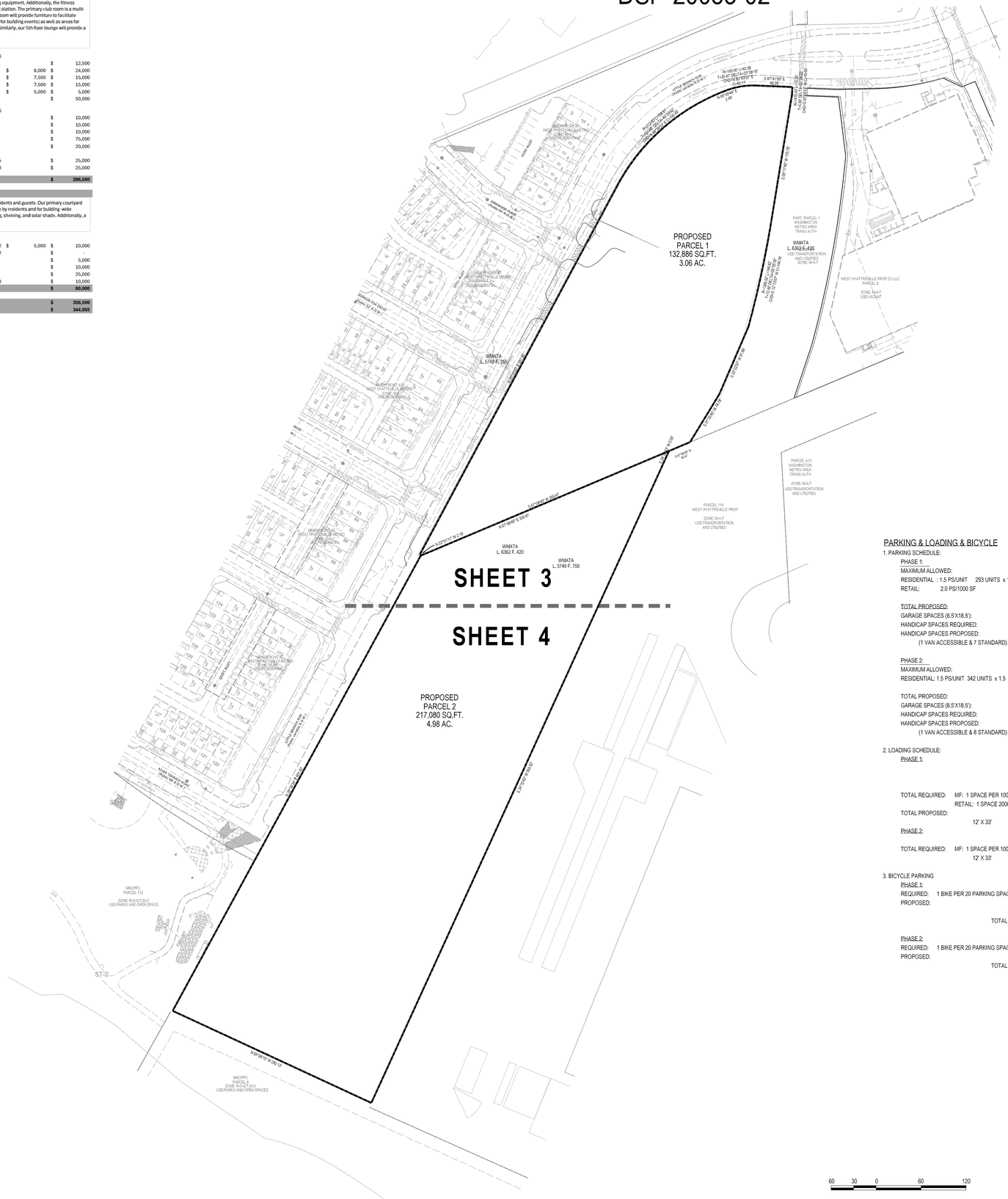
WEST HYATTSVILLE
DETAILED SITE PLAN - PHASE II
DSP-20053-02

Amenity	Size/Count	Unit Cost	RFA value
Indoor			
Indoor amenities include a fitness center, club room, bike storage and repair equipment, and a 5th floor lounge. The fitness center will include a variety of cardio and strength training equipment. Additionally, the fitness center will provide temporary storage for residents and a bottle filling station. The primary club room is a multi-use room that will be a space for entertaining and working. The club room will provide furniture to facilitate social gatherings (gaming, music, TV, and limited kitchen equipment for building events) as well as areas for work from home use (desks, private offices and conference space). Similarly, our 5th floor lounge will provide a variety of furniture for gathering and working.			
Fitness Center Equipment	1,426		
Storage / Water / Audio Visual			$ 12,500
Treadmill	3	$ 8,000	$ 24,000
Elliptical	2	$ 7,500	$ 15,000
Bike	2	$ 7,500	$ 15,000
Rower	1	$ 5,000	$ 5,000
Strength Training (various)			$ 50,000
Club Room	1,596		
Art			$ 10,000
Equipment			$ 10,000
Gaming			$ 10,000
Furniture			$ 75,000
Audio Visual			$ 20,000
Bike Racks + Repair Station	335		$ 25,000
5th Floor Lounge Furniture	588		$ 25,000
Total Indoor			**$ 296,500**
Outdoor			
The property will have two private courtyards for exclusive use by residents and guests. Our primary courtyard will be designed for activity and include grill stations and a bar for use by residents and for building-wide events. The bar will be a permanent structure and will provide seating, shelving, and solar shade. Additionally, a 5th floor terrace will have a variety of seating and gathering spaces.			
Grill Stations	2	$ 5,000	$ 10,000
Bar/Entertainment Area	622		$ -
Seating			$ 5,000
Lighting			$ 10,000
Bar Structure			$ 25,000
5th Floor Terrace Furniture	848		$ 10,000
Total Outdoor			**$ 60,000**
Total Recreational Facilities Requirement			**$ 356,500 $ 344,955**


PROPOSED PARCEL 1 132,886 SQ.FT. 3.06 AC.
PROPOSED PARCEL 2 217,080 SQ.FT. 4.98 AC.
SHEET 3
SHEET 4
WMATA L. 6362 F. 420
WMATA L. 5749 F. 759
WMATA L. 6362 F. 420
WEST HYATTSVILLE PROP CO LLC PARCEL 6 ZONE: M-X-T USE:VACANT
PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH
PARCEL A13 WASHINGTON METRO AREA TRANS AUTH ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES
PARCEL 114 WEST HYATTSVILLE PROP ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES
MNCPPC PARCEL 112 ZONE: RA/O-ST-D-O USE:PARKS AND OPEN SPACE
MNCPPC PARCEL 1 ZONE: RA/O-ST-D-O USE:PARKS AND OPEN SPACES
WEST HYATTSVILLE PROP CO LLC PARCEL 5 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 4 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 3 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 2 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 1 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 7 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 8 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 9 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 10 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE PROPERTY
DSP-20053

The resolution for this Detailed Site Plan was approved on December 16, 2021, in conjunction with Alternative Compliance AC-21021, by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-144, which contains the conditions listed below:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

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

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

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

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

   e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

   g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

   h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

   j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

   k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

This approval includes:

1 Cover Sheet
1 Approval Sheet
2 Detailed Site Plans
5 Detail Sheets (including signage)
12 Landscape Plans
10 Architectural Floor Plan and Elevation Sheets
5 Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 6 years, until December 16, 2027, or as provided for in Section 27-27-548.08 (TDOZa) of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 02/25/22 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack Digitally signed by Jill Kosack Date: 2022.02.25 15:04:54 -05'00'

Jill Kosack, Acting Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE
DSP-20053-01

This amendment to a Detailed Site Plan was approved on October 15, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code.

The purpose of this amendment is to increase the face area on one of the approved wall signs, from 30 square feet to 54 square feet, and to add solar panels to the roof of the parking garage.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the prior Prince George's County Zoning Ordinance. The conditions of the original approval, dated December 16, 2021, shall remain in full force and effect.

This approval includes:

1 Cover Sheet
1 Approval Sheet
4 Detailed Site Plans
4 Detail Sheets
1 Architectural Elevation
2 Signage Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 10/17/2024 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Lakisha Hull (Oct 17, 2024 10:07 EDT)

Lakisha Hull, AICP, LEED AP BD+C
Planning Director
Prince George's County Planning Department

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

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NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAMILY DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND · DAVID JOHN BOGEL · NO. 3265 · LANDSCAPE ARCHITECT

6/25/2025

APPROVAL SHEET

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT; PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = ____	DATE: APRIL 2021 DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S, VERSION: V8 / NCS
SHEET 2 OF 4	
PROJECT NO. 0706-06-00	

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7/14/2025

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MATCHLINE SEE SHEET 3

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LITTLE BRANCH RUN HAS BEEN CONSTRUCTED AND IS AWAITING RELEASE FROM FINAL PERMIT

LOADING ZONE

OVERHEAD DOOR

GARAGE ENTRANCE

TRASH/UTILITY SPACE

SEE A101 FOR PARKING DIMENSIONS

PROPOSED PARKING STRUCTURE

FF=45.00

FF=45.00

PROPOSED FIRE LANE

EXISTING STORMWATER POND

BIORETENTION POND

BIORETENTION POND PARTIALLY CONSTRUCTED IN

EXISTING TRAIL CONNECTION

RIVERFRONT AT ST. HYATTSVILLE METRO
ZONE: M-X-T
USE:RESIDENTIAL
L. 37417 F. 103

MNCPPC
PARCEL 112
L. 02073 F. 265
ZONE: R-O-S/T-D-O
USE:PARKS AND OPEN SPACE

EXISTING
P/O PARCEL 114
WEST HYATTSVILLE PROP CO LLC
L. 44201 F. 571
ZONE: M-X-T/T-D-O

PROPOSED
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217,080 SQ.FT.
4.98 AC.

PARCEL 114
WEST HYATTRSVILLE PROP
L. 44201 F.571
ZONE: M-X-T
USE:TRANSPORTATION AND UTILITIES

MNCPPC
PARCEL 8
ZONE: R-O-S/T-D-O
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RIVER TERRACE ROAD (Public 48' R.O.W.)

LITTLE BRANCH RUN (Public Variable R.O.W.)

WSSC EASEMENT

EX. DRAINAGE SWALE

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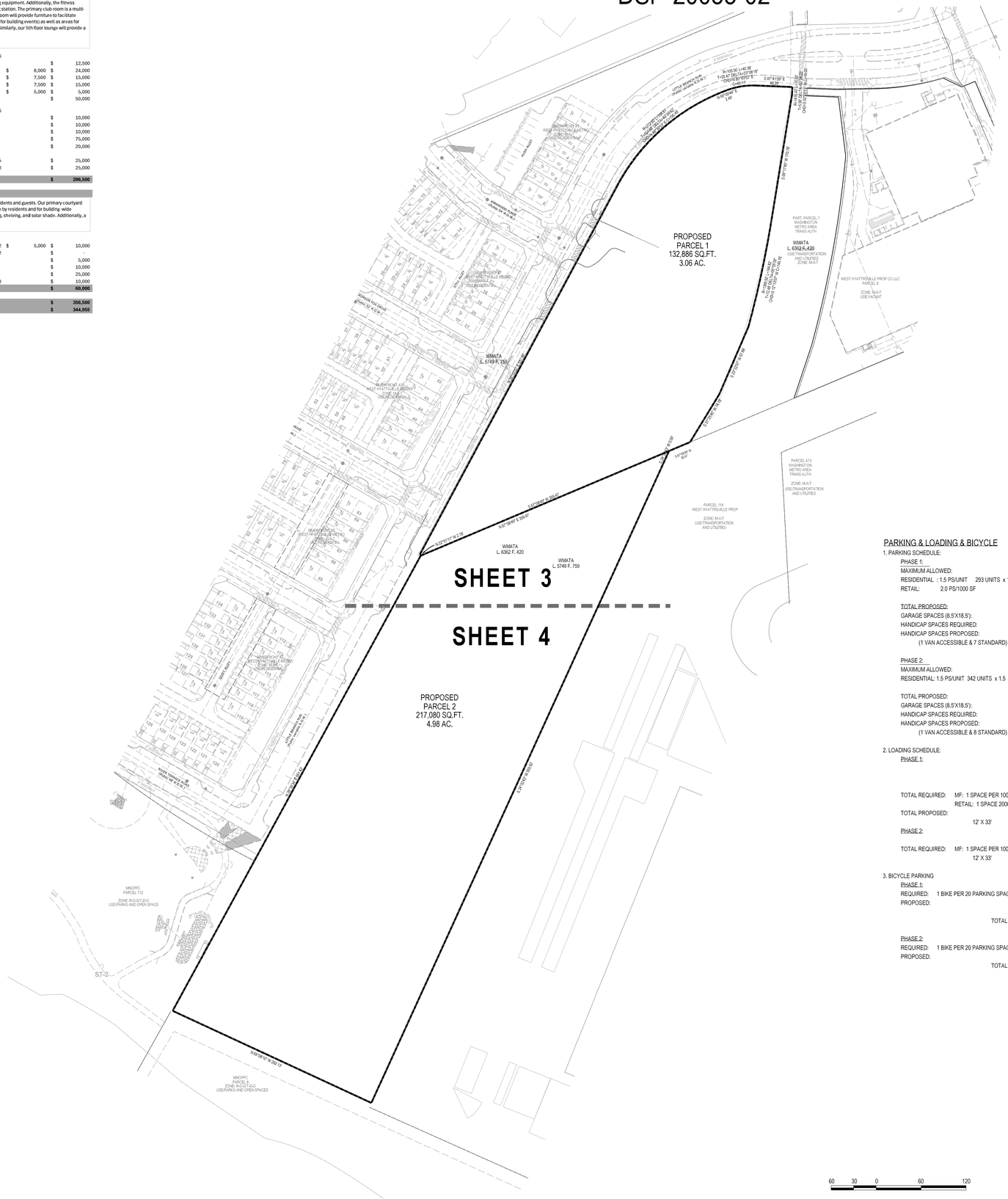
SHEET 4 OF 4	
PROJECT NO. 0706-06-00	

WEST HYATTSVILLE
DETAILED SITE PLAN - PHASE II
DSP-20053-02

Amenity	Size/Count	Unit Cost	RFA value
Indoor			
Indoor amenities include a fitness center, club room, bike storage and repair equipment, and a 5th floor lounge. The fitness center will include a variety of cardio and strength training equipment. Additionally, the fitness center will provide temporary storage for residents and a bottle filling station. The primary club room is a multi-use room that will be a space for entertaining and working. The club room will provide furniture to facilitate social gatherings (gaming, music, TV, and limited kitchen equipment for building events) as well as areas for work from home use (desks, private offices and conference space). Similarly, our 5th floor lounge will provide a variety of furniture for gathering and working.			
Fitness Center Equipment	1,426		
Storage / Water / Audio Visual			$ 12,500
Treadmill	3	$ 8,000	$ 24,000
Elliptical	2	$ 7,500	$ 15,000
Bike	2	$ 7,500	$ 15,000
Rower	1	$ 5,000	$ 5,000
Strength Training (various)			$ 50,000
Club Room	1,596		
Art			$ 10,000
Equipment			$ 10,000
Gaming			$ 10,000
Furniture			$ 75,000
Audio Visual			$ 20,000
Bike Racks + Repair Station	335		$ 25,000
5th Floor Lounge Furniture	588		$ 25,000
Total Indoor			**$ 296,500**
Outdoor			
The property will have two private courtyards for exclusive use by residents and guests. Our primary courtyard will be designed for activity and include grill stations and a bar for use by residents and for building-wide events. The bar will be a permanent structure and will provide seating, shelving, and solar shade. Additionally, a 5th floor terrace will have a variety of seating and gathering spaces.			
Grill Stations	2	$ 5,000	$ 10,000
Bar/Entertainment Area	622		$ -
Seating			$ 5,000
Lighting			$ 10,000
Bar Structure			$ 25,000
5th Floor Terrace Furniture	848		$ 10,000
Total Outdoor			**$ 60,000**
Total Recreational Facilities Requirement			**$ 356,500 $ 344,955**


PROPOSED PARCEL 1 132,886 SQ.FT. 3.06 AC.
PROPOSED PARCEL 2 217,080 SQ.FT. 4.98 AC.
SHEET 3
SHEET 4
WMATA L. 6362 F. 420
WMATA L. 5749 F. 759
WMATA L. 6362 F. 420
WEST HYATTSVILLE PROP CO LLC PARCEL 6 ZONE: M-X-T USE:VACANT
PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH
PARCEL A13 WASHINGTON METRO AREA TRANS AUTH ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES
PARCEL 114 WEST HYATTSVILLE PROP ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES
MNCPPC PARCEL 112 ZONE: RA/O-ST-D-O USE:PARKS AND OPEN SPACE
MNCPPC PARCEL 1 ZONE: RA/O-ST-D-O USE:PARKS AND OPEN SPACES
WEST HYATTSVILLE PROP CO LLC PARCEL 5 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 4 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 3 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 2 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 1 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 7 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 8 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 9 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL 10 ZONE: M-X-T USE:VACANT
WEST HYATTSVILLE PROP CO LLC PARCEL

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE PROPERTY
DSP-20053

The resolution for this Detailed Site Plan was approved on December 16, 2021, in conjunction with Alternative Compliance AC-21021, by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-144, which contains the conditions listed below:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

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

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

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

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

   e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

   g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

   h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

   j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

   k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

This approval includes:

1 Cover Sheet
1 Approval Sheet
2 Detailed Site Plans
5 Detail Sheets (including signage)
12 Landscape Plans
10 Architectural Floor Plan and Elevation Sheets
5 Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 6 years, until December 16, 2027, or as provided for in Section 27-27-548.08 (TDOZa) of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 02/25/22 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack Digitally signed by Jill Kosack Date: 2022.02.25 15:04:54 -05'00'

Jill Kosack, Acting Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE
DSP-20053-01

This amendment to a Detailed Site Plan was approved on October 15, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code.

The purpose of this amendment is to increase the face area on one of the approved wall signs, from 30 square feet to 54 square feet, and to add solar panels to the roof of the parking garage.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the prior Prince George's County Zoning Ordinance. The conditions of the original approval, dated December 16, 2021, shall remain in full force and effect.

This approval includes:

1 Cover Sheet
1 Approval Sheet
4 Detailed Site Plans
4 Detail Sheets
1 Architectural Elevation
2 Signage Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 10/17/2024 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Lakisha Hull (Oct 17, 2024 10:07 EDT)

Lakisha Hull, AICP, LEED AP BD+C
Planning Director
Prince George's County Planning Department

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CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 209NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83; VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021; DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S. VERSION: V8 / NCS
SHEET 4 OF 4	
PROJECT NO. 0706-06-00	

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

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

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PGCPB No. 17-43 File No. DSP-16029

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

3. **Location:** The property is located on the west side of Ager Road, at its intersection with Lancer Drive, north of the West Hyattsville Metro Station. The subject property is also located in the 2006 *Approved West Hyattsville Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (West Hyattsville TDDP/TDOZMA) area. The property is abutting the west side of the Metro Station in Planning Area 68 and Council District 2.

4. **Surrounding Uses:** Other development surrounding this site is also within the Transit District Overlay (T-D-O) Zone and includes multifamily residential use to the north, also in the Mixed Use–Transportation Oriented (M-X-T) Zone; the West Hyattsville Metro Station to the south; Ager Road to the east; and M-NCPPC-owned parkland in the Reserved Open Space (R-O-S) Zone to the west.

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

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

On March 7, 2017, the Prince George's County Planning Board approved PPS 4-15020 which supersedes the previous approvals and provides an adequacy analysis based on the development proposed. It should be noted that a new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 for Expeditated 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 same183-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 park 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-bioretention facilities. The concept approval expires December 8, 2019. The approval requires a stormwater management fee towards providing on-site attenuation/quality control measures. No further information pertaining to stormwater management is required.

Noise and Vibration
There are noise impacts associated with the property from Ager Road and the Green Line Metro tracks which run through the site. Vibration impacts are also associated with the rail lines. Three reports were received and evaluated as part of the PPS application on the topics of noise and vibration. No additional information is required concerning noise for the subject DSP application.

Soils
The predominant soils found to occur on-site according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elisinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information, Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. This information is provided for the applicant's benefit. The County may require a soils report in conformance with County Council Bill CB-94-2004 during the permit review process.

d. **Transportation Planning**—The property is located on the southwest quadrant of Ager Road and Lancer Dr. and is generally surrounded by the West Hyattsville Metro Station, the existing Kirkwood Village residential complex, and the Northwest Branch of the Anacostia River. The subject site was developed with a large warehouse building that is currently vacant and proposed to be razed.

The required adequacy findings for transportation facilities for the planned development were made as part of the approval of a companion Preliminary Plan of Subdivision (4-15020). Prior to the recent approval of this PPS, the Planning Board had approved in 2006, the Conceptual Site Plan (CSP-05006) for a larger development site that included the subject site. Since the proposed DSP application is filled under the ETOD regulations of the Prince George's County Zoning Ordinance, and has been prepared in accordance with the requirements of the approved companion PPS, prior CSP transportation related approval conditions are no longer applicable to this application.

The proposed development will have only one access to Ager Road opposite existing Lancer Drive. The submitted revised plans include a hierarchy of streets including several street cross sections that show the placement of required streetscape, sidewalks, required bicycle facilities, and provision of on-street parking, where deemed appropriate and safe by the City of Hyattsville and the County. All these provided elements are deemed acceptable as they are meeting or exceeding the appropriate standards and guidelines of the West Hyattsville TDDP. While the proposed sections meet, or exceed the West Hyattsville TDDP standards, the full implementation of the elements within the prescribed rights of way will be subject to standards of the appropriate operating agencies.

Following several coordination meetings between the applicant's team, the City of Hyattsville, the County, and M-NCPPC staff, the revised plans correctly show the extension of both Nicholson Street and Kirkwood Place within the subject site all the way to the proposed east-west main-access roadway that will extend to Ager Road. This action along with submission of street centerline profiles adequately demonstrate safe and acceptable inner parcel connections as envisioned by the West Hyattsville TDDP.

This DSP proposes to amend the street system depicted on several West Hyattsville TDDP illustrative concepts. The West Hyattsville TDDP has depicted North Park Drive as a major collector facility. But this roadway is not a master-plan road, since this roadway is not mentioned either specifically or conceptually in the West Hyattsville TDDPs transportation text on pages 19-23. Further pages 24 and 25 of the West Hyattsville TDDP include an illustrative map and a table that is presented only to describe the West Hyattsville TDDP street hierarchy. While all master-plan roadways include some level of feasibility analysis in the associated plans, the depicted North Park Drive appears to cross parklands, run through floodplain, affect the stream buffer, and pass underneath existing and operational Metrorail tracks just west of the West Hyattsville Station. Furthermore, the Approved West Hyattsville TDDP proceeded 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 confirm 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, and 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 February6, 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 reveiwed 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 consevation 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-NCPPC Legal Department
Date 3/29/17

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.

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.

[1] *See 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

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

November 2, 2021

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

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-20040
West Hyattsville

Dear Applicant:

This is to advise you that, on **October 28, 2021,** the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 23-401 of the Land Use Article of the Maryland Code, a petition for judicial review of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Mridula Gupta Digitally signed by Mridula Gupta Date: 2021.10.28 15:21:38 -04'00'
Reviewer

Attachment: PGCPB Resolution No. **2021-122**

cc: Persons of Record

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

PGCPB No. 2021-122 File No. 4-20040

RESOLUTION

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

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

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

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

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

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

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

    a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

    b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

    c. Show location of proposed access to Parcel 1.

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

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

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

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

   b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

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

   c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

   d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

   e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

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

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

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

   a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

   b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

   c. Bicycle fix-it station at each garage bicycle parking area.

   d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

   e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

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

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

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

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

    b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

    c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

    d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

    "This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

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

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

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

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

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

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

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

20. Prior to approval of a final plat:

    a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

    b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

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

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In addition, the TDDP recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (page 9). The multifamily with limited ground floor retail and integrated parking uses meets this plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly," (page 9).

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

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

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

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

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

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

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

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

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

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

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

Other Considerations

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

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

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

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

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

Previous Conditions of Approval

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

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

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

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

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

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

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

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

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

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

Demonstrated Nexus Finding

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

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

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

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

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

Master Plan of Transportation Compliance
This development case is subject to the MPOT, which recommends the following facilities:

Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Analysis of Traffic Impacts

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

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

The traffic study intersections include:

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

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

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

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

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

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

Existing Traffic

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

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

Background Traffic

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

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

Total Traffic

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

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

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

Plan Comments

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

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

11. **Public F cilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and resci e facilities are found to be adequate to serve the subject site, as outlined in a memoran dum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.

12. **Schools**--This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

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

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

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

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

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

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

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

> **(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
>
> > **(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**
> >
> > The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For area included in Parcel 1:

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

For area included in Parcel 2:

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

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

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

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

MASTER PLAN CONFORMANCE

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

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

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

Countywide Green Infrastructure Plan

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

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

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

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

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

Woodland Conservation

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

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

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

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

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

Soils

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

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

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

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

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

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

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

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

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

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

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

Conformance with the 2010 Prince George's County Landscape Manual
The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

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

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

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

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

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

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

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

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

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

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.
Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.
Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

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

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

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

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

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

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

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

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

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

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

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

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

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

* * * * * * * * * * * * *

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

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

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY

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

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

November 2, 2021

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

Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-20040
West Hyattsville

Dear Applicant:

This is to advise you that, on **October 28, 2021,** the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 23-401 of the Land Use Article of the Maryland Code, a petition for judicial review of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Mridula Gupta Digitally signed by Mridula Gupta Date: 2021.10.28 15:21:38 -04'00'
Reviewer

Attachment: PGCPB Resolution No. **2021-122**

cc: Persons of Record

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

PGCPB No. 2021-122 File No. 4-20040

RESOLUTION

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

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

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

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

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

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

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

    a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

    b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

    c. Show location of proposed access to Parcel 1.

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

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

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

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

   b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

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

   c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

   d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

   e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

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

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

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

   a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

   b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

   c. Bicycle fix-it station at each garage bicycle parking area.

   d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

   e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

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

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

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

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

    b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

    c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

    d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

    "This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

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

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

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

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

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

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

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

20. Prior to approval of a final plat:

    a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

    b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

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

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

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

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

In addition, the TDDP recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (page 9). The multifamily with limited ground floor retail and integrated parking uses meets this plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly," (page 9).

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

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

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

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

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

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

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

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

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

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

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

Other Considerations

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

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

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

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

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

Previous Conditions of Approval

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

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

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

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

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

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

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

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

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

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

Demonstrated Nexus Finding

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

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

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

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

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

Master Plan of Transportation Compliance
This development case is subject to the MPOT, which recommends the following facilities:

Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Analysis of Traffic Impacts

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

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

The traffic study intersections include:

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

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

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

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

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

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

Existing Traffic

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

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

Background Traffic

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

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

Total Traffic

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

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

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

Plan Comments

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

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

11. **Public F cilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and resci e facilities are found to be adequate to serve the subject site, as outlined in a memoran dum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.

12. **Schools**--This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

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

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

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

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

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

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

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

> **(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
>
> > **(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**
> >
> > The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For area included in Parcel 1:

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

For area included in Parcel 2:

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

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

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

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

MASTER PLAN CONFORMANCE

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

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

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

Countywide Green Infrastructure Plan

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

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

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

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

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

Woodland Conservation

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

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

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

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

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

Soils

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

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

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

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

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

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

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

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

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

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

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

Conformance with the 2010 Prince George's County Landscape Manual
The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

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

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

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

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

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

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

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

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

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

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.
Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.
Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

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

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

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

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

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

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

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

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

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

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

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

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

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

* * * * * * * * * * * * *

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

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

Elizabeth M. Hewlett
Chairman

Jessica Jones

By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY

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

PGCPB No. 06-218 (A) File No. CSP-05006

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
Underlining indicates new language
[Brackets] and ~~strikethrough~~ 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~~]

*Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

*2. **Development Data Summary**[1]

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

[1]For a comparison of the previously proposed development data to the revised Conceptual Site Plan, see Finding No. 17.
[2]Additional 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
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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.

*Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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.

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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.~~]

*__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.

*[~~**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.

***[~~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;

*[~~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:

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

*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.

(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.

*<u>**Commen**t: 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.</u>

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] <u>subject</u> to the provisions of the Prince George's County Woodland Conservation Ordinance because the property has *[~~less~~] <u>more</u> 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 *(<u>See Environmental discussion below</u>).

***[~~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)

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.

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

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.

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.

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 though 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 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 biorentention 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.

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

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."

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.

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 n 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.

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.

*Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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.

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.

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.

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:

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.

"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.

"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.

"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.

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

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."

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:

"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 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 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."

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

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.

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 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.

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."

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.

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.

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.

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.

Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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.

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.

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.

*Denotes Amendment
Underlining indicates new language

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

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.

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 consistence 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):

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).

*Denotes Amendment
Underlining indicates new language
[Brackets] and ~~strikethrough~~ indicate deleted language

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:

	Previously approved plan	**Revised plan**
Single-family attached units (townhouses)	193	130–225 (143 shown on the plan)
Multifamily units	1,170	1,000–1,270 (130 of the units shown on the plan are actually three-family dwellings dispersed among the townhouses)
Community Center	23,000 square feet	13,000 square feet
Retail	69,380 square feet	60,000–85,000 square feet
Office	226,620 square feet	200,000–230,000 square feet
Maximum retail/office proposed	296,000 square feet	292,000 square feet

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.

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.

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.

*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 TCPII/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.

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

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.

"(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

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.

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

*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:

[~~(1)~~] 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.

*[~~c~~]. [~~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:

*[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[~~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.

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.

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 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.

*[~~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[~~c~~]. 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~~

~~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

By Frances J. Guertin
Planning Board Administrator

OSR:FJG:SL:bjs

PGCPB No. 06-262 File No. 4-05145

R E S O L U T I O N

WHEREAS, 44.56-acre parcel of land known as Parcels a-9, a-10, a-13, Parcel 1, Parcel C, Parcels 143, 144 and 180, Tax Map 41 in Grid E-4, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on June 5, 2006, West Hyattsville Metro Development, LLC. filed an application for approval of a Preliminary Subdivision Plan (Staff Exhibit #1) for 204 lots and 10 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-05145 for West Hyattsville Commons 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 November 16, 2006, for its review and action in accordance with Article 28, Section 7-116, 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 November 16, 2006, 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 the Type I Tree Conservation Plan (TCPI/19/06-01), and further APPROVED Preliminary Plan of Subdivision 4-05145, West Hyattsville Commons, including a Variation from Section 24-130 for Lots 193 and Parcels A-I with the following conditions:

1. A Type II tree conservation plan shall be approved at the time of approval of the DSP.

2. Development of this site shall be in conformance with a revised stormwater management concept plan and any subsequent approvals.

3. In conformance with the Adopted West Hyattsville Transit District Development Plan, the applicant and the applicant's heirs, successors, and/or assigns shall provide the following, the timing of which shall be considered at the time of the DSP:

    a. Provide designated bike lanes along the subject site's entire frontage of Ager Road per the Boulevard Street section included on page 66 of the 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 will be evaluated at the time of DSP and should be provided 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 Park and Recreation Guidelines and Standards.

e. The north-south pedestrian connection shown on the Conceptual Site Plan shall be incorporated into the detailed site plan connecting Metro to both the existing Northwest Branch Trail (at or near the trail connector from Chillum Road) and the northernmost access point into the site from Ager Road (near the short/long term parking). This connection will be evaluated at the time of detailed site plan and may involve an enhanced sidewalk or walkway allowing an inviting, visible, and direct approach to Metro from the north and the from the existing stream valley trail.

f. Provide additional trail connections or walkways in the town house 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 at the time of detailed site plan.

g. The number and location of bicycle parking spaces shall be determined at the time of detailed site plan, in conformance with the Bikeways and Bicycle Parking section of the approved TDDP.

4. The applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*.

5. The private recreational facilities shall be reviewed by the Urban Design Section of DRD for adequacy and location during the detailed site plan review.

6. Submission of three original, executed Private Recreational Facilities Agreements (RFA) to the DRD for their approval, for the private recreational facilities to be included within the subject property of each final plat, three weeks prior to the submission of each such final plat. Upon approval by the DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

7. The applicant shall submit to the DRD a performance bond, letter of credit, or other suitable

financial guarantee for the construction of the private recreational facilities located on the west parcel, in an amount to be determined by the DRD, within at least two weeks prior to applying for the first building permits on the west parcel. The applicant shall submit to the DRD a performance bond, letter of credit, or other suitable financial guarantee for the construction of the private recreational facilities located on the east parcel, in an amount to be determined by the DRD, within at least two weeks prior to applying for the first building permits on the east parcel.

8. The developer, his successor and/or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed private recreational facilities.

9. 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.

10. Submission of three copies of an original, executed Public Recreational Facilities Agreement (RFA) for the construction and maintenance of the promenade to the DPR for their approval, three weeks prior to three weeks prior to a submission of a final plat. Upon approval by the DPR, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.

11. The applicant shall enter into the Mitigation Agreement for the design and construction of recreational facilities on public parkland prior to the approval of the first Detailed Site Plan. The improvements listed below are to be provided by the applicant in exchange for permission to grade and construct on M-NCPPC parkland and to construct stormwater management facilities and utilities and to grade as required to meet floodplain cut to fill requirements to raise the West Hyattsville Commons site out of the 100 year floodplain. The facilities shall include:

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

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

    c. **Colmar Manor Community Park—**Construction of two soccer fields, a baseball field, 100-space parking lot and grading for overflow parking (54 spaces), paving an access road and construction of connector trails.

    d. **WMATA Property on Chillum Road—**If the M-NCPPC acquires this 8.14 acres property prior to the approval of the first building permit for this project, the applicant shall design and construct a soccer field, connector trails and 66-space parking lot. If M-NCPPC cannot acquire the property, the applicant shall provide one artificial turf soccer field (in lieu of an already proposed grass soccer field)

within Colmar Manor Community Park

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

12. Prior to approval of a final plat of subdivision, the applicant shall enter into joint multi-use stormwater management system maintenance agreement between the applicant, the county and M-NCPPC, Department of Parks and Recreation for the construction, operation and maintenance of the stormwater management facilities on parkland.

13. The applicant shall submit to DPR for review the detailed site plans for the construction of the promenade and SWM Facilities 30 days prior to submission of the first DSP.

14. Detailed construction drawings and specifications for the construction of the promenade and related SWM Facilities shall be approved by DPR staff prior to signature approval of the first DSP.

15. Prior to certificate approval of the first DSP, the applicant shall submit to DPR for review and approval detailed construction drawings and specifications for the offsite recreational facilities to be provided in Chillum Community Park, Colmar Manor Community Park and Kirkwood Neighborhood Park.

16. Prior to approval of any building permits for the subject property, the recreational facilities in Colmar Manor Community Park shall be constructed except one soccer field which shall be constructed prior to the 50th building permit.

17. Northwest Branch Stream Valley hiker/biker trail shall remain open throughout construction unless an alternative is approved by DPR staff.

18. Off-site recreational facilities in Chillum Community Park and in Kirkwood Neighborhood Park shall be constructed with construction of SWM Facilities on parkland and completed prior to the first building permit for the subject property.

19. If, the M-NCPPC acquires the WMATA property on Chillum Road, the applicant shall construct a soccer field and 66-space parking lot on that property prior to approval of the 50th residential building permit. If, M-NCPPC cannot acquire the property, prior to the approval of the first building permit for this project, then the applicant shall construct an artificial turf soccer field at Colmar Manor Community Park prior to 50th residential building permit. The detailed construction drawings and specifications for these facilities shall be submitted to DPR for review and approval prior to submission of the first building permit.

20. All trails shall be designed and constructed to be ADA accessible, and in accordance with *Parks and Recreation Facilities Guidelines*. All trails shall be constructed to assured of dry passage. If wet areas must be traversed, suitable structures shall be constructed.

21. Submission to the DPR of a performance bond, letter of credit or other suitable financial guarantee for all improvements on parkland, in an amount to be determined by the DPR, within at least two weeks prior to applying for grading permits.

22. Prior to the approval of building permits for development on the west side of the WMATA Metro Station, the applicant, his heirs, successors and/or assignees shall convey to the homeowners association (HOA) to be created on the west side of the Station, approximately 11.1 acres of land for open space and private road purposes; and prior to the approval of building permits for development on the east side of the WMATA Metro Station, the applicant, his heirs, successors and/or assignees shall convey to the homeowners association to be created on the east side of the Station, approximately 7.5 acres of land for open space and private road purposes. Land to be conveyed shall be subject to the following:

    a. Conveyance shall take place prior to the issuance of building permits.

    b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.

    c. 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.

    d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.

    e. Any disturbance of land to be conveyed to a homeowners association shall be in accordance with an approved site plan or shall require the written consent of DRD. 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 stormdrain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements, required by the approval process. This shall not prohibit the construction of berms on HOA property.

    f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a homeowners association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.

g. Temporary or permanent use of land to be conveyed to a homeowners association for stormwater management shall be approved by DRD.

h. 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. Prior to signature approval of the preliminary plan and TCPI, and prior to acceptance of the detailed site plan, the revised low impact conceptual design plan shall be submitted.

24. Prior to signature approval of the preliminary plan, the TCPI shall be revised to conceptually identify the location and type of all areas of low impact development and stormwater management techniques. These techniques shall also be reflected on the detailed site plan.

25. Prior to signature approval of the preliminary plan, the TCPI shall be revised to clearly show the lot and parcel boundaries that are proposed for this subdivision.

26. The submitted detailed site plan shall show conformance with Condition 6 from PGCPB 06-218.

27. 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.

28. Prior to signature approval of the preliminary 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."

29. At the time of detailed site plan, a Phase II noise study shall be required to address the appropriate construction materials that ensure the interior noise levels of the adjacent residential structures have been mitigated to 45 dBA Ldn or less.

30. Prior to signature approval of the preliminary plan, a revised Phase I noise and vibration study shall be submitted. The study shall address the location of the unmitigated 65 dBA Ldn contour and vibration impacts for the area of Metro tracks located south of the West Hyattsville station. If mitigation for this area is required it shall be addressed in a Phase II noise study at the time of detailed site plan.

31. Prior to the approval of any residential building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building plans stating that building shells of structures have been designed to reduce interior noise level to 45 dBA or less.

32. Prior to grading permit approval, the TCPII for this site shall state the location of the off-site mitigation with priority being given to a location or locations within the Anacostia River Basin.

33. The following note shall be placed on the Final Plat of Subdivision:

"Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/48/06), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005."

34. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams or Waters of the U.S., copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans shall be submitted to the M-NCPPC, Planning Department.

35. At time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer, and shall be reviewed by the Environmental Planning Section prior to certificate approval. In addition, the following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is permitted."

36. 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.

37. As required by Condition 17 of PGCPB Resolution No. 06-218, the 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.

38. Total parking that will be provided within the subject property shall be limited to, ratios indicated in CR-59-2006, unless revised by the District Council, and 220 spaces as on-street parking, only if determined to be acceptable by the City, DPW&T, and/or SHA.

39. Future detailed site plans should, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans. Additionally, future plans should include the following considerations:

a. Providing direct pedestrian connections to the Metro Station

b. Sitting buildings closer to the Metrorail station, and sitting parking farther away.

c. Placing building entrances closer to rather than farther from the pedestrian network.

d. Provision of an east/west vehicular and pedestrian connection south of the metro station and along the southern limits of the proposed property, as recommended by the WH-TDDP as "Park Drive."

40. Prior to the issuance of any building permits within the subject property with the exception of the WMATA parking garage, the following road improvements shall (a) have full financial assurances through either private money or full funding in the county's capital program, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:

a. Modification of northbound Queens 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 Queens 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.

c. If deemed appropriate by DPW&T and/or SHA, modify northbound Queens Chapel Road between Chillum Road and Ager Road to accommodate the proposed third through lane recommended along north bound Queens Chapel at Chillum Road, and any other improvements deemed needed by SHA. All these improvements to be implemented according to SHA standards.

d. Submissions of acceptable traffic signal warrant 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 that there are sufficient recent studies available to make a determination regarding these two signals.

e. Submission of acceptable a 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.

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, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.

2. The subject site is located northwest of the intersection of Ager Road and Hamilton Road. The site is developed with the West Hyattsville Metro Station. Surrounding uses include:

Northeast	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.
Southeast	The property is bounded on the southeast by Hamilton Street and Jamestown Road along with existing commercial and institutional establishments.
Southwest	The property directly to the southwest consists of woodland and open areas along the northern edge of the Northern Branch of the Anacostia River.
Northwest	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.

3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	**PROPOSED**
Zone	M-X-T & T-D-O	M-X-T & T-D-O
Use(s)	Metro Station	Metro Station 185 Townhouses 1,170 Apartment Units 63,980 SF Retail Commercial 226,620 SF Office Commercial 23,000 SF Community Center
Acreage	44.56	44.56
Lots	0	204
Parcels	9	10
Public Safety Mitigation Fee		No
Dwelling Units		
Multifamily	0	1,170
Single Family Attached	0	193
Total	**0**	**1,363**

4. **Previous Approvals**—

Conceptual Site Plan CSP-05006: The Planning Board approved CSP-05006 on September 28, 2006, with 19 conditions. The following conditions are pertinent to the review of this preliminary plan.

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.

The preliminary plan shows this information.

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.

The applicant has submitted this analysis. Staff review is found in Section 3 of this report.

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.

The applicant has submitted a revised concept plan to the Department of Environmental Resources. It must be approved prior to signature approval of the preliminary plan.

13. Total development within the subject property shall be limited to 1,400 residential units, 230,000 gross square feet of office space, and 62,000 gross square feet 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.

The applicant is proposing development within these bounds.

According to a referral from the Urban Design Section (M-NCPPC), the proposed preliminary plan is consistent with the approved conceptual site plan.

5. **Environmental—** A review of the available information indicates that 100-year floodplain and severe slopes are found to occur on the subject property. Transportation-related noise from above-ground sections of the Metro must be addressed. The soils found to occur according to the Prince George's County Soil Survey include Codorus and Elsinboro. Codorus soils are associated with impeded drainage and high water table. Elsinboro soils have no limitation with respect to development. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads adjacent to this property. According to the Countywide Green Infrastructure Plan, the site contains Regulated Areas, Evaluation Areas, and Network Gaps. This property is located in the Northwest Branch watershed of the Anacostia River basin, in the Developed Tier as reflected in the adopted General Plan, and in the West Hyattsville area sector plan.

Conformance with the West Hyattsville Area Sector Plan

The subject property is partially developed at this time due to the existence of the West Hyattsville Metro Station and associated parking. 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.

On May 20, 2006, the applicant met with staff and during that meeting a presentation was given that detailed how low impact development (LID) techniques will be incorporated into the proposed development in conformance with the West Hyattsville sector plan. The sector plan envisions the use of several types of LID techniques, including green roofs, bio-retention areas, filter strips, wetlands with micro-pools, and sand filters. A low impact design plan and LID concept narrative were submitted with the revised CSP package. A copy of this LID information should be submitted for this official file.

Summary of Prior Environmental Conditions of Approval

CSP-05006 AND TCPI/29/06

The text below in **bold** is the text from the approved conditions for the conceptual site plan. The plain text provides a discussion of how the current plans meet the approved conditions.

3e. 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.

This condition will be addressed at the time of detailed site plan.

4. Prior to certificate approval of the CSP, the LID plan 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. Water quality green roofs shall not be located on top decks of garages that should be employed for outdoor recreational space.

This condition has not been addressed. Because the CSP must be certified before signature approval of the preliminary plan and TCPI, the revised LID plan in accordance with this condition shall also be submitted for the preliminary plan official file.

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.

This condition has been addressed with this application; however, the proposed lot and parcel boundaries are not clearly shown and labeled on the on the TCPI.

6. 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 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 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.

This condition shall be addressed prior to certification of the CSP.

7a. 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.

This condition has been somewhat addressed. The detailed sheets of the TCPI have been revised to eliminate the unnecessary off-site clearing on the southwest side of proposed stormwater management Pond 1 (existing parcels 111 and 112); however, the clearing of this area is still shown on the coversheet. This impact extends to areas within the channel. Any impacts to this area will result in increased runoff, sedimentation, and erosion without adequate buffering. It is not necessary to impact or clear areas when no essential development is proposed.

7b. 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."

This condition shall be addressed prior to certification of the CSP.

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.

A Phase I Noise and vibration study has been submitted. The metro rail tracks are located on a platform at an undetermined height above ground level. The tracks span about 1500 feet in a north-south direction on the subject site, with approximately 300 feet of the tracks shielded on both sides by structures associated with the rest stop. Noise measurements were taken at both the ground level and upper level (approximately 25 feet above grade) for the 900 feet of unshielded tracks to the north of the rest stop. The 300 feet of unshielded tracks to the south of the rest area

were not measured. The upper level measurements were taken to account for the proposed multi-level residential structures adjacent to the tracks. Results of the study show that noise levels between 65 and 75 dBA Ldn will impact portions of the structures adjacent to the tracks. The noise contours associated with those results have been correctly shown on the TCPI. A Phase II noise study is required at the time of detailed site plan to address the appropriate construction materials to ensure that interior noise levels of the adjacent residential structures have been mitigated to 45 dBA Ldn or less.

The vibration analysis consisted of measurements to assess the impact of vibration from the train on the adjacent structures. Again, these measurements only address the area of tracks to the north of the rest stop. The results show that the measurements did not exceed ISO and FTA vibration standards for residential use and no portions of the residential structures are expected to be impacted by vibration above those standards.

In order to address possible noise and vibration impacts on the unshielded tracks to the south of the rest stop, an updated Phase I noise study is required. The study must address noise and vibration for the south section of the metro tracks because residential units are proposed in that area.

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

To date, revised stormwater management plans have not been submitted. This condition will ultimately be addressed prior to signature approval. The revised TCPI shows no infrastructure associated with stormwater management with the exception of the proposed water quality ponds and outfalls. The revised TCPI must show all stormwater management and other infrastructure such as proposed water and sewer easements. The condition should be revised to ensure that the details are also shown on the TCPII.

Comment: This issue is addressed by a previous condition.

10. 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.

This condition relates to the proposed excavation of the nearby Chillum Park property that will be used to fill the on-site floodplain area on the subject site.

Natural Resources Inventory

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 3.65 acres. No specimen trees were found. The site contains Regulated Areas, Evaluation Areas, and Gap Areas within the Countywide Green Infrastructure Plan.

Woodland Conservation

The property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because part of the site has an approved Type I Tree Conservation Plan, TCPI/15/92. A TCPI for the entire site was approved with conditions by the Planning Board, but has not yet received signature approval. A revised Type I Tree Conservation Plan, TCPI/19/06-01, has been submitted and reviewed.

The TCPI has proposed to clear the entire 3.65 acres of on-site woodland, and 6.01 acres of off-site woodland. The woodland conservation threshold has been correctly calculated at 6.29 acres, or 15% of the net tract, and the woodland conservation requirement has been correctly calculated at 15.95 acres. The plan proposes to meet the requirement by providing 15.94 acres of off-site woodland conservation. Although no woodland conservation is being provided on-site, the TCPI may use the proposed street trees described in the LID concept plan to meet some of the requirement on-site.

Environmental Impacts and Variation Request

The 100-year floodplain that occurs on this site is associated with an off-site stream in the Northwest 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 Northwest 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. The design should avoid any impacts to streams, wetlands and their associated buffers unless the impacts are essential for the development as a whole.

A variation request in conformance with Section 24-113 of the Subdivision Regulations has been submitted. The conceptual TCPI proposes to impact approximately 34.24 acres of the contiguous floodplain located on and off the subject site. Most of the area will be filled to create developable land and for stormwater management purposes.

Section 24-113 of the Subdivision Regulations contains four required findings (text in bold) to be made before a variation can be granted. This proposed development as shown appears to be in conformance with the sector plan with respect to the mixed-use high density envisioned for area of impacts located on the site; however, the proposed impact for the area off-site, with the exception of the proposed stormwater management pond and outfall, is not essential for

development. The exhibit shows a wooded area adjacent to the stream bank to be cleared with no subsequent development. Elimination of this impact has been shown on the TCPI with the exception of the coversheet.

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

(1) The granting of the variation request would not be detrimental to public safety, health or welfare and does not injure other property;

The installation of the stormwater pond and outfall are required by other regulations to provide for public safety, health and welfare. All designs of these types of facilities are reviewed by the appropriate agency to ensure compliance with the regulations. These regulations require that the designs are not injurious to other property. However, as discussed earlier, some of the off-site clearing does not appear to be necessary and will not be supported.

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

Stormwater must be conveyed off of this property because the soils are unsuitable for the amount of infiltration that would be otherwise required.

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

The installation of the stormwater pond and outfall are required by other regulations. Because the applicant will have to obtain permits from other local, state and federal agencies as required by their regulations, the approval of this variation request would not constitute a violation of other applicable laws.

(4) Because of the peculiar 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.

Design of stormwater management ponds and outfalls require that they be placed where they will provide the proper drainage; the specific topography of the site dictates the location. However, impacts not related to these improvements are not supportable.

The Environmental Planning Section supports the proposed impacts that are necessary for the development. The impacts adjacent to the Pond 1 are not supported. A recommendation for the elimination of the impacts located south of Pond 1 is provided in the discussion of Condition 7a.

Soils

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.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003. Development on this site will utilize public systems.

6. **Community Planning**—The subject property is located within the limits of the 2006 *West Hyattsville Transit District Development Plan and Proposed Sectional Map Amendment for the Transit District Overlay Zone* in Planning Area 68/West Hyattsville. The master plan recommends uses that take advantage of the close proximity to the Metro station and implements transit-oriented design (TOD) principles through a mix of high-intensity uses.

   The 2002 General Plan places the site within the Developed Tier and the core area of the Community Center for the West Hyattsville Metro Station. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. The vision for a center is mixed residential and nonresidential uses at moderate to high densities and intensities with a strong emphasis on transit-oriented design.

7. **Parks and Recreation**—Using current occupancy statistics for single-family and multifamily dwelling units, this development would result in a population of 3324 residents in the new community. M-NCPPC records show that the existing Hyattsville community in high need for parkland and recreational facilities.

   The transit district development plan (TDDP) includes district-wide 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.

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 addition 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 the townhouse complex, clubhouse with pool, exercise room within multi-family 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 to the southwest and Kirkwood Park and Chillum Community Park to the north. The applicant proposes construction of the SWM facilities on adjacent parkland to provide required storm water management and excavation on existing parkland to provide compensatory floodplain storage to mitigate the filling in the floodplain necessary to develop the property. This property could not be developed without the excavation of parkland in the area to provide compensatory storage for filling in the floodplain to accommodate this project. Approximately 10 acres of parkland will be disturbed including existing cricket, softball, football and soccer fields and hiker/biker/equestrian trails. 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 should include the design and construction of the following improvements:

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

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

WMATA Property on Chillum Road—If the M-NCPPC acquires this 8.14 acres property prior to the approval of the first building permit for this project, the applicant shall design and construct a soccer field, connector trails and 66-space 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 Park—Integrate the existing pedestrian and bicycle trail into the development by construction a promenade on the south side of the development. The existing equestrian trail would be relocated.

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

8. **Trails**—The subject site is within the area covered by the Adopted and Approved West Hyattsville Transit District Development Plan (TDDP). A major goal of this plan is to provide transit-oriented development (TOD) within the transit district. This will involve a mix of uses, location of uses close to Metro, and the establishment of linkages to Metro for cars, bicyclists, and pedestrians. A safe, attractive, and convenient pedestrian environment should be provided.

The TDDP includes several proposed cross sections intended to facilitate this pedestrian-friendly environment. These cross sections include standard sidewalks, wide sidewalks, pedestrian zones, and bicycle lanes (in some cases). The roads included within the subject application adhere to these cross sections. An extensive network of sidewalks, wide sidewalks, and trails are provided throughout the subject site. This network includes:

- A relocated Northwestern Branch Stream Valley Trail
- Standard or wide sidewalks along all residential roads. Wide sidewalks and/or pedestrian zones are also provided along the extensions of Jamestown Road and Hamilton Street.
- Village greens and plazas accommodating pedestrian movement

- Seven-foot-wide sidewalks and designated bike lanes along Ager Road

The TDDP also recommends a variety of pedestrian amenities and safety features be incorporated into roadway design. These include attractive, well-marked crosswalks, curb extensions, and pedestrian refuges. These features appear to be thoroughly incorporated into the conceptual site plan, although a more detailed evaluation will be made at the time of DSP. The design guidelines and specifications included in the TDDP should be adhered to when implementing these features.

Section 5-5 reflects a designated bike lane along one side. The American Association of State Highway and Transportation Officials (AASHTO) states that bike lanes are intended for one-way traffic only, and should be placed on both sides of the road. If bike lanes are provided along this road, they should be provided along both sides in conformance with AASHTO guidelines. However, as discussed in the applicant's meeting on May 17th, due to the residential nature of the proposed road and the relatively low speeds and volumes anticipated, bike lanes probably are not necessary along this road.

Staff supports the provision of designated bike lanes and wide sidewalks along Ager Road. This is in conformance with the TDDP and the 1999 AASHTO *Guide for the Development of Bicycle Facilities.* Pavement markings and signage should be provided in conformance with AASHTO. Ager Road is a higher speed and higher volume road than other roads within the subject site, and separate facilities for bicycles are appropriate to maximize safety, delineate where bicyclists should be within the road, and separate the bicyclists from the pedestrian traffic on the wide sidewalk. AASHTO also specifically lays out dimensions for bike lane striping and dimensions where on-street parking is allowed (AASHTO *Guide for the Development of Bicycle Facilities*, Figures 6 and 7), and these guidelines should be adhered to ensure that the bike lanes safely accommodate pedestrians and minimize potential conflicts between bicyclists, motorists, and parked vehicles.

Staff also supports the relocated Northwest Branch Trail. This relocation will integrate the trail more effectively into the development and provide a more visible and secure trail. The exact trail location and construction will be per DPR specifications and approval.

The sidewalk network is extensive and is in conformance with the street sections proposed in the TDDP. Pedestrian accommodations are provided through standard sidewalks, wide sidewalks, and pedestrian walkways through plazas and open space. Staff supports this sidewalk network, with the modifications noted below. Areas where outdoor seating or other pedestrian amenities should be identified, and slightly wider sidewalks may be warranted in these areas to allow for sufficient clear space. Crosswalks, curb extensions, and pedestrian refuges are indicated on the submitted CSP. These facilities will improve the pedestrian environment and safety, and should be provided in conformance with the guidelines outlined in the TDDP (pages 81 and 82). Similarly, bicycle parking should be provided in conformance with the bikeway and bicycle parking section of the TDDP (page 111).

A more direct trail or pedestrian walkway is recommended to Metro from both the north and south. From the south, a trail or walkway would provide access from the Northwestern Branch Trail and the Prince George's Connector Trail (running from Chillum Road). The Department of Parks and Recreation is currently designing the extension of this trail into the District, where it would connect to the Fort Totten Metro station. This trail will connect the Anacostia Tributaries Trails Network with the planned Metropolitan Branch Trail in the District, as well as provide a major pedestrian and bicycle route to two Metro stations. From the north, a walkway is recommended from Ager Road and the area including the short term/long term parking. Attractive, direct, and convenient pedestrian access from these directions will improve the overall walkability of the site and allow for the most direct connection possible to Metro from the Prince George's Connector Trail.

9. **Transportation**— Pursuant to the WH-TDDP requirements and for any proposed development within the WH-TDOZ, the adequacy of transportation facilities must be considered at every phase of development including concept site plan, the preliminary plan (if required), and subsequent detailed site plans. This is somewhat different from the required findings, as indicated by Section 27-546(d)(8) for conceptual and detailed sites plans for a M-X-T zone property, where the M-X-T zoning having been granted through a Sectional Map Amendment. Section 27-546(d)(8) indicates the adequacy of transportation facilities for such properties is an issue in the review of 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*, …".

As result, the applicant submitted a revised traffic impact study dated June 12, 2006, which staff found to be acceptable and prepared in accordance with methodologies in the "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The prepared traffic study was referred to the City of Hyattsville, the County Department of Public Works and Transportation (DPW&T), and the State Highway Administration (SHA). This study was reviewed and along with review comments provided by the city and operating agencies have been used for the purpose of formulating the Transportation Section's findings and recommendations, for the CSP 05006, the conceptual site plan for the proposed development. For these reasons, staff did not require submission of a new traffic study for the proposed subdivision application. The findings and recommendations outlined below are based upon review of relevant material and analyses conducted by the staff of the Transportation Planning Section, consistent with guidelines, and the WH-TDDP transportation requirements and guidelines.

Growth Policy - Service Level Standards:

The subject property is located within the developed tier, as defined in the General Plan for Prince George's County. 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. Mitigation, as defined by Section

24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections subject to meeting the geographical criteria in the *Guidelines*.

Unsignalized intersections: The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally 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.

Analysis of Traffic Impacts:

The traffic impact study prepared and submitted in support of the Preliminary Plan analyzed the following intersections:

Ager Road/ Nicholson Street - Unsignalized
AgerRoad/ Lancaster Drive - Unsignalized
Ager Road/ Jamestown Road -Unsignalized
Hamilton Street/ Jamestown Road –Unsignalized
Queens Chapel Road (MD500)/Jamestown Road – Unsignalized
Ager Road/ Hamilton Street – Signalized
Queens Chapel Road/ Chillum Road (MD501) - Signalized
Queens Chapel Road/ Ager Road – Signalized
Queens Chapel Road/ Hamilton Street – Signalized

With existing traffic, eight of the nine intersection cited above are currently operating at acceptable Levels of Service (LOS). The signalized intersection of Queens Chapel Road/ Chillum Road is operating at acceptable LOS (B) during the AM peak hour with a CLV of 1,126 and unacceptable LOS (F) during the PM peak hour with CLV of 1,657.

There are three approved but not built development plans in the general area, that once developed could add additional 413, and 159 AM and PM peak hour trips, respectively to the area road network. With the addition of these trips, as well as the inclusion of appropriate growth for the existing traffic through the planned build-out year (2015), the studied intersections would continue to operate at acceptable levels of service during both peak hours except for the signalized intersection of Queens Chapel Road/ Chillum Road. It was found that this intersection would continue to operate at unacceptable LOS F during the PM peak hour with higher CLV value of 1,866.

The proposed West Hyattsville Commons Preliminary Plan proposes development of 1,363 residential units (193 townhouses, and 1,170 multi-family condominiums), 226,000 GSF of office space, 69,380 GSF of retail space, and a 23,000 GSF community center. The site trip generation is estimated to be 866(444 inbound, and 422 outbound), and 1,037 (491 inbound, 546 outbound)

new AM and PM peak hour vehicle trips. This level of trip generation reflects a 35%, and 15% peak hour trip reduction for metro and bus use, and for the residential, and commercial uses, respectively. This is in addition to the 60% "pass-by" reduction in trip generation allowed by the *Guidelines* for any commercial retail. The traffic study indicates that with the addition of these new trips, and provision of the following improvements, all intersections referenced above, would operate at acceptable LOS during both AM and PM peak hours:

- The installation of a traffic signal at the intersection of AgerRoad/ Lancaster Drive,

- Modification of northbound Queens Chapel Road at Chillum Road to include an exclusive left-turn lane, two through lanes and a shared through/right lane.

- Widen westbound Hamilton Street at Queens Chapel Road to include an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane.

Based on additional analyses by staff and comments received from SHA and DPW&T, we believe in addition to the recommended improvements cited above, the following improvements are also needed to ensure adequacy and safe traffic operation at these intersections:

- Widen northbound Queens Chapel Road between Chillum Road and Ager Road to accommodate the proposed third through lane recommended along north bound Queens Chapel at Chillum Road.

- Installation of traffic signal at intersection of Ager and Nicholson Road, if deemed warranted by DPW&T.

- Submission of a detailed queue analysis using the total projected traffic for the intersection of Hamilton Street with Ager Road to DPW&T, and the provision of double right-turn lanes along west bound Hamilton Street, and double left-turn lanes along south bound Ager Road, if deemed necessary by DPW&T.

Plan Comments:

The subdivision plan proposes reasonable design alternatives for internal street network and major roadways serving the proposed site, provided the applicant obtains 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 for these internal roadways. An important issue was raised at the time of Conceptual Site Plan review regarding provision of additional pedestrian and vehicle connections between proposed uses on either side of the metrorail tracks. More specifically, it was commented that the proposed east/west pedestrian walkway parallel to the Northwest Branch be constructed as a vehicular connection recommended by the WH-TDDP as "Park Drive."

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, demonstrate and provide for the level of pedestrian connections that have been shown on the approved conceptual plan and the proposed preliminary plan, such as:

- Providing more direct pedestrian connections rather than more circuitous ones.
- Sitting buildings closer to the Metro rail station, and sitting parking farther away.
- Placing building entrances closer to rather than farther from the pedestrian network.

Findings and Recommendations:

This property is within the area covered by the WH-TDDP. Therefore, pursuant to the requirements of the WH-TDDP, the applicant must demonstrate adequate transportation facilities at the time of conceptual site plan. 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 proposed preliminary plan application is approved with conditions consistent with the analysis and comments contained above.

10. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the residential component of this preliminary plan for impact of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded the following:

Finding

Impact on Affected Public School Clusters

Affected School Clusters	Elementary School Cluster **7**	Middle School Cluster 4	High School Cluster 4
Dwelling Units	1300 mfd, th	1300 mfd, th	1300 mfd, th
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	312	78	156
Actual Enrollment	35388	11453	16879
Completion Enrollment	218	52	105
Cumulative Enrollment	102	25.50	51
Total Enrollment	36020	11608.50	17191
State Rated Capacity	39187	11272	15314
Percent Capacity	91.92%	102.99%	112.26%

Source: Prince George's County Planning Department, M-NCPPC, December 2005

These figures are correct on the day the referral memo was written. They are subject to change under the provisions of CB-30-2003 and CR-23-2003. Other projects that are approved prior to the public hearing on this project will cause changes to these figures. The numbers shown in the resolution will be the ones that apply to this project.

County Council bill CB-31-2003 establishes a school facilities surcharge in the amounts of: $7,000 per dwelling if a building is located between I-495 and the District of Columbia; $7,000 per dwelling if the building is included within a basic plan or conceptual site plan 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 $7,671 and $13,151 to be paid at the time of issuance of each building permit.

The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section staff finds that this project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003, CB-31-2003, and CR-23-2003.

12. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following:

Commercial

The existing fire engine service at Hyattsville Fire Station, Company 1 located at 6200 Belcrest Road has a service travel time of 1.91 minutes, which is within the 4.25 minutes travel time guideline.

The existing paramedic service at Bunker Hill Fire Station, Company 55 located at 3716 Rhode Island Avenue has a service travel time of 3.75 minutes, which is within the 7.25 minutes travel time guideline.

The existing ladder truck service at Bunker Hill Fire Station, Company 55 located at 3716 Rhode Island Avenue has a service travel time of 3.75 minutes, which is within the 4.25 minutes travel time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

Residential

The Historic Preservation & Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The Prince George's County Planning Department has determined that this preliminary plan is within the required 7-minute response time for the first due fire station Hyattsville, Company 1, using the Seven-Minute Travel Times and Fire Station Locations Map provided by the Prince George's County Fire Department.

Pursuant to CR-69-2006, Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

The Fire Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

12. **Police Facilities**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following:

Commercial

The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future commercial developments. The plan includes planning guidelines for police and they are:

Station space per capita: 141 square feet per 1,000 commercial developments.

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police and the latest population estimate is 825,520. Using the 141 square feet per 1,000 residents, it calculates to 116,398 square feet of space for police. The current amount of space, 267,660 square feet is above the guideline.

Residential

The preliminary plan is located in Police District I. The response 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 June 6, 2006.

Reporting Cycle	Date	Emergency Calls	Nonemergency
Acceptance Date	01/05/05-05/05/06	10.00	22.00
Cycle 1			
Cycle 2			
Cycle 3			

The response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met on May 5, 2006. Pursuant to CR-69-2006, the Prince George's County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police and fire and rescue personnel staffing levels.

The Police Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

13. **Health Department**—The Health Department reminds the applicant that raze permits are required prior to demolition of any structure on the site. The Health Department also noted that wells and septic systems to be abandoned must be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04.

14. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan 45949-2005-00, was approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. A revision to this

approved plan is currently under review by DER. Development must be in accordance with this approved plan or any approved revision thereto.

15. **Historic Preservation—**Phase I archeological survey is not recommended for the above-referenced property. However, the applicant should be aware that state or federal agencies may require archeological investigation through the provisions of Section 106 of the National Historic Preservation Act. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when federal monies, federal properties, or federal permits are required for a project.

16. City of Hyattsville—The City of Hyattsville has not yet responded to a referral sent June 30, 2006.

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 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 Eley, seconded by Commissioner Clark, with Commissioners Eley, Clark, Squire, Vaughns and Parker voting in favor of the motion at its regular meeting held on Thursday, November 16, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of December 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:TL:bjs

PGCPB No. 17-42 File No. 4-15020

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 tacks.

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.

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Warehouse (vacant)	Multifamily Residential (300 units) Single-Family Attached (183 Units) Commercial (10,000 sq. ft.)
Acreage	18.45	18.45
Lots	0	183
Outlots	0	0
Parcels	2	32
Dwelling Units:	0	483
Public Safety Mitigation Fee	No	No
Variance(s)	No	Yes Section 27-548(h)
Variation	No	Yes Section 24-122(a) Section 24-121(a)(4)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on December 30, 2016. The requested variations to Section 24-122(a) and Section 24-121(a)(4) of the Subdivision Regulations was accepted on December 9, 2016 and was heard at the SDRC meeting on December 30, 2016, as required by Section 24-113(b) of the Subdivision Regulations. The variance request was accepted on January 26, 2017.

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The applicant is not developing the subject site in accordance with the previous approvals and, therefore, the conditions of the previous approval do not apply. Approval of this PPS will supersede the previous approval and provide an adequacy analysis based on the development evaluated herein. The development of the remaining properties previously included in CSP-05006 and 4-05145 will be required to file a new PPS to demonstrate adequacy independent of this site. A new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 of the Zoning Ordinance, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review. The applicant has filed a Detailed Site Plan DSP-16029, which is currently under review for this site.

6. **Community Planning—**The subject property is located in the West Hyattsville Metro Local Transit Center per the General Plan. Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and offer local-serving retail and limited office uses. This subdivision conforms to the Plan Prince George's 2035 recommendations for local transit centers.

The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP) retained the subject property in the Transit District Overlay/Mixed Use Transportation-Oriented (T-D-O/M-X-T) Zone. The subject property is located in the North Park Character Area; Map 13 of the TDDP categorizes the subject property completely in Development Blocks Y, Z, and AA, and partially in Blocks G, L, BB and CC. The T-D-O Zone permits and prohibits uses based upon Map 14, the Preferred Land Use Plan. Pursuant to Map 14, the TDDP recommends the following mix of uses on the subject property:

- Block G: Townhouses, 2-4 stories
- Block L: Townhouses, 2-4 stories, with structured parking abutting the west side of the metro tracks and mixed-use residential on Kirkwood Place at the northern property line.
- Block Y and BB: Multifamily Condominiums, 4-6 stories
- Block Z and AA: Townhouses, 2-4 stories
- Block CC: A greenway and Tower Residential: 10-12 stories

The subject application includes lots for townhouses on Blocks L, Y, Z, AA, BB, and CC, a lot for future multifamily on Block L and mixed use on Block G. Table 2, Detailed Use Table, of the TDDP prohibits single-family dwellings in the Structured Parking (Block L) and Multifamily, Tower and Condo (Blocks Y, BB, and CC) Preferred Land Use Categories. Given the prohibition of single-family housing in these areas, the lot sizes and lot pattern do not conform to the TDDP. However, pursuant to Section 27-548.09.01 of the Zoning Ordinance, at the time of DSP, the District Council may approve an amendment to the Transit District development requirements to permit the proposed use, which has been requested with pending Detailed Site Plan DSP-16029. If the use amendment is approved, the lot pattern as part of this PPS will conform to the TDDP. The TDDP identifies the subject property as part of the "North Park" Neighborhood, described as follows:

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

intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park." [pg. 10-11]

Other design elements identified in the TDDP for this area include:

- The extension of Nicholson Street and Kirkwood Place through the property conforms to, and implements a key recommendation of, the TDDP. The subject application includes dedication of all internal streets to public use, under the operating authority of the City of Hyattsville. The City of Hyattsville has indicated their concurrence with the plan. The sidewalks meet the DPW&T/City of Hyattsville public street standards and TDDP standards for width. The public street sections, including sidewalks, are further discussed in the Transportation and Trails findings.

- The TDDP requires the provision of pocket parks within the North Park neighborhood, located within Low-Impact Development (LID) street rights-of-way. The application does not address the LID street type, but provides pocket parks in other acceptable locations consistent with the goals of the TDDP.

Conformance of the subdivision with the West Hyattsville TDDP standards is contingent on District Council approval of a DSP amending the TDDP Preferred Land-Use Plan to permit the proposed uses on the subject property. The lot layout approved with this PPS is consistent with the amendment requested with DSP-16029. The approval of final plats is conditioned on the amendment approval. In general, the application reflects the recommendations of the TDDP and Plan Prince George's 2035. The land uses reflect the desired walkable urban scale and a mix of uses.

7. **Stormwater Management—**An approved Stormwater Management Concept plan (11905-2016-01) and approval letter were submitted with the subject application. Floodplain compensatory storage has been provided abutting the site to the west. A condition of concept approval requires a floodplain waiver approval prior to technical approval. According to discussions with the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE), the approval of a floodplain waiver is likely.

   The stormwater management (SWM) features include numerous micro-bioretention 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**	
Residential New Trips	**IN**	**OUT**	**IN**	**OUT**
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***
Retail New Trips				
10,000 sq. ft. retail	24	14	61	67
Less pass-by trips @ 50% **	-12	-7	-30	-34
Subtotal	***12***	***7***	***31***	***33***
Total Net New Trips	***58***	***189***	***201***	***125***

Notes:
***** Eligible trip credits for Transit Oriented Development in identified Centers.
******Pass-by trip reduction refers to credit reduction for trip made to a commercial site, from already "passing by" that site on an adjacent street that contains direct access to the site.

As indicated, the development, at full buildout with eligible transit credits, is projected to generate 247 (58 inbound, 189 outbound) and 326 (201 inbound, 125 outbound) vehicle trips during the AM and PM peak hours, respectively.

Traffic Study Review and Findings
The submitted traffic study report (October 13, 2016) includes analysis of all critical intersections as outlined on the scoping agreement. Following the preliminary review for sufficiency, the revised study was referred to the Maryland State Highway Administration(SHA), the County (DPIE and DPW&T), and the City of Hyattsville for review and comment.

The findings outlined below are based upon a review of the revised study and written comments provided by the reviewing agencies, as well as additional analyses conducted, consistent with the "Guidelines."

Existing Conditions
Pursuant to the scoping agreement, the traffic impact study identified the following intersections as the critical intersections, with existing traffic conditions for each analysis period, which are summarized within the table below:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
Ager Road and Hamilton Street	590	963	A	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	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

*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.
**The second step of analyzing unsignalized intersections is to compute the maximum minor street approach volume. Traffic volumes of 100 vehicles or less are deemed to be acceptable because, outside of exceptional conditions, such an intersection will never warrant a signal.

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.

12. **Fire and Rescue—**This PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(C) and (E) of the Subdivision Regulations.

Section 24-122.01(e)(1)(E) states that "A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month."

The project is served by Hyattsville Fire/EMS, Company 801, a first due response station (a maximum of seven minutes travel time), is located at 6200 Belcrest Road. In the Fire/EMS Department's Statement of Adequate Apparatus, as of July 15, 2016, the Department states they have developed an apparatus replacement program to meet all the service delivery needs of the County.

Capital Improvement Program (CIP)
The Prince George's County FY 2016-2021 Approved CIP provides funding for replacing the existing station with a new four-bay Fire/EMS station.

13. **Police Facilities—**The following evaluation for impact on police facilities is based on a review of the residential and nonresidential uses included in this PPS.

Residential
The subject property is located in Police District I, Hyattsville. The response time standard is 10 minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on December 9, 2016.

Based on the most recent available information provided by the Police Department as of December 2015, the police response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls are met.

Nonresidential
The development is within the service area of Police District I, Hyattsville. There is 267,660 square feet of space in all the facilities used by the Prince George's County Police Department and the July 1, 2015 (U.S. Census Bureau) county population estimate is 909,535. Using 141 square feet per 1,000 residents, it calculates to 128,244 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

14. **Water and Sewer—**Section 24-122.01(b)(1) states that "the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval."

The 2008 *Water and Sewer Plan* placed this property in Water and Sewer Categories 3, Community System. The property is within Tier 1 under the Sustainable Growth Act and will therefore be served by public systems.

15. **Use Conversion—**The total development included in this PPS is 183 single-family attached residential units, 300-multifamily-residential units and 10,000 square feet of commercial development in the M-X-T and T-D-O Zones. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and on the approved preliminary plan, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.

16. **Public Utility Easement (PUE)—**In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

> "Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748."

The standard requirement for PUEs is ten-foot-wide along both sides of all public rights-of-way. This subdivision provides internal circulation through a network of public streets and alleys. Five to ten-foot-wide PUEs are provided throughout the development, some of which are located in the alleys and HOA space, rather than along the public street, in order to best serve the lots. The applicant requested approval of a variation to Section 24-122(a) to provide variable width and location for PUEs as outlined below.

Variation—Section 24-122(a) of the Subdivision Regulations requires that when utility easements are required by a public utility company, a subdivider grant the required easement. It is a long-held understanding between the Planning Department and the public utility providers that a 10-foot wide public utility easement is required, as a standard, along all public rights-of-way (both sides). The applicant requested approval of a variation for the width and location of the PUEs.

Section 24-122. Public facilities requirements.

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

The subject site includes a network of five public streets which extend north from the main entry street (Little Branch Run), which is also a public street. The PUEs along the public streets are six feet wide for those streets which run south to north. The PUEs along Little Branch Run (west to east) are six to ten feet wide and, toward the eastern end, are setback from the right-of-way so that they are adjacent to the townhouse lots which are also setback from the right-of-way. The townhouse lots are all alley-loaded and a five-foot-wide PUE has been provided along and/or within all alleys. The combination of the six- and ten-foot-wide PUEs along the public streets and the five-foot-wide PUEs

within the alleys collectively provide a greater PUE than normally required and allow for greater flexibility in the location of utilities.

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of a variation request:

Section 24-113 Variations

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-122(a) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

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

The width reduction to the PUEs is requested along the internal public streets to the subject site. The PUEs will provide dry utility connections to the lots within the subject site and are supplemented by the location of PUEs within the alleys. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to any other property.

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

The redevelopment of this site is guided by the General Plan and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium to high density residential development which orients buildings along street frontages. The site has

been designed in accordance with these design criteria and provides alley-loaded lots with building fronts oriented towards the public streets. However, the location of buildings and sidewalks along street frontages limits the available area for PUEs. Therefore, the PUEs have been split between the front and rear of the lots to provide the total width normally required for PUEs. Given the site design criteria generated by the General Plan and TDDP, the conditions on which the variation is based are unique to this property.

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

The variation to Section 24-122(a) is unique to the Subdivision Regulations and under the sole authority of the Planning Board. The use of reduced width PUEs, particularly in urban areas, is not uncommon and has been approved with other development applications.

This PPS and variation request for reduced width PUEs was referred to the Potomac Power and Electric Company (PEPCO), Washington Suburban Sanitary Commission (WSSC), Verizon and Comcast. WSSC will be provided a separate 30-foot-wide easement within the public streets per their standard requirement. A response from PEPCO, Verizon, and Comcast was not received. The applicant submitted a utility location plan with this application which is consistent with the submitted PPS. The final plat will reflect the approved location of the PUEs.

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

The physical conditions of the site are such that the site is triangular-shaped, having narrow frontage on Ager Road that fans out to the west along Northwest Branch Stream Valley Park. In addition, existing streets abutting the site are curvilinear, creating a modified grid pattern that provides for irregular blocks of development. In order to achieve the density and design envisioned by the Plan Prince George's 2035 and TDDP, the lots are accessed by alleys in which five-foot-wide PUEs have been provided. Requiring a ten-foot-wide PUE along the public streets on which the lots front would restrict the developable area, lessen the achievable density, and modify the street standards of the TDDP, consequently providing a layout that is at odds with the TDDP and resulting in a particular difficulty to the owner.

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

The subject property is zoned M-X-T; therefore, this provision does not apply.

The Planning Board approves the variation to Section 24-122(a) of the Subdivision Regulations for reduced-width PUEs along the public streets.

17. **Historic—**The site is currently improved with a warehouse that was built in 1958 that is to be demolished. A search of current and historic photographs, topographic and historic maps, and locations of currently know archeological sites indicates the probability of archeological sites within the subject property is low. This PPS will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not required.

18. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-05006	TCP1-019-06	Planning Board	Approved	3/20/08	06-218(A)
		District Council	Approved	8/8/08	Council Order
4-05145	TCP1-019-06-01	Planning Board	Approved	11/6/06	06-262
NRI-002-2016	N/A	Planning Director	Approved	3/31/16	N/A

Grandfathering
The project is subject to the environmental regulations contained in Subtitles 24, 25 and 27 that came into effect on September 1, 2010 because the application is for a new preliminary plan.

Site Description
This 18.43-acre site is in the M-X-T Zone and the West Hyattsville Transit District Development Plan and TDOZ. The site is located on the western side of Ager Road, across from its intersection with Lancer Drive. Based on available mapping information and the approved NRI, the site contains 100-year floodplain associated with the northwest branch of the Anacostia River as the only regulated environmental feature located on-site. The predominant soils found to occur according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Codorus and Hatboro, Codorus-Hatboro-Urban land, Elsinboro-Urban land, and Urban land-Elsinboro complexes. Based on available information,

Marlboro clay and Christiana clay are not found to occur in the vicinity of this property. The site fronts on Ager Road which is a MPOT designated Arterial roadway that is regulated for noise. Ager Road is also a designated historic roadway. According to available information from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species are not found to occur in the vicinity of the site. According to the 2005 *Approved Countywide Green Infrastructure Plan* (Countywide Green Infrastructure Plan), the site contains regulated areas, evaluation areas, and network gap areas.

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

Conformance with the Water Resources Functional Master Plan
The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection and preservation of drinking water, stormwater, and wastewater systems within the County, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for SWM, floodplain, and woodland conservation, and programs implemented by DPIE, the Prince George's County Department of Health, the Prince George's County Department of the Environment, the Prince George's Soil Conservation District, M-NCPPC, and WSSC are also deemed to be consistent with this master plan.

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

It should be noted that 83 percent of the site is within the 100-year floodplain. This application includes filling the floodplain, while providing compensatory floodplain storage on the adjacent M-NCPPC owned property to the west. Principles of low impact development, or environmental site design, are incorporated into the stormwater design.

Conformance with the 2005 Approved Countywide Green Infrastructure Plan
The site contains regulated, evaluation and network gap areas within the designated network of the Countywide Green Infrastructure Plan. The mapped regulated, evaluation and network gap areas are located along the western portion of the property, which, according to the approved NRI, contains floodplain associated with the Northwest Branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with the General Plan. The floodplain is to be filled in order to raise the

development out of the floodplain. Compensatory floodplain storage is to be provided on the property to the west, owned by M-NCPPC, which will be reviewed as a part of a pending Mandatory Referral that will come before the Planning Board. The woodland on-site is to be cleared and the resulting woodland conservation requirements are to be met entirely off-site. While the Green Infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in the General Plan. The compensatory floodplain mitigation will be met on the adjacent site along with park amenities and an enhanced trail system to improve pedestrian movement and safety in the area.

Natural Resources Inventory
An approved Natural Resources Inventory, NRI-002-16, was submitted with this application. The NRI was prepared for a larger area than has been included in the PPS application. A revised NRI was submitted during the review of the application to separate the site statistics for the land area included in this application and the remainder of the area included on the NRI. While the site statistics table was revised, the approval block still contains the original certification signature. Similarly, the signature of the previous qualified professional is still shown on the plan. The update to the plan must be signed by a qualified professional. The forest stand delineation (FSD) summary table must be revised to show that the total woodland on the overall site is 3.77 acres. Minor revisions to the NRI are needed prior to the signature approval of the PPS.

The NRI indicates there is floodplain on the subject property associated with the Northwest Branch of the Anacostia; the floodplain comprises the primary management area (PMA). No specimen trees are located on the subject property. The FSD indicates that two forest stands are located on-site totaling 3.77 acres. The existing woodland on-site totals 0.42 acre and is located entirely within the floodplain.

Woodland Conservation
This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan was submitted with the PPS (TCP1-012-2016).

The woodland conservation worksheet shows the woodland conservation threshold for this 18.43-acre property is 15 percent of the net tract area or 0.46 acre. The total woodland conservation requirement based on the amount of clearing is 0.88 acre. The woodland conservation requirement is to be met off-site.

The plan requires technical revisions to be in conformance with the Woodland and Wildlife Habitat Conservation Ordinance. No specimen trees are located within the boundary of the subject site and none are approved for removal with this application. The TCP contains a label on the adjacent M-NCPPC-owned property stating to see a separate TCP; however, this area should be hatched and include a label clearly stating that the area is not included in the current application. SWM features have been shown on the plan in the area of the townhouse development; however,

all stormwater and storm drain features for the entire site must be shown on the TCP in accordance with the approved SWM concept plan. The DRD QR code approval block must contain the name of the project and the assigned PPS number typed-in. After all revisions have been made, the qualified professional who prepared the plan must sign and date it and update the revision box with a summary of the revisions made.

Specimen Trees
The removal of specimen trees requires a variance to Section 25-122(b)(1)(G) as part of the development review process. There are no specimen trees that have been identified on-site.

Preservation of Regulated Environmental Features/Primary Management Area
This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The on-site regulated environmental features include floodplain associated with the Northwest Branch of the Anacostia.

Impacts to the regulated environmental features should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. A statement of justification and impact exhibit for the impact were received by the Environmental Planning Section on January 9, 2017. The application includes impacts to the entire PMA on-site.

Because the site is located adjacent to a metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with the General Plan. The floodplain is to be filled in order to raise the development out of the floodplain. Compensatory floodplain storage is to be provided on the property to the west, owned by M-NCPPC. The woodland on-site is to be cleared and the resulting woodland conservation requirements are to be met entirely off-site. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in the General Plan.

Based on the level of design information available at the present time, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible.

Noise and Vibration

There are noise impacts associated with the property from Ager Road and the Green Line Metro tracks which run through the site. Vibration impacts are also associated with the rail lines.

Three reports were received on the topics of noise and vibration. The first report, dated November 17, 2015, addressed outdoor noise only from traffic and railway noise sources, considered mitigation in the form of shielding from buildings based on a preliminary site design, and clearly states that site elevations were not considered in the analysis and that the report was to be considered preliminary with respect to traffic noise. The second report, dated July 18, 2016, evaluated train noise and vibration only, and was based on a revised site layout. The third report was in the form of a comment response letter dated January 25, 2017. It should be noted that the layout should not matter with respect to calculating the unmitigated upper and lower unmitigated 65 dBA Ldn noise contours because mitigation from the shielding of buildings should not be considered in calculating unmitigated noise.

The 2016 report provides four measurements for noise and it appears that the measurement location identifier labels were switched in the discussion portion of the report because the measurements are not consistent with the locations shown on the location exhibit; however, the noise levels in the conclusion of the study make sense if the error is taken into consideration. The study recommends the construction of a wall to shield a pool associated with one of the multifamily buildings, which will be reviewed with the DSP.

The 2017 report is based on the current layout and focuses on the townhouse portion of the site. The results of the report state that without shielding of any future multifamily buildings, the townhouses will not be negatively affected by noise above 65 dBA Ldn; however, because no upper level unmitigated noise contours have been provided, the building materials for the townhouses on Lots 1–8 must be certified at time of permit by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn. A note must be added to the plat to acknowledge the site's location with respect to the noise associated with metro and with Ager Road. A Phase 2 noise report must be provided at time of DSP for all multifamily development (Parcels DD, EE, and FF) as labeled on the TCP1 to determine what, if any, mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. All multifamily buildings must have acoustical certification at time of permit.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceeded the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel DD, (1.24 acres), which would also apply to the southwestern portion of Parcel FF (1.9 acres). It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/ or compact surfaces subsequent to development. No recommendations were provided and the report states there is no feasible mitigation that can be done. The only mitigation that could be done would be to increase the setback of the buildings which would result in the loss of units. The FTA

criteria for feelable vibration is 72 VdB for residences and buildings where people normally sleep for "frequent" events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the Prince George's County Code have established regulations for development as it pertains to vibration impacts. A note is to be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation 24-121(a)(4)**—Section 24-121(a)(4) of the Subdivision Regulations provides the following lot-depth criteria for lots abutting specific rights-of-way:

(4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.

The subject site has frontage on Ager Road, a master planned arterial right-of-way, from which the required 150-foot-lot depth is provided. However, the site is bisected by the Metro rail tracks from which the required 300-foot-lot depth is not provided for Parcels DD, EE, and CC (or FF as labeled on the TCP1) and Lots 1–8. The applicant requested approval of a variation for the three parcels and eight lots which do not meet the required lot depth. Section 24-113(a) sets forth the required findings for approval of variation requests as follows:

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

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. In fact, strict compliance with the requirements of Section 24-121(a)(4) could result in practical difficulties to the applicant, resulting in the applicant not being able to develop this property for its intended purpose.

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

As previously discussed in the Environmental Planning Finding, no ground-level noise impacts affect the townhouse lots adjacent to the tracks pursuant to the noise study provided. Conditions pertaining to the structural design of the townhomes and multifamily units for the mitigation of noise at the time of building permit are required. Notification to potential purchasers and tenants by the placement of notes of the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line.

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

This property is directly abutting and bisected by the Metro rail tracks and is an irregular triangle parcel. This condition is unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, to maintain the land use and densities envisioned at the metro.

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

Conditions of approval are required with this variation, which require certification by a professional engineer with competency in acoustical analysis be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to the issuance of building permits, and notes to be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation with conditions.

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

The physical surroundings of the subject site include the abutting metro rail line, which bisects the property. The location of the rail line in the eastern part of the site and entry street providing access to the subject site from Ager Road create an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of

300 multifamily dwelling units and eight townhouse lots, which is 64 percent of the units included in this PPS. This would result in a particular hardship to the applicant as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

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

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

Based on the preceding findings, the Planning Board approves the variation to Section 24-121(a)(4) for Parcels DD, EE, and FF/CC and Lots 1–8, subject to conditions, from the 300-foot-lot depth regulation.

20. **Urban Design**—In accordance with the Zoning Ordinance and TDDP, DSP approval is required for this development. A Detailed Site Plan (DSP-16029) for infrastructure has been accepted for the subject site, is currently under review, and is tentatively scheduled to be heard before the Planning Board on March 23, 2017. The requirements of the TDDP and the Zoning Ordinance will be further evaluated with the DSP review. The requirements include, but are not limited to, the following:

Conformance with the Requirements of the Zoning Ordinance

The lotting pattern for the townhouse portion of the development as shown on the PPS indicates the exclusive use of 16-foot-wide townhouse lot sizes for interior lots. The lots sizes at of the ends of each series of lots are sized sufficiently to receive larger units. All townhome lots are being served by alleys, indicating rear-load garages for the project. The incorporation of a variety of width of unit sizes shall be allowed at the time of DSP for different architecture, where space permits. The advantage of a variety of unit widths will lend more visual interest to the streetscape and may allow for a variety of price points within the development. The applicant requested a variance to allow for the narrower unit as dictated by Section 27-548(h) of the Zoning Ordinance which states, in part, the following:

> **In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet.**

The application and statement of justification indicate that the PPS lotting pattern includes 20-foot-wide end units and 16-foot-wide interior units. The DSP for Infrastructure, DSP-16043 indicates the same layout, however, that application does not include architectural elevations, and has been submitted to obtain a grading permit. A future DSP is required to address the architectural products proposed for the development. Minor adjustments to the lot sizes to accommodate some variation in the width of the lots to create variety in the width of units is encouraged, and would require minor adjustments that will be reflected on the final plat for the development.

The pending DSP for infrastructure (in order to obtain a grading permit for the property) is being process as an Expedited Transit Oriented Development (ETOD) plan in accordance with Section 27-290.01 of the Zoning Ordinance. The reason for the filing of the ETOD application is twofold; first, the applicant is seeking a grading permit for the property, which will allow for the removal of the existing structure and slab in the most expeditious manner; second, the ETOD provisions of Section 27-290.01 allow the applicant to forego the filing of a CSP for the property. It should be noted that a CSP, generally a requirement when developing in the M-X-T Zone, is not required for this application under the ETOD provisions. Conformance with the requirements for development in the M-X-T Zone will be further evaluated at the time of DSP review.

Conformance with the Requirements of the 2006 Approved Transit District Development Plan and SMA for the West Hyattsville Transit District Development Plan (TDDP)
The DSP for Infrastructure will be subject to TDDP standards, with emphasis placed on conformance with the applicable standards relating to grading and infrastructure development. Moreover, Map 14 on page 36 of the TDDP contains the Preferred Land Use Plan, which identifies the Preferred Land Uses for each development block within the TDDP. Map 13 contains the Block Registration Plan which provides a letter designation for each block of development. The use table identifies what uses are allowed in accordance with the preferred land uses specified for each block. The application appears to contain all, or portions of, Development Blocks L, Y, Z, AA, BB, and CC. However, an exhibit would be helpful that overlays the property boundary, the uses proposed on the property, and the block pattern laid out in Map 13, so that conformance to the TDDP can be clearly deciphered. The following are some of the issues identified:

- Part of Block CC is located in the Structured Parking character area. "Park, playground, or other recreational area" is prohibited in this Character Area. Also, most importantly, single-family dwellings are prohibited here.

- Part of Block CC is located in the Tower Residential character area. Single-family dwellings are prohibited there.

- Blocks Y and BB are located in the Condo Character Area. Single-family dwellings are prohibited there.

Any noncompliance with this Preferred Land-Use Map must be addressed at the time of a DSP through the amendment process. The applicant has submitted the proposed amendment information with the DSP application. The lotting pattern approved with this PPS is dependent upon the District Council's approval of the proposed amendment to the TDDP for the preferred land uses to include single-family dwellings for the blocks identified above. At the time of final plat, the lotting pattern shall be in substantial conformance with the PPS and may incorporate any revisions to the lotting pattern deemed necessary by the approved DSP.

Conformance with the 2010 Prince George's County Landscape Manual
Conformance with the landscaping requirements for the subject site will be evaluated further at the time of DSP review. The mixed-use development is within the West Hyattsville TDDP that is technically subject to the TDDP standards as contained under the Trees and Landscaping section of General Open Space and Streetscape Standards and Guidelines. However, for those landscaping requirements not covered by the TDDP standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations will govern.

Alternative Compliance application AC-17003 has been submitted to address Section 4.1 and 4.7 of the Landscape Manual where spatial constraints of the development do not allow for full compliance with the requirements of the Landscape Manual. The AC application is currently being processed with the DSP.

Conformance with the Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that include more than 5,000 square feet or greater of gross floor area or disturbance and require a grading permit. The subject site is required to provide a minimum of ten percent of the gross tract area to be covered by tree canopy. Compliance with this requirement will be further evaluated at the time of DSP review.

21. **Variance 27-548(h)—**Section 27-158(h) of the Zoning Ordinance includes the following lot requirements for townhouse development in the M-X-T Zone:

> **(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front façades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall**

be one thousand two hundred and fifty (1,250) square feet.

The lots included with this application will accommodate 16-foot-wide townhouse interior units and 20-foot-wide townhouse end units. The minimum lot size to accommodate these units is 816 square feet. Only 14 of the 183 townhouse lots in this application have lots sizes that meet or exceed the minimum lot-size requirement of 1,800 square feet. The lotting pattern approved with this PPS provides that 17 of the 28 building groups will contain more than 6 units. Therefore, a variance from the requirement of Section 27-158(h) is required for building width, lot size, and units in a row. These variances are analyzed together because of the interrelationship affecting the lotting pattern.

Section 27-230 of the Zoning Ordinance sets forth the required findings for approval of variance requests:

Section 27-230. Criteria for granting appeals involving variances.

(a) A variance may only be granted when the District Council, Zoning Hearing Examiner, Board of Appeals, or the Planning Board as applicable, finds that:

(1) A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;

The physical conditions of the site are such that the site is triangular shaped having narrow frontage on Ager Road that fans out to the west along Northwest Branch Stream Valley Park. In addition, existing streets abutting the site are curvilinear, creating a modified grid pattern that provides for irregular blocks of development. This site is almost entirely within the floodplain and, in order to achieve the density and design envisioned by the General Plan and TDDP, must be graded and filled with soil to raise the property from the floodplain. The combination of these factors results in exceptional topographic conditions.

(2) The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and

The site has been designed in accordance with the design criteria envisioned with the General Plan and TDDP for a dense urban environment. The TDDP includes building envelope standards which include build-to lines rather than setbacks and the use of alleys in lieu of streetscapes dominated by garages, but does not specifically modify the lot size requirements set forth in the Zoning Ordinance. The strict application of this Subtitle would result in far less density, thereby

resulting in an undue hardship to the owner by preventing the development of the property in accordance with the land use standards set forth by regulating plans.

(3) The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

The development is consistent with the goals and recommendations of the General Plan and West Hyattsville TDDP, as previously discussed, and therefore will not impair the intent, purpose, or integrity of the General Plan or sector plan.

The variances from Section 27-548(h) identified above are analyzed together because they are interrelated and, in this instance, should not be evaluated independently of one another. If any one of the variances had not been granted, it may have resulted in a need for additional or alternative variances due to the condensed nature of the subdivision layout being developed in conformance with the M-X T Zone.

Based on the preceding findings for each of the criteria, the Planning Board approves a variance from Section 27-158(h) for the lot square footages, the lot widths, and the number of building groups exceeding six units as follows:

DEVELOPMENT STANDARD	REQUIRED	PROVIDED	CODE SECTION
a. Minimum Bldg. Width - Interior Unit	20 ft.	16 ft.	Section 27-548(h)
- End Unit	24 ft.	20 ft.	
b. Maximum TH Units per Bldg. Group	6 du	8 du (7 groups)	Section 27-548(h)
		7 du (10 groups)	
c. Max. number of Bldg. Groups w>6 du	20%	61% (17 groups)	Section 27-548(h)
d. Minimum Lot Size	1,800 sq. ft.	816 sq. ft. min. (169 lots)	Section 27-548(h)

22. **City of Hyattsville**—The City of Hyattsville provided a memorandum dated February 13, 2017, which set forth the following findings:

- **The City of Hyattsville is supportive of the three variances requested by the applicant. We understand the necessity of the variances given the geography of the site and realize that the feasibility of the project could be jeopardized should the variances not be approved.**

- **It is the City's preference that the applicant's "option 3" proposed street section is approved for local public access roads. It is our understanding that the applicant has revised the plan to incorporate the "option 3" geometry, and the City asks that this remains consistent in the approved plan.**

- **The City has two additional conditions that we are hopeful that the Planning Board will incorporate as conditions of approval. (1) The first condition is that the applicant must conduct and provide to both the County and City a hard copy and digital GIS file of the land survey of the subject property and subdivisions. (2) The City request is for the connection of roadways within the development to the existing publicly dedicated sections of Nicholson Street and Kirkwood Place. It is the City's understanding that both of those existing streets were previously dedicated to the County and that their right-of-way extends over Lancer Place. We believe a roadway and pedestrian connection between the Kirkwood Apartment complex and the subject development is both appropriate and necessary. The City currently owns the fence dividing these properties and is agreeable to its removal in order to facilitate a connection.**

The PPS submitted for approval provides the public street alignment for Nicholson Street and Kirkwood Place for the uninterrupted continuation of these rights-of-way, from the north, through the subject site as recommended. The dedication of these streets, as well as the other public streets within the subdivision, to public use will occur at the time of final plat approval. Although improvements within the rights-of-way are depicted on the PPS, they are for informational purposes and to exhibit conformance with the standards of the TDDP and DPW&T for public streets. The physical improvements within the public rights-of-way will be under the jurisdiction of the operating agency, therefore the requested information is enforceable by the City of Hyattsville and DPW&T at the time of permit approval. The applicant has provided street grade profile plans with this application to demonstrate that the connection of Nicholson Street and Kirkwood Place from the subject site to the north is feasible.

23. **Washington Metropolitan Area Transit Authority (WMATA)—**A referral was provided to WMATA on January 10, 2017. However, no referral response was received. Vehicular access to the subject site is across land owned by WMATA. Prior to approval of any final plat for land solely accessed through the WMATA property, approval for public right-of-way dedication across the WMATA property must be secured in accordance with Section 24-123(a)(2) of the Subdivision Regulations.

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

* * * * * * * * * * * * *

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 MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

December 21, 2021

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

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

Dear Applicant:

This is to advise you that, on **December 16, 2021,** the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or

2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

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

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

Sincerely,
James R. Hunt, Chief
Development Review Division

By: Henry Zhang 12/21/2021
Reviewer

Attachment: PGCPB Resolution No. **2021-144**

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

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

PGCPB No. 2021-144

File No. DSP-20053

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 December 16, 2021, regarding Detailed Site Plan DSP-20053 for West Hyattsville - ETOD, the Planning Board finds:

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

2. **Development Data Summary:**

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

Notes: * 1-Bedroom units include junior 1-BR, 1-BR, and 1-BR plus den types.
** 2-Bedroom units include 2-BR and 2-BR plus den types.

Parking

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

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

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

Loading

	REQUIRED	APPROVED
Loading Spaces*	2	2

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

Bicycle Parking Spaces

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

3. **Location:** The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and southwest of the intersection of Ager Road and Little Branch Run, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.

4. **Surrounding Uses:** The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP). The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Mixed Use-Transportation Oriented (M-X-T) Zone, to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the M-X-T Zone, which is under construction, and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone.

5. **Previous Approvals:** The West Hyattsville TDDP retained the subject property in the Transit District Overlay (T-D-O) and M-X-T Zones.

The site was the subject of a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Prince George's County Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant in that case; however, the project never came to fruition. The conditions of the previous approval do not apply. A new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 for Expeditated Transit Ordinated Development, of the Zoning Ordinance, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

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

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

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

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

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

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

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

The proposed mixed-use building will occupy the entire Parcel 1, with a parking garage in the middle of the building. The main residential entrance to the building is located in the middle of

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

Architecture

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

The architecture and massing of the building is calculated to enhance the feeling of interest activity and excitement. Bright, open, street-level visual interest, articulated roof line, lush landscaping, and colorful accents will make this an attractive place to live, adjacent to a Metro station, but also emphasizing the connection to the park and river (stream valley park owned by M-NCPPC) to the south that will result in a dramatic combination of urban living and natural amenities.

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

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

Lighting

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

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

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

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

On-site private recreational facilities and amenities have been provided by the applicant in this DSP to serve future residents, including fitness spaces, an outdoor kitchen, and an outdoor pool area with seating in two courtyards. The northern courtyard features landscaping and a walking path with seating and other outdoor amenities. The large, southern courtyard includes a swimming pool that will be accessible to residents and will be connected to the promenade as one of the important destinations on-site. The pedestrian promenade varies in width from 20 to 60 feet, creating an inviting pedestrian space that provides direct access from the townhouse and multifamily neighborhood to the pedestrian tunnel under the West Hyattsville Metro Station.

The Planning Board has evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines* and finds that the applicant's proposal of on-site recreational facilities is acceptable.

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

a. Site Design

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

b. Resource Efficiency

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

c. Energy Efficiency

- Install EnergyStar roofing system to reduce heat island effect and heat load.
- Durably seal building thermal envelope to limit air and moisture infiltration.
- Use high-efficacy lighting in dwelling units and common spaces.
- Build thermal envelope with improved insulation.
- Provide high Seasonal Energy Efficiency Ratio/Heating Seasonal Performance Factor Heating Ventilation and Air Conditioning (HVAC) systems.
- Provide high Uniform Energy Factor hot water heaters.
- Use EnergyStar lighting, appliances, and bath fans.
- Install automatic lighting controls in multifamily common areas and parking garage.
- Meter and monitor energy consumption.

d. Water Efficiency

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

e. Indoor Environmental Quality

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

f. Operation, Maintenance, and Building Owner Education

- Implement an Integrated Pest Management plan.
- Monitor energy data with Environmental Protection Agency EnergyStar Portfolio Manager.
- Develop Building Operations and Maintenance Manuals and training building operations staff.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone:** The West Hyattsville TDDP envisions three distinct neighborhoods in the West Hyattsville Transit District: Hamilton Square, North Park, and Queenstown. The subject site is located within the North Park neighborhood, which is located just north of the Metro tracks. The main character and attributes

of the North Park neighborhood include, but are not limited to, a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. Small, neighborhood-focused retail should be at the intersection of the primary internal streets, within two blocks of the Metro station.

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

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

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

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

BUILDING ENVELOPE AND BLOCK STANDARDS:

MODIFICATION 1: **Ground Floor Retail (page 67)**

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

In accordance with the applicant's SOJ, a total of 3,213 square feet of commercial retail space is proposed and needed for this project. Retail is not proposed on all ground floor elevations, but only in the southernmost portion of the building, adjacent to the pedestrian promenade on the southeast side of the

building. The retail space is focused on this area with the highest foot traffic and is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. More extensive retail space is not supportable, due to the lack of vehicular access. This small-scale retail presence in this project is consistent with the TDDP vision for small neighborhood-focused retail in this neighborhood. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 2: **Shared Parking (page 68)**

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

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

MODIFICATION 3: **Residential Street (page 75)**

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

Proposed Parcel 1 has approximately 841.24 feet of frontage on Little Branch Run. The building is constructed at the build-to line for 538.24 feet along this frontage, which occupies 64 percent of the frontage on this road. The street façade is in a single plane, but façade jogs of greater than 24 inches are included that makes this design difficult to follow the build-to line. The main entrance to

the building is set back between 28 feet to 49.5 feet from the right-of-way, for 135 linear feet. The purpose of this arrangement is to accentuate the location of the entrance and provide a visual break in the building, which occupies a substantial length along the roadway. The final length, where the building does not occupy the build-to line, is at the southern end where existing easements prevent the building from being closer to the right-of-way. Given the smaller massing of the townhouses across the street, this design provides a transition space between the taller multifamily building and the existing shorter townhouses. The result is a smooth visual transition between the two developments while a human-scale complete street is achieved. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 4: **Residential Street (page 75)**

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

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

MODIFICATION 5: **Residential Street (page 75)**

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

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

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

STREETSCAPE STANDARDS:

MODIFICATION 6: **Landscaping of Building Fronts (page 82)**

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

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

MODIFICATION 7: **Location of Mechanical Equipment (page 82)**

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

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

MODIFICATION 8: **Streetscape (page 83)**

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

   Lead walks are provided from the building entrance to the sidewalks. In lieu of brick or precast pavers, the DSP proposes to utilize stamped concrete to be constructed to the City of Hyattsville standards. Compared with brick or pavers, stamped concrete requires less maintenance and has the same visual effect that

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

MODIFICATION 9: **Public Street Lighting (page 89)**

2. Lighting levels shall be:

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

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

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

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

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

MODIFICATION 10: **Public Street Lighting (page 90)**

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

As the cost of LED lighting has lowered, it became the common replacement for old-fashioned incandescent lighting, because LED lights not only last much

longer, but also use far less electricity than standard lighting. LED lighting is proposed for all fixtures in this project. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

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

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

   As discussed previously, due to the shape of the property and its location adjacent to the WMATA train tracks, it is impossible to create any vehicular connection to the properties east of the train tracks. The proposed Parcel 1 will create a block length of 743 feet, which is greater than 400 feet. However, a pedestrian promenade between proposed Parcels 1 and 2 has been designed to provide a pedestrian connection to the West Hyattsville Metro Station. This pedestrian pathway will provide through access from the North Park neighborhood to the Metro station. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

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

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

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

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

5. **Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer**

shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

a. Sodding and providing routine landscape maintenance to the area.

b. Keeping the area clear of debris, litter, stored materials, and vehicles.

As discussed above, no alley is proposed, nor alley right-of-way is dedicated to the rear of the proposed building, because the site is too narrow to physically accommodate it. Limited landscaping is proposed between the building complex and the right-of-way of the WMATA train tracks. In the previously approved DSP-16029, the District Council approved an amendment to remove the requirement for an automatic irrigation system provided that native plant species be used. This DSP is proposing drought resistant native species that require less or no irrigation. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

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

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

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

ARCHITECTURE STANDARDS:

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

1. All Windows:

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

Windows have been placed on the building elevations based on functional furniture layout and to allow maximum daylight for healthy living. Some windows are closer than 30 inches to exterior building

corners. The proposed building is attractive and well-functioning to serve future residents. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

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

2. Ground Floor Windows:

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

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

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

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

3. Upper-Story Windows:

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

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

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

4. Doors/Entrances:

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

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

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

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

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

PARKING STANDARDS:

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

5. Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:

c. Off-Street Parking Structures

- **Landscaping shall be provided along parking structure foundation facades that front the public realm.**

- **Landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.**

- **Planting beds shall be a minimum of 5 feet in width and a minimum of 5 feet in depth.**

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

MODIFICATION 21: **OFF-STREET PARKING (page 112)**

Materials:

The following is a list of permitted and prohibited material:

1. **Permitted: Brick and tile masonry; Native Stone (or synthetic equivalent); Precast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (for trim elements only); Metal (for beams, lintels, trim elements and ornamental only); Wood lap siding (horizontal configuration), smooth or rough-sawn finish; Hardie-plank equivalent or better siding.**

2. **Prohibited: Stucco/EIFS (cementitious finish); Split-faced block; Concrete (except for parking deck surface); Concrete Masonry Units; Faux wood grain.**

3. **Façade Treatments for Parking Structures: Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking**

structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural façades along both the front and side streets.

Three sides of the parking garage will be surrounded by the residential building with no visible elevations and only one side is visible to the public. The only parking garage elevation that is visible to the public views is oriented toward the WMATA Metro train tracks to the east. That elevation will be constructed of precast concrete to be painted with artwork to provide visual interest and tie into the other colorful elements of the building. The base of the garage is constructed of gray masonry blocks which will also be painted to match the finish materials of the main building. In addition, landscaping is also provided along the entire length of the eastern property line. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 22: **OFF-STREET PARKING (page 113)**

4. **Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.**

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

MODIFICATION 23: **OFF-STREET PARKING (page 114)**

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

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

MODIFICATION 24: **OFF-STREET PARKING (page 114)**

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

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

MODIFICATION 25: **OFF-STREET PARKING (page 114)**

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

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

MODIFICATION 26: **OFF-STREET PARKING (page 115)**

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

    a. **One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling**

    b. **Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling**

    c. **Perimeter or core uplight wall fixture**

    d. **250W metal halide**

    e. **10-foot 6-inch parking structure ceiling**

    f. **Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls**

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

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

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

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

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

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

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

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

a. The proposed multifamily residential and commercial/retail uses are listed on the Table of Permitted Uses in the M-X-T Zone within the West Hyattsville TDDP, as amended by DSP-16029, and are consistent with the land use vision of the approved TDDP.

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

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

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

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

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

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

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

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

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

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

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

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

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

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

None of the above uses are included on this DSP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The proposed development plan takes full advantage of the development pattern in the M-X-T Zone on the area proposed for the mixed-use building. For the overall site, as envisioned by the TDDP and the previously approved PPS, more development is anticipated. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation that a person may not need an automobile, due to the convenient access to the Metro station. The proposed site layout further facilitates walking and bicycling and transit use.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The proximity of the site to the West Hyattsville Metro Station, proposed medical office building, parkland, and the future anticipated additional multifamily residential and retail development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

The proposed layout of the development occupies the entire Parcel 1 with a vertical mixed-use building. A promenade at the southern edge of the parcel will provide a spatial transition to the future phase that will blend harmoniously with the proposed development on the subject site.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

This DSP shows a vertical mixed-use project with a distinctive visual character that will create a memorable place adjacent to the West Hyattsville Metro Station.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

This DSP represents the first phase of a two-phase development that features high-density, compact, urban development around the West Hyattsville Metro Station. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The subject application is proposing a mixed-use development that was envisioned by the West Hyattsville TDDP. This development will further rejuvenate the area on the west side of the West Hyattsville Metro Station and create the neighborhood as planned by the West Hyattsville TDDP.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The applicant has requested a number of amendments to the West Hyattsville TDDP that the Planning Board supports to give the applicant freedom of architectural design.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The West Hyattsville TDDP retained the subject property in the T-D-O/M-X-T Zones. Therefore, this requirement is not applicable to the subject project, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development is the first phase of a two-phase development that is oriented mainly toward Little Branch Run, with the second phase also fronting on M-NCPPC parkland. A promenade is provided between the two phases that provides direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation, which will integrate and catalyze the development of the

surrounding neighborhood. The appearance of the project from the Metro rail line is equally important, and a very lively appearance has been achieved through the application of artwork.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

This DSP for a multistory building has been designed to be compatible with the existing townhouse community by use of a common contemporary style, color scheme, and building finish materials.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The multifamily and retail uses will complement the existing townhouse community to the west, and the office use and Metro station to the east. The pedestrian promenade provides a direct connection to link the two communities on both sides of this project that will create a cohesive larger community, as envisioned by the West Hyattsville TDDP.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

The DSP is itself the first phase of a two-phase development. The proposed development in this phase has 293 multifamily units of various sizes and small, ground-level retail space designed as a self-sufficient entity that will allow effective integration with the future phase.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

This project is designed to be pedestrian-friendly with sidewalks along the Little Branch Run frontage with street trees and a pedestrian promenade full of amenities that closely links the larger community to the West Hyattsville Metro Station and the office use to the east. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the entire transit district.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other

amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The site will have a main pedestrian path, which will be well-landscaped and includes site amenities, such as benches and bike racks, and function as a promenade, leading to the West Hyattsville Metro Station. The pavement of the promenade and the surrounding buildings has been designed to pay adequate attention to human-scale and pedestrian friendly elements with sufficient visual interests and colorful artwork. The buildings will have a clear change in building materials to create a masonry water table and strong elevations.

(9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This finding does not apply to the DSP.

(10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The governing PPS 4-20040 was approved on October 7, 2021, pursuant to PGCPB Resolution No. 2021-122, in which an adequacy finding was made, and this proposal is consistent with that approval.

(11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject site is not a proposed mixed-use planned community.

d. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Section 27-544 of the Zoning Ordinance is modified by the West Hyattsville TDDP and the provisions of an ETOD project, as stated specifically in Section 27-290.01(a)(1) and discussed above.

Section 27-547. - Uses permitted.

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

Section 27-290.01(a)(1) and (2) states that the requirements above are overridden and allows an application to include a mix of uses on-site or in the adjacent areas. The subject site is surrounded by a mix of uses, existing or proposed, including residential uses across Little Branch Run and a medical office use to the east of the WMATA train tracks. Regardless, the subject DSP application includes both residential and commercial uses.

Section 27-548. M-X-T Zone.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposal.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject DSP includes two parcels that have direct frontage on Little Branch Run, which is a public street.

e. Pursuant to Section 27-548.08(c)(2), the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a mix of multifamily residential and commercial retail uses and is consistent with the land use vision of the North Park neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the West Hyattsville Metro Station to provide significant residential opportunities and appropriate retail space. The DSP includes one, 5-story, multifamily building, with limited first floor retail space around the main entrance area plaza and the southwest end of Parcel 1 where the pedestrian promenade starts. The DSP conforms to most of the mandatory requirements of the TDDP, except for those standards to which the applicant has requested amendments, in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested modifications will benefit the proposed development and the transit district and will not substantially impair the implementation of the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The subject site is within the North Park neighborhood of the West Hyattsville TDDP that is also within the walking distance of the West Hyattsville Metro Station, and the development proposal is consistent with the development standards and guidelines for the North Park neighborhood.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-X-T Zone and applicable T-D-O Zone standards, except for amendments that the Planning Board approves, as discussed above. The Planning Board concludes that the subject DSP meets the requirements of both the T-D-O and M-X-T Zones.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

The proposed mixed-use building is surrounded on two sides by Little Branch Run and WMATA Metro train tracks. The main entrance is oriented toward Little Branch Run, with various design focuses on this elevation. The eastern elevation, fronting the WMATA train tracks, will have an exposed elevation of the parking garage and the rest of the multifamily units. This elevation is decorated with artwork that creates a lively and energetic appearance, which can be seen from the passing Metro trains. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site. The two courtyards, where all outdoor amenities including a swimming pool are located, are surrounded by the residential units on all sides, except for the southern courtyard, which is open to the promenade on the south side. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

The subject DSP is for a vertical mixed-use building on the property that is part of a larger mixed-use development within walking distance of the West Hyattsville Metro Station in the North Park neighborhood of the West Hyattsville TDDP. This high-quality development will improve the appearance of the area

significantly and reinforce a high-quality standard for all future adjacent developments.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

The T-D-O Zone has a maximum allowed parking requirement for this site. There is no required minimum number or ratio of off-street parking spaces in the West Hyattsville TDDP. According to the applicant, the proposed parking is below the maximum allowed and will satisfy the parking demand of this project.

f. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:

(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.

In this case, the applicant has not filed a new CSP, due to the exemption above. In addition, pursuant to Section 27-548.08(c)(2), a DSP in a transit district does not have to conform to a previously approved CSP.

9. **Preliminary Plan of Subdivision 4-20040:** The property is the subject of PPS 4-20040, which was approved by the Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122), including two parcels of 8.1 acres for the development of 750 multifamily dwelling units and 15,000 square feet of commercial space, subject to 23 conditions. This subject DSP proposes 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 only. The conditions that are relevant to the review of this DSP warrant the following discussion:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The development shown with the DSP is within the development limits of the approved PPS. The table below summarizes trip generation in weekday peak hours for the site:

Weekday Trip Generation Summary: DSP-20053: West Hyattsville								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	293	Unit	23	99	122	92	49	141
Note: residential trips are 20% TOD credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	3,213	1,000 sq. ft. GFA	1	1	2	3	3	6
Note: pass-by trips per M-NCPPC guidelines (50% AM/50% PM)								
Total Trip			**24**	**100**	**124**	**95**	**52**	**147**
Trip Cap – 4-20040 PPS			**66**	**252**	**318**	**247**	**141**	**388**

As evidenced above, the uses proposed on this site plan are within the PPS trip cap.

3. **A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.**

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

5. **Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.**

The applicant has submitted an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicycle facilities approved with PPS 4-20040.

6. **Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:**

   a. **The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel2 and to the Northwest Branch Trail.**

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

The 5-foot-wide sidewalk shown on the DSP extends to the vehicle entry point on Parcel 2, but does not extend to the Northwest Branch Trail. This will need to be shown with the DSP for full development of Parcel 2. Bicycle parking in the parking garage is shown and labeled. However, bicycle fix-it stations are not labeled on the DSP. Crosswalks crossing the drive aisle at points of vehicle entry are provided. Pedestrian and bicycle access near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station have been provided. Appropriate conditions regarding these items have been included herein.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

The DSP is in general conformance with Type 1 Tree Conservation Plan TCP1-012-2016-01. The Planning Board finds that the submitted TCP2-001-2017-02 is consistent with the previously approved TCP1.

14. **Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.**

The DSP is in general conformance with SWM Concept Plan 3816-2021-00.

16. **Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.**

The applicant has provided a Phase II noise report that demonstrates that the interior of all buildings can be mitigated to 45 dBA Ldn or less through installation of certain Sound Transmission class rated soundproof windows, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. Building permits will have to demonstrate conformance to these noise requirements, as conditioned by the PPS.

21. **The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.**

The proposed development is located on Parcel 1 and no improvements other than general grading and a SWM facility have been shown on the Parcel 2. Additional on-site recreational and amenities (see above Finding 6) have been proposed on Parcel 1 within the courtyards of the building complex that are acceptable.

10. **2010 Prince George's County Landscape Manual:** The proposed mixed-use development is within the West Hyattsville TDDP that is subject to the standards as contained under the Landscape Section of the TDDP. However, for those landscaping requirements not covered by the standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations govern. The DSP demonstrates conformance to the applicable requirements, except for Section 4.7, Buffering Incompatible Uses, for which Alternative Compliance AC-21021 has been submitted and reviewed, as follows:

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the Metrorail lines along the eastern boundary area. Alternative compliance is being requested because the building setback and the width of the landscape yard do not meet the minimum requirements. The applicant is seeking approval to reduce both the minimum building setback and the width of the landscape yard to a range between 10.5 and 37.2 feet.

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1, adjacent to the WMATA rail lines

Length of Bufferyard	498 feet
Minimum building setback	50 feet
Minimum landscape yard	40 feet
Plant units (160 per 100 linear feet)	796

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1 adjacent to the WMATA rail lines

Length of bufferyard	498 feet*
Building setback	10.5–37.2 feet*
Landscape yard	10.5–37.2 feet*
Fence or wall	No
Plant units	210*

Note: *The linear feet of buffer strip, building setback, landscape yard widths, and number of provided plant units are not correct on the landscape plan and need to be corrected to match the plan and be inclusive of the proposed shrubs.

Justification
The applicant is requesting alternative compliance from Section 4.7, Buffering Incompatible Uses, ofthe Landscape Manual, along the eastern side of the property adjacent to the WMATA rail lines. A Type D bufferyard, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet, is required along this property line. The site is unusually shaped and is also an urban infill site built in the floodplain, which limits the amount of grading that can occur. The Metrorail lines are located underground at the Little Branch Run right-of-way and are below grade at the northeast end of the building and are not at grade until the southern end. The proposed parking garage is located along a portion of the eastern property line (approximately 200 feet), providing a structural buffer from residential units. There is a pedestrian trail that runs on WMATA's property abutting the site, and safety concerns limit the possibility of dense landscaping or walls along this edge.

The applicant is proposing a minimum building setback and landscape yard of 10.5 to 37.2 feet and approximately 210 plant units, including a mix of shade and ornamental trees.
However, the building setback and landscape yard widths are not listed correctly in the schedule and the 210 plant units do not include the proposed shrubs. These corrections need to be made to the landscape plan, but there are still opportunities for even more plantings along this edge that will enhance the buffer. In addition, the landscape and site plan seem to show a proposed fence line along most of the eastern property line, however this is not labeled, and no detail is provided. A fence, even if it is not sight-tight, will provide some enhanced buffering between these uses,

so a condition has been included herein to label this on the plan and provide a detail. A noise and vibration study was submitted to address the impacts of the rail lines on the residential units and states that the building materials will reduce the interior noise levels below 45 dBA. The study stated that the vibration levels conform to the Federal Transportation Administration standards.

The Alternative Compliance Committee finds that given the specific site conditions, parking garage and adjacent pedestrian trail locations, the reduced building setback and landscape yard, planting units, and building materials will sufficiently meet the objectives of a Section 4.7 bufferyard. The Committee finds the proposed alternative design equally effective as normal compliance with Section 4.7(c)(3)(4), for the eastern property line, if revised as conditioned herein.

The Planning Board adopts the Planning Director's APPROVAL of Alternative Compliance AC-21021 from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the eastern property line of proposed Parcel 1, adjacent to the Washington Metropolitan Area Transit Authority rail lines, subject to four conditions that have been included in this resolution.

11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual, because the property has previously approved tree conservation plans. TCP1-012-2016-01 was approved with PPS 4-20040 and TCP2-001-2017-02 was submitted with the subject application.

    a. The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. The NRI covers both Parcel 1 and Parcel 2. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. Although a good portion of the area covered by this NRI is associated with an area of previously developed 100-year floodplain within Parcel 2, no existing floodplain or associated primary management area (PMA) exists on-site within the scope of this DSP application on Parcel 1. The DSP is consistent with the NRI.

    b. The initial PPS was not phased, but this DSP is creating a phased development broken down into three separate phases. Phase 1 is the previously developed area located to the west of the site associated with DSP-16029 and TCP2-001-2017, Phase 2 is the proposed development associated with this DSP application on Parcel 1, and Phase 3 is for rough grading required to support the development of Phase 2 SWM on Parcel 2. The area within this application was previously approved for rough grading under DSP-20004 and TCP2-001-2017-01.

    The site has an overall woodland conservation threshold of 15 percent or 0.54 acre. According to the TCP2 worksheet, no existing woodlands are present on Phase 2. No net tract woodland is associated with any of the phases. A total of 0.42 acre of woodlands was present in the floodplain for all phases, all of which was previously cleared under

grading permits for Phase 1. The cumulative woodland conservation requirement for Phase 2 is 0.96 acre for all phases of development. The TCP2 proposes to meet the requirement of Phase 2 through a combination of 0.88 acre of previously recorded off-site preservation recorded under Phase 1 with DSP-16029 and TCP2-001-2017; 0.03 acre of existing street tree credit approved with DSP-20004 and TCP2-001-2017-01 (four willow oaks at the intersection of Ager Road and Little Branch Run); and 0.05 acre of fee-in-lieu with this DSP application.

Since the street trees credited towards meeting woodland preservation under DSP-20004 and TCP2-001-2017-01 were not placed into a woodland preservation easement as required prior to permit, the landscape credit must be removed from the plan and shown as additional fee-in-lieu.

There are several additional minor revisions that need to be addressed on the TCP2. These revisions are specified in the conditions in this resolution.

12. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This DSP covers a total of 8.09 acres of land; however, the proposed development is only on the proposed 3.05-acre Parcel 1. The applicant has applied this calculation only to Parcel 1 (3.05 acres), as it is shown for full development, and the remaining acreage is shown only for grading impacts. The subject application provides a schedule showing that the TCC requirement has been met through the proposed on-site tree planting.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

    a. **Community Planning**—The Planning Board adopts a memorandum dated November 17, 2021 (Benton to Zhang), incorporated herein by reference, which stated that pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that benefit the proposed development and the transit district and does not substantially impair the TDDP.

    b. **Historic Preservation**—The Planning Board adopts a memorandum dated November 12, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, which stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

    c. **Transportation Planning**—The Planning Board adopts a memorandum dated November 18, 2021 (Yang to Zhang), incorporated herein by reference, which provided the following discussion:

Access is proposed via Little Branch Run. The driveway to the garage has a minor offset from existing Kirkwood Place. While the offset should be corrected, if at all possible, given that Kirkwood Place is not a through street and serves a limited number of residences, the offset is not deemed to be an issue for this case, and is determined to be acceptable.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.

d. **Subdivision Review**—The Planning Board adopts a memorandum dated November 15, 2021 (Heath to Zhang), incorporated herein by reference, which provided a review of this DSP's conformance with the applicable conditions attached to the approval of PPS 4-20040, and concluded that the proposed DSP is within the development limits of the approved 4-20040.

e. **Bicycle and Pedestrian**—The Planning Board adopts a memorandum dated November 12, 2021 (Ryan to Zhang), incorporated herein by reference, which analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* to provide the appropriate pedestrian and bicycle transportation recommendations. The proposed development is in conformance with the pedestrian and bicycle transportation recommendations of the West Hyattsville TDDP.

The Planning Board also reviewed the DSP's conformance with the requirements of the Zoning Ordinance and the applicable conditions attached to PPS 4-20040, which is the governing PPS, and concluded that the proposed DSP meets the applicable requirements and conditions.

The Planning Board concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation, and the conditions of approval for the subject PPS, and finally the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation.

f. **Environmental Planning**—The Planning Board adopts a memorandum dated November 16, 2021 (Juba to Zhang), incorporated herein by reference, which stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Preservation of Regulated Environmental Features
At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire PMA on-site, which covers 4.73 acres to raise the

proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Since no further impacts to on-site regulated environmental features are proposed, the Planning Board finds that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement of Subtitle 24-130(b)(5).

Stormwater Management

The site has an approved SWM Concept Plan 3816-2021-00, which is valid until October 13, 2024. According to the Final Plan Best Management Practices Summary Table on the approved Concept Plan, one submerged gravel wetland structure is proposed on the southernmost section of the property. According to the approval letter, the concept for Buildings A and B have been combined into this approval (see Concept 11905-2016-01 for previous approvals on Building A). A floodplain waiver from DPIE, dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan.

The Planning Board approves DSP-20053 and TCP2-001-2017-02, subject to two conditions that have been included in this resolution.

g. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire Department did not offer comments on the subject application.

h. **Prince George's County Department of Parks and Recreation**—The Planning Board adopts a memorandum dated November 15, 2021 (Yu to Zhang), incorporated herein by reference, in which the Prince George's County Department of Parks and Recreation (DPR) provided comments on the possible impact of the proposed compensatory facility on Parcel 2 on the adjacent stream valley park to the south and west of the subject property, summarized as follows:

The subject property's compensatory storage on Parcel 2 abuts M-NCPPC's property to the west. The proposed grading of the compensatory storage will disturb the embankment in M-NCPPC's property; therefore, right of entry will be required during the construction phase.

The DSP did not address how the outfall from the compensatory storage facility will impact the existing embankment on M-NCPPC land. A further study is needed to investigate the impact of joining three outfalls into one confluence and rip-rap outfall.

Due to high visibility of the outfall improvements at the subject property, an aesthetic treatment of the headwall and weir wall should be considered.

The subject DSP proposes development only on Parcel 1. Parcel 2 is included in this DSP as the site for future development and rough grading. A compensatory facility, which was approved by DPIE for flood control, is located in the southernmost part of the site on Parcel 2 abutting the M-NCPPC property. Given no additional improvements are proposed on Parcel 2 in this DSP, DPR's concerns raised in this memorandum will be addressed at time of a full DSP for Parcel 2.

i. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police Department did not offer comments on the subject application.

j. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated November 2, 2021 (Adepoju to Zhang), incorporated herein by reference, in which the Health Department provided five comments on the subject application that have been transmitted to the applicant. Two comments on limiting construction noise and particle pollution during the construction phases of this project have been included in this resolution.

k. **Prince George's County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this resolution, DPIE did not offer comments on the subject application.

l. **City of Hyattsville**—The Planning Board adopts a letter dated November 16, 2021 (Mayor Ward to Chair Hewlett), in which the Mayor of the City of Hyattsville stated that the Hyattsville City Council reviewed this DSP on November 15, 2021, and voted in support of DSP-20053, affirming the applicant's request for certain modifications to the development standards of the West Hyattsville TDDP, given that technology and design standards have evolved substantially since adoption of the West Hyattsville TDDP in 2006. Specifically, the City supports the applicant's request for modifications to the Ground Floor Retail standard, maximum block length, block size, and rear yard line standards, requirement for an automatic irrigation system, off-street parking standards, location of mechanical equipment, universal parking space sizes of 8.5 feet by 18.5 feet in the parking structure, use of LED lighting, and signage standards for internally illuminated signs and graphic heavy wayfinding signage in both English and Spanish.

The City also stated requests for three conditions, as follows:

1. **The City recommends that off-street parking be provided in the proposed parking garage for employees of the retail space to reduce pressure on**

on-street parking. The City requests the Planning Board require that property owners and developers unbundle, or separate, the cost of off-street parking from the costs of housing or commercial space.

The proposed off-street parking in the parking garage includes parking spaces for the retail space. However, those spaces are not clearly demarcated on the site plan. A condition has been included in this resolution requiring the applicant to clearly mark those parking spaces for retail use, prior to certification of this DSP. The issue of unbundling the cost of off-street parking spaces is operational in nature and outside the purview of the Planning Board.

2. **The City supports the applicant's request for incorporating EV charging stations within structured parking garage with capacity for conversion of additional charging stations should demand increase. The City requests that the locations of EV charging stations shall be detailed in the applicant's exhibit(s).**

The Planning Board supports this request, and the applicant also agrees to provision of the electric vehicle charging stations in the parking garage. A condition has been included in this resolution requiring the applicant to clearly show electric vehicle charging stations on the floor plan, prior to certification of this DSP.

3. **The City requests the applicant significantly increase bike storage proposed by the applicant, given the property's proximity to Metro and the Anacostia Tributary Trail System. The requests the applicant achieve a minimum of a 5 (RDU) – 1 (dedicated bicycle parking space) ratio, which may include a combination of vertical bike storage included in an indoor bike room and secured outdoor bicycle storage. Staff recommends the applicant consider additional covered bike storage outside building with private fob entry, integration of double-deck bike racks to increase capacity, and basic bike repair stand like the College Park Metro Bike Facility. In addition, the City recommends wayfinding and an assistive door device at the street-level pedestrian entrance to the garage to ensure safety and ease of access for cyclists utilizing bike parking within the structure parking garage.**

The West Hyattsville TDDP standards require 1 bicycle parking space for every 20 vehicular parking spaces. This DSP is required to provide 16 bicycle parking spaces based on this ratio. Currently, the proposed plans show 34 bicycle spaces and a bicycle fix-it station in the parking garage which exceed the requirements.

In addition, 4 racks (8 bicycle parking spaces) will be provided in the plaza area of the pedestrian promenade. After receiving the comments from the City, the applicant proffered to increase the total bicycle parking in the parking garage from 34 spaces to 60 spaces. The Planning Board welcomes this increase in

bicycle parking capacity of the project and included a condition in the resolution to require the applicant to update the bicycle parking information, prior to certification of this DSP.

Finally, the City Council also stated two considerations, as follows:

4. **The City requests that the Planning Board to refer to back to Prince George's County DPW&T a request for an evaluation of pedestrian and cyclist safety adequacy at crossings of Ager Road at both Lancer Drive and Nicholson Street, along with all other intersections evaluated in the applicant's Traffic Impact Study.**

   This request from the City to evaluate the pedestrian and cyclist safety within the adjacent public rights-of way that are beyond the boundary of this DSP is outside the purview of the Planning Board. At the time of PPS 4-20040 approval, an adequate public facility test, including the test for adequate transportation, bicycle and pedestrian facilities to serve the proposed development, was performed and found to be sufficient for this project.

   During the Public Hearing for this DSP on December 16, 2021, the Planning Board supported the City's request, and further encouraged the City to reach out to operational agencies, including DPIE and DPW&T, to request those agencies to look into the issues of pedestrian and cyclist safety.

5. **The City of Hyattsville encourages the applicant to pursue opportunities to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.**

   This consideration has been transmitted to the applicant, who will pursue the opportunities as appropriate.

m. **Washington Metropolitan Area Transit Authority**—At the time of the writing of this resolution, WMATA did not offer comments on the subject application.

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 APPROVED Type 2 Tree Conservation Plan TCP2-001-2017-02 and APPROVED Alternative Compliance AC-21021, and further APPROVED Detailed Site Plan DSP-20053 for the above described land, subject to the following conditions:

A. APPROVE Alternative Transit District Overlay Zone Standards, as follows:

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground floor retail only in the southernmost portion of the building, adjacent to the pedestrian trail, on the southeast side of the building.

2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.

3. **Residential Street - Build-to line (page 75):** To allow various building plane setbacks from the curb line of Little Branch Run and a frontage occupancy of less than 75 percent, as shown on the detailed site plan.

4. **Residential Street - Maximum Block Length (page 75):** To allow a block length longer than 400 feet, as shown on the detailed site plan.

5. **Residential Street - Rear Yard Line (page 75):** To allow a corner of the proposed parking garage to be set back only 10.5 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

6. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.

7. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards to be less than 25 feet from the build-to line, as shown on the detailed site plan.

8. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete with a brick appearance.

9. **Public Street Lighting (page 89):** To allow the proposed lighting level to be in accordance with the submitted photometric study for the proposed development.

10. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.

11. **Blocks and Alleys (page 91):** To allow the block length to be greater than 400 feet, as shown on the detailed site plan.

12. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.

13. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided, and no automatic irrigation system to be installed, provided that native planting species be used in the areas between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro rail tracks.

14. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

15. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.

16. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground floor residential windows to have less than 60 percent surface view for a depth of 20 feet, and use smaller single panels as shown on the submitted architectural elevations.

17. **Windows/Doors and Entrances (page 106):** To allow single-hung windows to be used on the residential units, as shown on the submitted architectural elevations.

18. **Windows/Doors and Entrances (page 106):** To allow the proposed garage doors, as shown on the submitted architectural elevations.

19. **Signage (page 107):** To allow some blade signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

20. **PARKING STANDARDS (page 109):** To allow the landscaping treatment between the rear of the parking garage and the Washington Metropolitan Area Transit Authority train tracks, as shown on the landscape plan.

21. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.

22. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.

23. **OFF-STREET PARKING - Entrance and Exit (page 114):** To allow the entrance and exit to the parking garage to be located 82 feet from the surrounding façade and to be accessed directly from Little Branch Run, as shown on the detailed site plan.

24. **OFF-STREET PARKING - Stairwells (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.

25. **OFF-STREET PARKING - Elevators (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.

26. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure with varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.

27. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet 6 inches by 18 feet 6 inches in the proposed parking garage, as part of the mixed-use building complex.

B. APPROVE Detailed Site Plan DSP-20053, for West Hyattsville, including Type 2 Tree Conservation Plan, TCP2-001-2017-02, and Alternative Compliance AC-21021, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

      "The applicant shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

      (2) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2.

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 16, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of December 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: December 17, 2021

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan DSP-20053-02
Departure from Design Standards DPT-2025-0003
West Hyattsville Phase 2 - ETOD

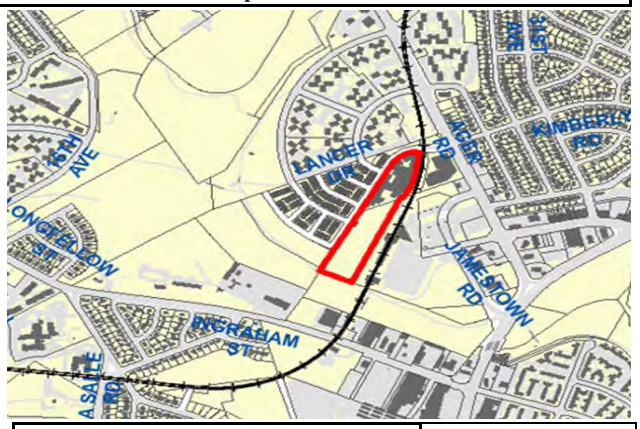
REQUEST	STAFF RECOMMENDATION
A residential building consisting of 342 multifamily dwelling units and associated parking garage and plaza.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-20053-02 • APPROVAL of Departure from Design Standards DPT-2025-0003 • APPROVAL of Type 2 Tree Conservation Plan TCP2-2025-0074 • DISAPPROVAL of Alternative Compliance ACL-2025-0008

Location: On the east side of Little Branch Run, 250 feet west of its intersection with Ager Road.

Gross Acreage:	8.04
Zone:	LTO-C
Prior Zone:	M-X-T/T-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	342
Gross Floor Area:	N/A
Planning Area:	68
Council District:	02
Municipality:	Hyattsville

Applicant/Address:
WHPC Block 3, LLC & WHPC Block 4, LLC
1100 North Glebe Road, Suite 1000
Arlington VA, 22201

Staff Reviewer: Jill Kosack, RLA
Phone Number: 301-952-4689
Email: Jill.Kosack@ppd.mncppc.org



Planning Board Date:	02/19/2026
Planning Board Action Limit:	02/19/2026
Staff Report Date:	02/05/2026
Date Accepted:	11/03/2025
Informational Mailing:	06/04/2025
Acceptance Mailing:	10/30/2025
Sign Posting Deadline:	12/23/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20053-02
Departure from Design Standards DPT-2025-0003
Type 2 Tree Conservation Plan TCP2-2025-0074
Alternative Compliance ACL-2025-0008
Expedited Transit-Oriented Development (ETOD) Project
West Hyattsville Phase 2

The Urban Design Section has reviewed the subject application and presents the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION

The subject property is located within the Local Transit–Oriented Core (LTO-C) Zone. However, this application is being evaluated in accordance with the Prince George's County Zoning Ordinance effective prior to April 1, 2022 (prior Zoning Ordinance). Pursuant to Section 27-1704(b) of the Zoning Ordinance, a development project approved and remaining valid pursuant to the prior Zoning Ordinance and prior Prince George's County Subdivision Regulations may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance. The subject property received prior development approvals that are still valid, including Preliminary Plan of Subdivision 4-20040 and Detailed Site Plan DSP-20053. Therefore, this application is being reviewed and decided under the prior Zoning Ordinance. Under the prior Zoning Ordinance, the property is subject to the standards of the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones, which applied to this property prior to April 1, 2022. Therefore, staff considered the following in reviewing this detailed site plan:

a. The requirements of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*

b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones, and Expedited Transit-Oriented Development (ETOD) Projects;

c. The requirements of Preliminary Plan of Subdivision 4-20040;

d. The requirements of the 2010 *Prince George's County Landscape Manual;*

e. The requirements of the Prince George's County 2010 Woodland and Wildlife Habitat

Conservation Ordinance;

f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and

g. Referral comments

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommend the following findings:

1. Request: The subject detailed site plan (DSP) is for approval of a residential building consisting of 342 multifamily dwelling units and an associated parking garage and plaza on proposed Parcel 2.

The applicant also requests a departure from design standards (DPT) of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), for a reduction in the bufferyard provided along the eastern property line.

2. Development Data Summary:

	EXISTING	**EVALUATED**
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Multifamily and commercial retail	Multifamily and commercial retail
Gross Acreage	8.04	8.04
Commercial Gross Floor Area	3,213 sq. ft.	3,213 sq. ft. (0 proposed)
Total Multifamily Dwelling Units	293	635 (342 proposed)
Studio	-	0
1-Bedroom Unit	-	212
2-Bedroom Unit	-	125
3-Bedroom Unit	-	5

Parcel 2 Parking

With 0.25 mile of West Hyattsville Metro Station	**MAX. PERMITTED***	**PROPOSED**
Residential at 1.5 spaces per dwelling unit	513	-
Total	**513**	**379****
Of which Standard handicap-accessible spaces		8
Handicap-accessible van spaces		1

Notes: *There is no minimum number of off-street parking or loading spaces within the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning*

Map Amendment for the West Hyattsville Transit District Overlay Zone (West Hyattsville TDDP), only a maximum number of surface parking spaces, as specified on page 118.

**Total off-street parking spaces are in a garage, which is surrounded by the building on three sides. An amendment to change the standard parking space size from 9.5 by 19 feet to 8.5 by 18.5 feet is required and discussed in Finding 7 below.

Parcel 2 Loading

	REQUIRED	PROPOSED
Loading Spaces*	2	2**

Note: *The Transit District Overlay (T-D-O) Zone does not prescribe a minimum number of loading spaces. The requirement is in accordance with the Prince George's County Zoning Ordinance.

**The site plan does not correctly reflect the number of required or provided loading spaces and should be revised to do as conditioned herein.

Parcel 2 Bicycle Parking Spaces

	REQUIRED BY TDOZ	PROVIDED
Residential (342 Units @ 1 space/20 Units)	18	20 (in garage)
Total	**18**	**20**

3. Location: The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and 250 feet west of its intersection with Ager Road, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.

4. Surrounding Uses: The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the West Hyattsville TDDP. The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Local Transit–Oriented Core (LTO-C) Zone; to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the LTO-C Zone; and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space (ROS) Zone.

5. Previous Approvals: The West Hyattsville TDDP retained the subject property in the T-D-O and Mixed Use-Transportation Oriented (M-X-T) Zones.

The recently adopted 2025 *Approved West Hyattsville-Queens Chapel Sector Plan and Sectional Map Amendment* (West Hyattsville-Queens Chapel Sector Plan) replaces the 2006 West Hyattsville TDDP per the language in Prince George's County Council Resolution CR-137-2025. However, per Section 27-548.02 of the prior Zoning Ordinance, in each T-D-O

Zone, a "Transit District Development Plan must be approved by the District Council." The Transit District Development Plan must contain: "Transit District Standards intended to implement the goals of the Transit District Development Plan and the T-D-O Zone for physical development within the Transit District" (Section 27-548.07(c)). These development standards can supersede the underlying zone standards, as well as the Landscape Manual and parking and loading standards (Section 27-548.06). The Transit District Development Plan can also alter the uses allowed in underlying zones (Section 27-548.05(a)). Therefore, the 2006 West Hyattsville TDDP is zoning, at least, in that it provides the development standards and permitted uses for the prior T-D-O Zone. As a planning document, the 2025 West Hyattsville-Queens Chapel Sector Plan cannot amend zoning regulations. Therefore, the 2006 West Hyattsville TDDP still applies for this grandfathered application, pursuant to the prior Zoning Ordinance.

The site was the subject of Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Prince George's County Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant in that case; however, the project never came to fruition. The conditions of the previous approvals do not apply. It should be noted that a new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01, for Expeditated Transit Ordinated Development, of the prior Zoning Ordinance, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

On March 7, 2017, the Planning Board approved PPS 4-15020 (PGCPB Resolution No. 17-42), for 183 lots and 32 parcels for development of a mixed-use development including single-family attached and multifamily residential, and 10,000 square feet of gross floor area for commercial development.

DSP-16029, for infrastructure for 183 townhouse lots and rough grading for a future multifamily building, was approved by the District Council on April 25, 2017, for the overall 18.45-acre property, including the subject parcel.

DSP-17044, which is an umbrella architecture DSP, was approved by the Planning Board on July 19, 2018 (PGCPB Resolution No. 18-69), for 183 single-family attached (townhouse) dwelling units for development across Little Branch Run to the west of the subject site. A revision to this approval, DSP-17044-01, to adjust the approved townhouse models, was approved administratively.

DSP-20004 was approved by the Planning Board on May 28, 2020 (PGCPB Resolution No. 2020-88), for a 44,362-square-foot medical office building, for a site that is on the eastern side of the WMATA rail lines and in the southwest quadrant of the intersection of Little Branch Run and Ager Road.

On October 7, 2021, the Planning Board approved PPS 4-20040 (PGCPB Resolution No. 2021-122) for the subject site, which includes the existing Parcels 2, 3, and 114. This new PPS was approved to subdivide the three parcels into proposed Parcels 1 and 2 that are included in this DSP.

On December 16, 2021, the Planning Board approved DSP-20053 (PGCPB Resolution No. 2021-144) for the subject site, which proposed a mixed-use building on Parcel 1, and infrastructure on Parcel 2, subject to one condition. This DSP was then amended by the Prince George's County Planning Director on October 17, 2024, to add solar panels on the parking garage and modify signage. The proposed building on Parcel 1 has been fully constructed and is operational today.

The site also has an approved Stormwater Management (SWM) Concept Plan (3816-2021-00) which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on October 13, 2024, and is valid through October 13, 2027.

6. **Design Features:** This DSP application proposes to develop a five-story residential building with 342 multifamily dwelling units on proposed Parcel 2, with an associated parking garage and plaza improvements. The northern end of the property, Parcel 1, contains an existing vertical mixed-use building consisting of 293 multifamily dwelling units and 3,213 square feet of commercial retail space and the southern end includes an existing compensatory SWM facility on Parcel 2, as approved with DSP-20053.

The proposed building will occupy the entire Parcel 2 outside of the SWM facility. The main residential entrance to the building is located in the middle of the length fronting on Little Branch Run, which also includes the access to the proposed parking garage and internal loading and trash area. The proposed parking garage sits in the middle eastern portion of the building and is surrounded on three sides by it. A public art theme used on the eastern exposed elevation of the parking garage has also been featured in the main entrance area. Two internal courtyards will provide private recreational facilities for the residents.

Architecture

The subject site is in close proximity to the West Hyattsville Metro Station, which offers an opportunity to create a sense of place and identity for this developing area of Hyattsville. The 342-unit, 5-story, flat-roof building complex is designed around a 5-level parking structure and constitutes Phase 2 of a two-phase project. When complete, the second phase will form the southern edge to the plaza developed in Phase 1, that has direct connection to the West Hyattsville Metro Station.

The building articulation includes vertical divisions of the massing to match that of the townhouses to the west, the selection of a matching color scheme, a combination of brick, vertical, and horizontal siding, and cementitious panels that result in a uniform development with the existing adjacent buildings. Visual interest is provided by façade variations, balconies, and colorful accents.

The eastern elevation, along the Metrorail lines, shows a different treatment from the main elevation along Little Branch Run. The parking garage occupies a large portion of this elevation and features precast concrete panels that are decorated with artwork that creates a colorful accent similar to that on the main entrance plaza. The rest of the elevation carries the typical residential architectural treatments, including fenestration and building materials, of the main elevation.

Lighting

A photometric plan has been included in this application that shows the foot-candle

readings of the entrance areas, as well as the immediate surrounding outdoor areas of the building with three types of light fixtures, including pole bollard and wall mount lighting. All of the proposed light fixtures are light-emitting diode (LED) and full cut-off optics, consistent with those used in the Phase 1 development. Sufficient lighting has been provided in accordance with the requirements of the West Hyattsville TDDP.

Signage
A uniform signage plan (shown on Sheets A304 and A305) has been submitted with this DSP that includes signs for the residential use and entrances. The specific sign types and locations have been shown on each elevation of the building complex, and specific sign face areas have also been provided. A summary sign face area calculation table has been provided that shows a total of 395 square feet of signage for the entire project. However, sign lettering, color, style, materials, and installation details have not been provided and should prior to certification, as conditioned herein.

The proposed signs are generally consistent with the applicable T-D-O Zone signage standards, except for the method of illumination, for which the applicant has requested an amendment, and staff has recommended approval, as discussed in Finding 7 below.

Recreational Facilities
This application for development of Parcel 2 is required to provide on-site private recreational facilities in fulfillment of the mandatory dedication of parkland requirements pursuant to PPS 4-20040.

On-site private recreational facilities have been provided by the applicant in this DSP to serve future residents, including a fitness space, club room, an outdoor kitchen and seating areas, and a fifth-floor terrace. The larger northern courtyard features landscaping and a walking path with seating and the outdoor kitchen. The southern courtyard includes a walking path and seating areas. The pedestrian promenade, along the northern part of Parcel 2, varies in width from 20 to 60 feet, creating an inviting pedestrian space that provides direct access from the townhouse and multifamily neighborhood to the pedestrian tunnel under the West Hyattsville Metro Station.

Staff have evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines*, and find that the applicant's proposal of on-site recreational facilities is acceptable, with revisions to add more details, as conditioned herein. As part of the approved DSP, the recreational facilities will be required to be built as part of the development.

COMPLIANCE WITH EVALUATION CRITERIA

7. 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone: The West Hyattsville TDDP envisions three distinct neighborhoods in the West Hyattsville Transit District: Hamilton Square, North Park, and Queenstown. The subject site is located within the North Park neighborhood, which is located just north of the Metro tracks. The main character and attributes of the North Park neighborhood include, but are not limited to, a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest

Branch stream valley park. Small, neighborhood-focused retail should be at the intersection of the primary internal streets, within two blocks of the Metro station.

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the building envelope, streetscape, architecture, and parking. The applicant's submitted statement of justification (SOJ) (pages 17–70 and 87–106) includes an analysis of all T-D-O Zone standards. The subject DSP has been reviewed for conformance and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the prior Zoning Ordinance.

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a SOJ to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

Amendment to the Preferred Land Use Plan Category (page 36)
To change the Preferred Land Use Plan category from Structured Parking and Townhouses: 2–4 stories to Condominiums: 4–6 Stories for the entire subject property, and to add multifamily dwellings with no ground-floor retail as an allowed use 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, proposed Parcel 2, consists of Blocks DD, EE, and a portion of CC. These blocks were then designated with preferred land use categories, which determine which uses are permitted within each block. On the Preferred Land Use Plan (Map 14, page 36), Blocks DD and EE are designated as "Condominiums: 4–6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "Structured parking" and "Townhouses: 2–4 stories". The proposed development of multifamily dwellings with structured parking and no ground-floor retail is not in conformance with all of the land use categories on the Preferred Land Use Plan, specifically the Townhouses: 2–4 stories category which does not permit this use. Hence, the applicant requests an amendment to the Preferred Land Use Plan category for the subject property to the Condominiums: 4–6 Stories category for the entirety of proposed Parcel 2 with this DSP. The applicant's proposed amendment to the Preferred Land Use Plan Category reflects the current development pattern of the surrounding property and takes into account the contemporary real estate market and the difficulty of executing the development concept of the West Hyattsville TDDP. The alternative design continues established neighborhood block patterns benefiting the development and meets the vision

and goals of the TDDP, in regard to land use, so it does not impair implementation of the TDDP.

For these reasons, staff find that the proposed change to the Preferred Land Use Plan will not substantially impair implementation of the TDDP. Accordingly, staff recommend **approval** of the changes to the Preferred Land Use Plan category for the subject property.

Amendment to the List of Allowed Uses
In the Condominiums: 4–6 Stories Preferred Land Use Plan category, multifamily dwellings are permitted, but only with ground-floor retail uses. The proposed multifamily residential building will not include commercial retail uses on the ground floor. Thus, the applicant requests an amendment to the list of allowed uses to allow multifamily dwellings without ground-floor retail uses. To approve this amendment, in accordance with Section 27-548.09.01(b) of the prior Zoning Ordinance, the District Council must find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the TDDP, and meets applicable site plan requirements. This application does meet applicable site plan requirements, as discussed in multiple findings herein. However, the proposed use does not conform with the purpose of the West Hyattsville TDDP/TDOZMA, which is to create moderate- to higher-density development within an easy walk of the transit stop, with a mix of uses.

The TDDP intentionally excludes multifamily buildings without ground-floor retail from its list of permitted uses. For the North Park neighborhood, where the property in question is located, the plan clearly aims for a transit-oriented, compact, walkable, mixed-use environment, featuring small retail spaces that serve local residents, all within a short distance from the Metro station. Although the area is intended to be mostly residential, this would still be true even if every 4–6 story multifamily building included retail on the ground floor. Therefore, the applicant's claim about residential dominance is mistaken because having both residential and retail uses together does not create a conflict. In addition, the applicant's reasoning for amending the permitted uses is incorrect; they rely on findings from PPS 4-20040, which involved ground-floor retail in Phase 1. This application does not propose any retail space and therefore, this proposed development does not conform with the purposes and recommendations of the TDDP.

The applicant references the 2025 sector plan data in its SOJ without recognizing its nuance. The study used historic, business-as-usual growth projections, for example, estimating just 1,000 new residents (412 households) in the area from 2021 to 2045. However, both phases of this development alone add 635 new dwelling units in just one block, surpassing those estimates. While the applicant claims the 2025 plan says the area is over-retailed, the reality is more complex: there is no Class A retail, and there is a significant retail and food service gap with $18 million in spending leaving the area. Additional retail development could capture more local spending, especially as residential or office growth accelerates. Currently, 40 percent of retail inventory is Grade "C" and does not meet modern standards, underscoring the need for upgrades (2025 West Hyattsville-Queens Chapel Sector Plan). Actual demand for retail space depends on future residential/office expansion and local investment.

The applicant also states in the SOJ that attracting retail tenants is currently challenging due to limited residential support and market risks. However, development decisions should align with long-term goals. Ground-floor retail distinguishes urban centers, increases foot

traffic, boosts property value, and encourages complementary uses. Without it, the area could become a single-use space, undermining the Transit-Oriented Development strategy. Success relies on early participation from all developers. Allowing opt-outs for retail use would result in no retail at this transit center, preventing plan vision and goals from being realized. Therefore, staff do not support the proposed amendment to the table of permitted uses, as it does not conform with the purposes and recommendations of the TDDP. The City of Hyattsville also indicated their opposition to the requested use amendment.

Staff recommend that the Planning Board recommend to the District Council **disapproval** of the change to allow multifamily dwellings without ground-floor retail use as an allowed use for the subject property.

Building Envelope and Block Standards

Amendment 1: Ground Floor Retail (page 67)

6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., ... commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.

In accordance with the applicant's SOJ, no commercial retail space is proposed in this building. The applicant states that because the building is internal to the Riverfront at West Hyattsville community there would not be sufficient vehicular traffic to support a substantial amount of retail use. In DSP-20053, retail use was limited to a small portion of the first-floor elevation of the building on Parcel 1. The applicant stated that their experience in attempting to lease out the space already constructed in Phase 1 has caused them to conclude that additional retail will not be supported.

As discussed above, staff are not in support of the requested use amendment to allow no retail use on the ground floor of the building and has conditioned that retail be added to the development. Staff is in agreement that retail does not need to be provided on all ground floor elevations, but only in the northernmost portion of the building, adjacent to the pedestrian promenade. The retail space should be focused on this area with the highest foot traffic that is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. Small-scale retail presence in this project would be consistent with the TDDP vision for this neighborhood. An amendment to support a small amount of ground-floor retail along the northern portion of the building will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 2: Shared Parking (page 68)

8. **Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.**

   Off-street parking is provided in a parking garage accessed directly from Little Branch Run, but located away from the street behind the residential building. The parking garage will be a secure facility exclusively used by the residential tenants and will not be shared with other users or owners. Other buildings in the vicinity, including the multifamily to the north and townhouses to the west, have their own integral parking garages. The retail use conditioned to be located along the northern façade of this building is primarily intended to serve residents of the development and pedestrians and bicyclists utilizing the trail system incorporated into the project. It is anticipated that a small number of vehicles will utilize the retail space. However, there are on-street parking spaces available on Little Branch Run that will be available to the general public. This amendment request, to not share the parking garage with other users and owners, will be beneficial to the future residents as secure and convenient parking and, therefore, will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP, as the provided parking is still limited and not impactful on the transit district. Staff support this amendment request.

Amendment 3: Residential Street (page 75)

1. **Building Street Façade: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.**

   Proposed Parcel 2 has frontage on Little Branch Run and meets the build-to-line requirement for at least 75 percent of the frontage. The street façade is in a single plane, but façade jogs of greater than 24 inches are included. In addition, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 4: Residential Street (page 75)

5. **Rear Yard Line: On sites with no alley access, there shall be a 12-foot setback from the rear yard line.**

The building backs up to the right-of-way of WMATA Metro train tracks, along the rear property line to the east. In most locations, the building is set back more than 12 feet. However, along the northeastern edge the setback is only 10 feet. In all other locations, a 12-foot setback is provided. The narrowness of the parcel and the large setback on the adjoining WMATA property to the train tracks, over 60 feet, adjacent to the 10-foot setback, meet the intent of the rear yard setback. Given the specifics of the property and adjacent use, this amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Streetscape Standards:

Amendment 5: Landscaping of Building Fronts (page 82)

7. Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.

The applicant is not proposing planters and window boxes within two feet of the building. However, landscaping is provided along the building base area fronting the streetscape of the entire Little Branch Run. The applicant intends to provide flowering shrubs and perennials similar to those along the building in Phase 1. The perennial and shrub planting shown on the landscape plan meet the intent of this standard. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 6: Location of Mechanical Equipment (page 82)

9. Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street…air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.

As noted on the DSP, the transformers are located within 25 feet of the build-to line to conform to Potomac Electric Power Company standards. The transformers will be attractively screened to ensure that they are not prominently visible from the streetscape. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 7: Streetscape (page 83)

2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials

shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.

Lead walks are provided from the building entrance to the sidewalks. In lieu of brick or precast pavers, the DSP proposes to utilize stamped concrete to be constructed to the City of Hyattsville standards. Compared with brick or pavers, stamped concrete requires less maintenance and has the same visual effect that meets the intent of the West Hyattsville TDDP. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 8: Public Street Lighting (page 90)

6. **Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.**

   The applicant proposes LED lighting rather than incandescent, metal halide, or halogen lighting. As the cost of LED lighting has lowered, it became the common replacement for old-fashioned incandescent lighting, because LED lights not only last much longer, but also use far less electricity than standard lighting. LED lighting is proposed for all fixtures in this project. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 9: Blocks and Alleys (page 91)

4. **Alleys: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.**

   Due to the narrow and elongated shape of the property, and the presence of the WMATA train tracks to the east, no alleys are proposed with this DSP. There is no adjacent development which could access or benefit from providing an alley. The site is oriented toward Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 10: Blocks and Alleys (page 91)

5. **Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear setback**

to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

a. Sodding and providing routine landscape maintenance to the area.

b. Keeping the area clear of debris, litter, stored materials, and vehicles.

As discussed above, no alley is proposed, nor alley right-of-way is dedicated to the rear of the proposed building, because the site is too narrow to physically accommodate it and there is no development to the east that would benefit from the right-of-way. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 11: Sod, Groundcover and Mulch (page 93)

4. Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.

In DSP-16029, the District Council approved an amendment to remove the requirement for an automatic irrigation system with the support of the City of Hyattsville provided that native plant species be used. An amendment was also approved with DSP-20053. Consistent with the prior approvals, an irrigation system is not proposed for sod or groundcover areas. However, native species will be used throughout the development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Architecture Standards:

Amendment 12: Windows/Doors and Entrances (page 106)

1. All Windows:

- **Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).**

  Windows have been placed on the building elevations based on functional furniture layout and to allow maximum daylight for healthy living. Some windows are closer than 30 inches to exterior building corners. The proposed building is attractive and well-functioning to serve future residents. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 13: Windows/Doors and Entrances (page 106)

2. **Ground Floor Windows:**

- **Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.**

  While the ground-floor windows allow for 60 percent of surface view for a depth of at least 20 feet in the lobby area, they do not allow for this depth in the residential units. The requested amendment is to only apply this standard to the ground-floor windows within the lobby area of the building. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 14: Signage (page 108)

1. **Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration.**

   The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Visibility from the Metro station is also desired for placemaking purposes, as the building is not readily accessible from Ager Road. As a result, some signs will also be internally illuminated. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Parking Standards

Amendment 15: Off-Street Parking (page 112)

Materials:

The following is a list of permitted and prohibited material:

1. **Permitted: Brick and tile masonry; Native Stone (or synthetic equivalent); Precast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (for trim elements only); Metal (for beams, lintels, trim elements and ornamental only); Wood lap siding (horizontal configuration), smooth or rough-sawn finish; Hardie-plank equivalent or better siding.**

2. **Prohibited: Stucco/EIFS (cementitious finish); Split-faced block; Concrete (except for parking deck surface); Concrete Masonry Units; Faux wood grain.**

3. **Façade Treatments for Parking Structures: Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural façades along both the front and side streets.**

   Three sides of the parking garage will be surrounded by the residential building. The only parking garage elevation that is visible to the public views is oriented toward the WMATA Metro train tracks to the east. That elevation will be constructed of precast concrete to be painted with artwork to provide visual interest and tie into the other colorful elements of the building. In addition, landscaping is also provided along the entire length of the eastern property line. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 16: Off-Street Parking (page 113)

4. **Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.**

   The parking garage is integral to the building and will be fully screened from the street, except for the entry doors and on the eastern elevation, which will be visible from the WMATA station. The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. With the proposed design of the parking garage, the minimum openings of 75 percent transparency cannot be met. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 17: Off-Street Parking (page 114)

9. **Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and**

openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.

The parking structure is part of the proposed building complex and can only be accessed by residents, their guests, and staff. Illumination of the stairwells will comply with standards. The design of the stairwells will be in conformance with the governing building and fire codes. However, the steps are precast and are not open risers. Due to the limited access and use of the garage, pedestrian security will still be achieved. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 18: Off-Street Parking (page 114)

10. Parking Structure Elevators: Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

Residential units and the private parking garage share a common elevator. The illumination level of the elevator will comply with this standard; however, the elevator will not be glass enclosed. Pedestrian safety will be provided as the garage and elevators are only accessible to residents, their guests, and staff. As discussed above, the entire design of the building complex, including the parking structure and vertical transportation inside the building, will be in conformance with the governing building and fire codes. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 19: Off-Street Parking (page 115)

11. Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:

a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

c. Perimeter or core uplight wall fixture

d. 250W metal halide

e. 10-foot 6-inch parking structure ceiling

f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls

The parking structure will provide adequate lighting to meet the above standards, but the lights will be LED and not metal halide. The parking structure ceiling is designed to allow each level of the parking garage to access a residential floor in the mixed-use building. The gross ceiling heights in the garage comply with the 10-foot, 6-inch minimum requirement and are designed in accordance with the prevailing practices in the areas. However, after deducting the structural elements, the clear height in the garage for vehicles is nine feet on the first floor, and eight feet on all other levels of the garage. In fact, the governing building code (Section 406.22, Clear Height, International Building Code) limits the clear height of each floor level in vehicle and pedestrian areas to no less than seven feet. The proposed eight and nine feet are above the minimum clear height required by the building code. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

Amendment 20: Parking Space Size in Parking Garage
Section 27-558(a) of the prior Zoning Ordinance governs the size of surface parking spaces and provides that nonparallel standard parking spaces shall measure 9.5 feet by 19 feet, but permits up to one-third of the required spaces to be compact measuring 8 feet by 16 feet. This DSP proposes the use of 8.5 feet by 18.5 feet parking spaces within the garage for all 370 standard spaces, excluding handicap-accessible parking spaces. No compact parking spaces are proposed.

The subject property is located within the West Hyattsville T-D-O Zone. In a T-D-O Zone, Section 27-548.06(d)(1) of the prior Zoning Ordinance provides that "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to the number of parking spaces, but do not modify the size of parking spaces. Section 27-548.06(d)(2) of the prior Zoning Ordinance further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3), states the following:

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

The difference between the required standard parking space size and the 8.5-foot by 18.5-foot space, as a universal size, allows for more efficient

layout and circulation within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space, as opposed to combining standard and compact-sized spaces, has become more common in modern zoning ordinances. It should also be noted that the same parking space size was requested, approved and constructed within the Phase 1 parking garage.

The use of the universal-sized parking space allows the applicant to place the required number of parking spaces in the structure to meet future residents' needs. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the Transit District, which generally seeks to limit the visual impact of parking. The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. Staff support this amendment request.

8. Prior Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the Mixed Use-Transportation Oriented (M-X-T) and T-D-O Zones and the requirements for Expedited Transit-Oriented Development (ETOD) projects of the prior Zoning Ordinance, as follows:

a. In accordance with Section 27-107.01(a)(242.2)(A) of the prior Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

(A) the subject property is located entirely within a Transit District Overlay Zone ("TDOZ"),

The subject site is located entirely within the T-D-O Zone.

Section 27-290.01 sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) of the prior Zoning Ordinance provides the requirements for the uses and design of ETOD projects, as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most

intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The subject application is located within 0.25 mile of the West Hyattsville Metro Station platform. This building, in combination with the existing mixed-use building on Parcel 1, is considered high-density development at approximately 107 dwelling units per acre.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

The overall Riverfront at West Hyattsville development, which includes this proposed building, provides a mixture of uses that allow multiple trips to take place within the community. This will be further enhanced by the provision of retail uses in this building, as conditioned herein. Landscaping, pedestrian pathways, and building architecture create a quality streetscape along Little Branch Run, and this DSP includes no new surface parking, while limiting on-site parking. The building is connected to the Metro station via a pedestrian promenade with amenities and public art that encourage walking and bicycling.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind the sidewalk and public utility easements. There are increased setbacks at the main entrance plaza and along the building façade to allow for variations in the elevation, which staff find improves the streetscape design.

(D) Utilizing pedestrian scale blocks and street grids;

The subject site is located at the easternmost of the North Park neighborhood right against the WMATA Metro train tracks that makes it not practical to create any vehicular

connection to the east of proposed Parcel 2. However, this DSP contributes to creating a high-quality promenade, originally approved with DSP-20053, leading to the existing tunnel to the entrance of the West Hyattsville Metro Station, which helps to create pedestrian scale blocks. The design of the promenade focuses on human scale that makes it comfortable for pedestrians.

(E) Creating pedestrian-friendly public spaces; and

The public space in this DSP consists of a pedestrian promenade that connects the neighborhood to the West Hyattsville Metro Station. The promenade allows the general public to access the Metro station through the proposed project.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 of the prior Zoning Ordinance has general design principles of urban centers as stated below:

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

The development proposed in this DSP contains one use, multifamily residential. The DSP occupies the entire block of Parcel 2, except for the existing stormwater management (SWM) facility at the southern end, and designs two attractive elevations with the main one fronting Little Branch Run. The building is sited closely to the street, except for where the SWM facility and promenade are located. The building design takes into the consideration the massing and style of the existing townhouse community to the west and makes the shared street of Little Branch Run a complete street while proportionally arranging the vertical divisions of the multifamily family elevation. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape. The eastern elevation is conceived as a secondary elevation, but features a large, proposed mural that strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety consideration by providing "eyes on the street" with windows, active fronts, and clear territorial demarcation. The pedestrian promenade will be full of amenities and inviting to encourage pedestrian traffic, with the addition of some amenities, such as bike racks and wayfinding signage, as conditioned herein.

The design of Little Branch Run, and other streets in the adjacent neighborhood, were reviewed and approved with DSP-16029 and have already been constructed adjacent to this property. Multi-modal facilities, such as on-street parking, wide sidewalks and bikeshare locations, were incorporated into the designs.

With Preliminary Plan of Subdivision (PPS) 4-20040 and Type 1 Tree Conservation Plan TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire primary management area on-site, which covers 4.73 acres. These impacts have already occurred on-site pursuant to the DSP-20053 and subsequent permit approvals. No new impacts to regulated environmental features (REF) are proposed with this application.

The storage of vehicles in the parking garage is concealed, as well as other site-serving utilities, which are interior or behind screening fences. The parking garage is in the middle of the building and is surrounded on three sides by the residential units. The screening of the mechanical equipment is also functional and is consistent with the applicable regulations.

(2) Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

The subject DSP proposes just a residential use. However, staff recommend a condition, which is included herein, for the applicant to add retail uses to the ground floor, adjacent to the pedestrian promenade. The DSP, if revised as conditioned, when combined with the previously approved mixed-use building in Phase 1 and existing commercial uses along the adjacent Ager Road and Hamilton Street area, will meet this requirement.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above uses are included on this DSP.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

(c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger

stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development, and the creation of a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses on the subject property, but only require private utilities to serve this project.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

This DSP is generally compatible with the governing TDDP requirements, and where it deviates, the applicant has filed amendment requests, in accordance with the requirements of the T-D-O Zone. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP, as discussed in Finding 7 above.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

b. Section 27-546(d), Site Plans, of the prior Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a) of the prior Zoning Ordinance, as follows:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The site is within 0.25 mile of the West Hyattsville Metro Station. The property is in the West Hyattsville Metro local transit center, as stated in the Prince George's County Growth Policy Map of the 2014 *Plan Prince George's 2035 Approved General Plan.* Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. The proposed multifamily with integrated parking aligns with the General Plan's vision for development in a Local Transit Center.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

The West Hyattsville TDDP recommends a mix of townhouses, four- to six-story condominiums, tower residential, and open space on the subject property. The TDDP identifies the subject property as part of the North Park neighborhood, described as follows:

> "Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several low-impact development streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller 'pocket' parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park."

The subject development is the second phase of the overall development, which, if revised as conditioned, will ultimately fulfill the vision of the area, as described above.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

The proposed development plan with high-density residential takes full advantage of the development potential in the M-X-T Zone and will conserve the value of the land.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation that a person may not need an automobile, due to the convenient access to the Metro station. The proposed site layout further facilitates walking and bicycling and transit use.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The proximity of the site to the West Hyattsville Metro Station, medical office building, parkland, and multifamily residential and retail development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

The proposed layout of the development occupies the majority of Parcel 2 with a five-story building. A promenade at the northern edge of the parcel with proximate retail uses, as conditioned herein to be provided, will blend harmoniously with the existing mixed-use development on the subject site.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

This DSP shows a residential project with a distinctive visual character that, if revised as conditioned herein to provide retail uses, will blend with the existing mixed-use building and townhouses to create a memorable place adjacent to the West Hyattsville Metro Station.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

This DSP represents the second phase of a two-phase development that features high-density, compact, urban development around the West Hyattsville Metro Station. The site design of the subject DSP, revised as conditioned, and existing development will result in a mix of uses that will promote optimum land utilization.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The subject application is one phase of a mixed-use development that was envisioned by the West Hyattsville TDDP. This development will further rejuvenate the area on the west side of the West Hyattsville Metro Station and create the neighborhood as planned by the West Hyattsville TDDP.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The applicant has requested a number of amendments to the West Hyattsville TDDP, which staff support to give the applicant freedom of architectural design.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The subject property was placed in the M-X-T Zone prior to 1994, and the 2006 West Hyattsville TDDP retained the subject property in the T-D-O/M-X-T Zones. Therefore, this requirement is not applicable to the subject project, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development is the second phase of a two-phase development that is oriented mainly toward Little Branch Run, but also fronting on Maryland-National Capital Park and Planning Commission parkland to the south. A promenade is provided between the two phases that provides

direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation, which will integrate with the development of the surrounding neighborhood. The appearance of the project from the Metrorail line is equally important, and a very lively appearance has been achieved through proposed artwork on the garage.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

This DSP for a multistory building has been designed to be compatible with the existing townhouse community and mixed-use building by use of a common contemporary style, color scheme, and building finish materials.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The multifamily use, if revised as conditioned herein to include retail uses, will complement the existing townhouse community to the west, the mixed uses to the north, and the Metro station to the east. The pedestrian promenade provides a direct connection to link the two communities on both sides of this project that will create a cohesive larger community, as envisioned by the West Hyattsville TDDP.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

The DSP is itself the second phase of a two-phase development. The proposed development in this phase has 342 multifamily dwelling units of various sizes designed as a self-sufficient entity that is integrated into previous phases via similar architecture, streetscape, and pedestrian spaces.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

This project is designed to be pedestrian-friendly with sidewalks along the Little Branch Run frontage with street trees and a pedestrian promenade that closely links the larger community to the West Hyattsville Metro Station and the office use to the east. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the entire transit district.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of

materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The site will have a main pedestrian path in between the existing and proposed buildings, which functions as a promenade, leading to the West Hyattsville Metro Station. The pavement of the promenade and the surrounding buildings has been designed to pay attention to human-scale and pedestrian friendly elements. However, after a site visit, staff find that the promenade itself has not been sufficiently designed to create a high-quality urban design. There are bike racks, lighting, and some specialty paving, landscaping and benches. However, the promenade is lacking in seating options, trash receptacles, and a focal feature, such as artwork, a fountain, or similar feature. Therefore, a condition is included herein requiring the site plan to be revised to show these features.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

This finding does not apply to the DSP.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

The governing PPS 4-20040 was approved on October 7, 2021, pursuant to PGCPB Resolution No. 2021-122, in which an adequacy finding was made, and this proposal is consistent with that approval.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

The subject site is not a proposed mixed-use planned community.

c. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Section 27-544 of the prior Zoning Ordinance is modified by the West Hyattsville TDDP, which is reviewed above.

Section 27-547. Uses permitted.

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

The subject site is within a T-D-O Zone and proposes only residential dwellings. However, if revised as conditioned herein to provide retail uses, the DSP will meet the required mix of uses. In addition, the property is surrounded by an existing mix of all three categories of uses, including residential uses across Little Branch Run, a mixed-use building on Parcel 1, and a medical office use to the east of the Washington Metropolitan Area Transit Authority (WMATA) train tracks.

Section 27-548. M-X-T Zone.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposal.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject DSP includes two parcels that have direct frontage on Little Branch Run, which is a public street.

d. Pursuant to Section 27-548.08(c)(2) of the prior Zoning Ordinance, the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a high-density multifamily residential use, which is generally consistent with the land use vision of the North Park neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the West Hyattsville Metro Station to provide significant residential opportunities and appropriate retail space. The DSP conforms to most of the mandatory requirements of the TDDP, except for those standards to which the applicant has requested amendments in accordance with the prescribed procedure allowed by the prior Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested amendments, except relative to ground level retail uses, will benefit the proposed development and the transit district and will not substantially impair the implementation of the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The subject site is within the North Park neighborhood of the West Hyattsville TDDP that is also within the walking distance of the West Hyattsville Metro Station, and the development proposal is consistent with the development standards and guidelines for the North Park neighborhood.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-X-T Zone and

applicable T-D-O Zone standards, except for amendments that staff have recommended approval, as discussed above. Staff conclude that the subject DSP meets the requirements of both the T-D-O and M-X-T Zones.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

The proposed building is surrounded on two sides, by Little Branch Run and WMATA Metro train tracks, and the main entrance is oriented towards Little Branch Run. The eastern elevation, fronting the WMATA train station, will have an exposed elevation of the parking garage and the rest of the multifamily units. This elevation is decorated with artwork that creates a lively and energetic appearance, which can be seen from the Metro station. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site. The two courtyards, where all outdoor amenities are located, are surrounded by the residential units and fitness and club rooms. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

The subject DSP is for a residential building on the property that is part of a larger mixed-use development within walking distance of the West Hyattsville Metro Station in the North Park neighborhood of the West Hyattsville TDDP. If revised as conditioned herein to include retail uses, this high-quality development will improve the appearance of the area significantly and reinforce a high-quality standard for all future adjacent developments.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

The T-D-O Zone has a maximum allowed parking requirement for this site. There is no required minimum number or ratio of off-street parking spaces in the West Hyattsville TDDP. The proposed parking is below the maximum allowed and will satisfy the parking demand of this project.

e. **Departure from Design Standards DPT-2025-0003:** The applicant has submitted a DPT to allow reduction in the Section 4.7 bufferyard required in the 2010 *Prince George's County Landscape Manual* (Landscape Manual), along the eastern property line. Alternative Compliance ACL-2025-0008 was recommended for disapproval by

the Prince George's County Planning Director on January 22, 2026. Specifically, a Type D bufferyard with a 50-foot minimum building setback, 40-foot minimum landscaped yard, and 160 plant units is required per 100 linear feet of property line adjacent to the above ground rail lines to the east. The landscape plan provides a building setback and landscaped yard width of 10 to 19 feet and 331 plant units, when 904 is required.

The applicant has submitted a statement of justification to address the required findings for a DPT indicated in Section 27-239.01(b)(7)(A) of the prior Zoning Ordinance:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The applicant intends to develop a vibrant, pedestrian-oriented, mixed-use site, and due to site constraints such as size, configuration, topography, and regulated environmental features (REF), the applicant is seeking relief from the strict conformance to the Landscape Manual. The purposes of the Subtitle will be better served by fulfilling the purposes of the sector plan and concentrating development within 0.25 mile of the Metro station. Specifically, the reduction in the bufferyard width and plantings required by the Landscape Manual allows for the subject development which maximizes public and private development potential inherent in the location of the zone, promotes effective and optimum use of transit and facilitates walking, bicycle and transit use. The purpose of the prior M-X-T Zone was to permit a flexible response to the market and promote economic vitality and investment. Strict application of the Landscape Manual's Section 4.7 buffering requirement would result in a substantial reduction of dwelling units and jeopardize the viability of the project adjacent to a Metro station.

One of the purposes of the TDOZ is to ensure developments possess a "desirable urban design relationship with one another, the Metro station, and adjoining areas." The proposed development accomplishes this purpose due to its proximity and connectivity to the Metro station. The requested departure ensures that the purposes of the prior M-X-T and T-D-O Zone are equally well or better served.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The subject property was acquired from WMATA, and the boundary was determined based on the needed setback from the Metro station platform. This creates a substantial setback (60–94 feet) from the subject property to the adjacent station and tracks. However, the

subject property is then approximately 292 feet wide, which does not leave sufficient width for a viable development and the required 50-foot building setback and landscaping required by Section 4.7 of the Landscape Manual. The departure requested is the minimum necessary, given the specific circumstances of the request outlined above.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Staff agree that the departure is necessary to alleviate circumstances specific to the site. Existing floodplain reduces the overall developable area of the subject property by approximately 40 percent and the narrow width created by the needs of WMATA makes it impractical to provide the full bufferyard width. The existing floodplain along the eastern property line makes it difficult to provide additional plantings that would be able to be maintained.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Staff find that the departure will enhance the visual and functional quality of this community and the surrounding neighborhoods by providing a walkable community in close proximity to the West Hyattsville Metro Station. The departure will allow for a dense development immediately adjacent to parkland and a transit station. The impacts of the departure on the environmental quality of the neighborhood will be minimized. The adjacent rail lines that trigger the buffer requirement are actually the station itself which sits at the second story or higher of the proposed building. The submitted Phase 2 noise study indicates that the interior noise levels will be mitigated as required, without the provision of the buffer.

(B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

The Planning Director recommends disapproval of ACL-2025-0008, as no feasible proposal for alternative compliance was found due to the narrowness of the property and size of the building.

Based on the analysis above, staff support Departure from Design Standards DPT-2025-0003, for a departure to allow a reduction in the Section 4.7 bufferyard along the eastern property line, in accordance with the Landscape Manual.

9. **Preliminary Plan of Subdivision 4-20040:** The property is the subject of PPS 4-20040, which was approved by the Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122), including two parcels of 8.1 acres for development of 750 multifamily dwelling units and 15,000 square feet of commercial space, subject to 23 conditions. This subject DSP proposes 342 multifamily dwelling units on proposed Parcel 2 only. The conditions that are relevant to the review of this DSP warrant the following discussion:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The PPS was evaluated for development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. The prior DSP approved 293 multifamily dwelling units and 3,213 square feet of retail commercial space, while the current application proposes 342 multifamily dwelling units, totaling 635 multifamily units. No commercial space is proposed with this development plan. The proposed development is within the established trip cap. If retail square footage is added as discussed above and conditioned herein, it must remain within the limits of the trip cap established with the PPS.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

With the review and approval of DSP-20053, the applicant submitted an exhibit of the off-site pedestrian and bicycle facilities approved with PPS 4-20040, in fulfillment of this condition. These facilities, including widening and providing lighting for a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, have already been constructed.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

The extension of the 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail is identified on Sheets 3 and 4 of the DSP. The bicycle parking in the parking garage, for residential uses and on-site or in the right-of-way for nonresidential uses that are consistent with the standards of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP), and the bicycle fix-it station proposed within the garage is identified on Sheet 4. Continental style crosswalks crossing the garage and loading zone access points are identified on Sheet 4. The pedestrian and bicycle shared-use path through Parcel 1, from the western side of the subject site near Emerald Branch Drive, to the pedestrian tunnel to the West Hyattsville Metro Station, is identified on Sheets 3 and 4. This condition has been met.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

In accordance with the review by the Environmental Planning Section (Meoli to Kosack), the submitted Type 2 Tree Conservation Plan, TCP2-2025-0074, is consistent with the previously approved TCP2 and Type 1 tree conservation plan (TCP1).

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

The DSP is in conformance with Stormwater Management (SWM) Concept Plan 3816-2021-00.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

A noise analysis, dated July 18, 2025, was provided with this DSP submittal. Per the study, outdoor noise levels in all outdoor activity areas, which consists of courtyards internal to the building, are maintained between 54.8 to 57.9 day-night average decibels (dBA Ldn). In addition, the study indicates that the interior of all buildings will not exceed 43 dBA Ldn, if upgraded balcony doors and windows are used. The building elevations reflect the facades where doors and windows of higher Sound Transmission Class rating are required for noise mitigation. Therefore, this condition is met.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

An outdoor and indoor recreational facility breakdown has been provided on the coversheet of the submitted DSP. Timing for construction of the private on-site recreational facilities, which needs to be established with the DSP pursuant to this condition, has not been proposed by the applicant. Therefore, a condition is included herein relative to the timing for construction of the recreational facilities that should be noted on the site plan.

10. Detailed Site Plan DSP-20053: DSP-20053 was approved by the Planning Board on December 16, 2021 (PGCPB Resolution No. 2021-144), for development of a mixed-use building on Parcel 1 and infrastructure only on Parcel 2, subject to one condition, which was fully addressed prior to the certification of the DSP.

11. 2010 Prince George's County Landscape Manual: The proposed development is within the West Hyattsville TDDP which is subject to the standards as contained under the Landscape Section of the TDDP. However, for those landscaping requirements not covered by the standards, the applicable Landscape Manual regulations govern. The DSP demonstrates conformance to the applicable requirements, except for Section 4.1, Residential Requirements for Multifamily, which is conditioned herein to be provided, and Section 4.7, Buffering Incompatible Uses, for which Alternative Compliance ACL-2025-0008 has been submitted and reviewed, as follows:

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the above ground West Hyattsville Metro Station and Metrorail lines along the eastern property line. Alternative compliance is being requested from the minimum requirements of Section 4.7 for the building setback, buffer width, and planting units. A Type D bufferyard is required along the entire shared property line with the high impact rail line use, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet. The applicant seeks relief from the requirements as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Minimum Building Setback Width	50 feet
Minimum Landscaped Yard Width	40 feet
Plant Units (160 required per 100 linear feet of property line)	904

PROVIDED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Building Setback	10–19 feet
Landscape yard	10–19 feet
Plant units	331

Justification of Recommendation

The subject application is Phase 2 of the overall development in the subdivision entitled West Hyattsville. A similar Alternative Compliance, AC-21021, was approved from Section 4.7 along the eastern property line of Parcel 1, Phase 1 of the development. The subject Phase 2 site is a narrow site and is also an urban infill site built in the floodplain, which limits the amount of planting that can occur. There are several site constraints that prohibit planting trees within the landscape buffer, including the existing floodplain and an existing stormdrain between the proposed shrubs and the property line. The submitted proposal provides less than 50 percent of all 3 requirements, specifically, an average of 28 percent of the required building setback, an average of 35 percent of the required landscape yard, and 37 percent of the required plant units. In addition, no trees are proposed as required plantings, only shrubs are proposed. The abutting WMATA property contains only a limited number of existing trees, which do not provide adequate buffering as

specified by Section 4.7 of the Landscape Manual. Due to the proposed building location, limited buffer yard width, and other site constraints, it is infeasible to provide sufficient additional planting units, especially trees, or other alternative designs such as fencing, berms, etc. The applicant offered no other justification for how the proposed design is equally effective, except that noise impacts will be mitigated by the proposed architecture.

Based on the above analysis, the Planning Director does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.7 of the Landscape Manual, to create a transition between incompatible uses. Therefore, the Planning Director concludes that the proposed alternative design solution fails to meet the approval criteria. The applicant has filed a departure from design standards, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance, which is discussed earlier in this technical staff report and is recommended for approval.

Recommendation
The Planning Director recommends DISAPPROVAL of Alternative Compliance ACL-2025-0008, for West Hyattsville, from the requirements of Section 4.7, Buffering Incompatible Uses, of the Landscape Manual.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual because the property has previously approved tree conservation plans. TCP1-012-2016-01 was approved with PPS 4-20040, and TCP2-2025-0074 was submitted with the subject application.

    The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01) which correctly shows the existing conditions of the property. The NRI covers both Parcels 1 and 2. No specimen or historic trees are associated with this site. This site is not associated with any REF, such as streams, wetlands, or associated buffers. However, a good portion of the area covered by this NRI is associated with an area of previously developed 100-year floodplain within Parcel 2. The DSP is consistent with the NRI.

    The previously approved DSP-20053 and TCP2-001-2017-02 developed a phased plan for the West Hyattsville development. TCP2-2025-0074 is companion to the subject application and updates the phased tree conservation plan with the layout for the proposed multifamily development. Development of Parcel 2 is identified as Phase 3 within the woodland conservation worksheet. The woodland conservation threshold is 15 percent, and the 3 phases have a total woodland conservation requirement of 1.41 acres, which are proposed to be met with 1.41 acres of off-site woodland conservation credits. TCP2-2025-0074 requires technical corrections which are included in the recommended conditions herein.

13. **Prince George's County Tree Canopy Coverage Ordinance:** In accordance with Section 25-127(a)(4) of the Prince George's County Tree Canopy Coverage Ordinance, a 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, as that was the regulation in place at the time of approval of the grandfathered DSP-20053. This DSP covers a total of 8.04 gross acres of land; however, the proposed development is only on the proposed 4.98-acre Parcel 2. The applicant has applied the TCC requirement to Parcel 2 only, as the requirement for the remaining acreage was reviewed and approved

with DSP-20053. The subject application provides a schedule showing that the 0.50-acre (21,693 square feet) TCC requirement is not met on the subject property. Only 4,095 square feet (1.8 percent) is provided and a waiver from the requirements has been requested, in accordance with Section 25-130(a) of the Tree Canopy Coverage Ordinance, which reads as follows:

(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;

The subject property is long and narrow running between Little Branch Run and the West Hyattsville Metro Station, and a 40-foot-wide stormdrain easement extends along the northern boundary of the property. The entire property was also within the floodplain prior to development, and a large portion of the southern end, approximately 1.86 acres, will remain with the floodplain and provide compensatory storage and SWM for the development. The stormdrain easement, floodplain, and SWM areas have restrictions on tree plantings. The applicable T-D-O Zone establishes build-to-zones to have buildings close to the street with wide sidewalks, which further limits the available space for tree planting. Given these site limitations and conditions, full compliance is not practical.

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and or soil volume to accommodate healthy tree growth.

Landscape plans show that the provision of additional trees on-site is not possible due to a lack of space to accommodate healthy tree growth outside of existing easements, stormwater features, and the proposed building.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

This criterion does not apply as there is no existing pavement on the subject property, and no surface parking is proposed with this application.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27 of this Code; and

Proposed parking and loading spaces are not in excess of the minimum requirements, as there is no minimum requirement within this T-D-O Zone. However, there is a maximum parking limit of 513 spaces, and the DSP only proposes to provide 379 spaces. Therefore, there is no excess of parking or loading spaces on the property.

(5) The waiver is the minimum necessary based on the criteria above.

Given the above criteria and discussion, staff find the requested waiver to be the minimum necessary, as site limitations and lack of soil volume restrict the ability to provide anymore tree plantings.

Given the above discussion, staff recommend that the Planning Board **approve** the request for a partial waiver from Section 25-128(b) of the Tree Canopy Coverage Ordinance, as shown on the submitted plans.

14. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:

a. **Community Planning**—In a memorandum dated December 24, 2025 (Parks to Kosack), the Community Planning Division stated that pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that, if amended as conditioned herein, benefit the proposed development and the transit district and does not substantially impair the TDDP.

b. **Historic Preservation**—In a memorandum dated December 8, 2025 (Stabler to Kosack), the Historic Preservation Section stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources. The West Hyattsville TDDP contains minimal goals and policies related to historic preservation, and these are not specific to the subject site or applicable to the proposed development.

c. **Transportation Planning**—In a memorandum dated December 18, 2025 (Wilson to Kosack) the Transportation Planning Section provided the following discussion:

The TDDP includes general streetscape standards, of which the development was evaluated. No new streets are being proposed with this application, as the property fronts and has access to the multifamily buildings along Little Branch Run, with an approved streetscape per DSP-16029. Frontage improvements include standard sidewalk and shared-use paths, curb extensions, street parking, street trees, streetlights, marked crosswalks, and Americans with Disabilities Act (ADA) curb ramps. All existing and proposed pedestrian facilities on-site are consistent with prior approvals and convenient throughout the site with connections to the West Hyattsville Metro Station. However, staff recommend a continental-style crosswalk and ADA curb ramps be provided crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails. The proposed and recommended designs are consistent with the transit district's goals of providing marked and attractive pathways for pedestrians.

Standards for vehicle and bicycle parking are also described in the TDDP and were evaluated. Access to the parking structure is provided via a two-way driveway along Little Branch Run and includes 379 parking spaces, which is below the maximum of 513 spaces. Two loading spaces are required and provided with separate access and signage along Little Branch Run. In addition, 20 bicycle parking spaces and a bicycle repair station are proposed in a secure storage room on the first level of the garage and meet the minimum requirements.

Given the analysis of the Transit District Development Standards provided above, staff find that the submitted site plan is acceptable and meets the transportation requirements and standards per Section 27-548.06 of the prior Zoning Ordinance, with a recommended condition included herein.

d. **Subdivision Review**—In a memorandum dated December 5, 2025 (Monoar to Kosack), Subdivision staff provided a review of this DSP's conformance with the applicable conditions attached to the approval of PPS 4-20040 and concluded that the proposed DSP is within the development limits of the approved PPS. The Subdivision Section's recommended conditions have been included herein.

e. **Environmental Planning**—In a memorandum dated December 19, 2025 (Meoli to Kosack), the Environmental Planning Section stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Preservation of Regulated Environmental Features
The site does not contain REF as defined in the prior Zoning Ordinance but does contain 100-year floodplain. At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire primary management area on-site, which covers 4.73 acres to raise the proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

Since no further impacts to on-site REF are proposed, staff find that the REF have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires a SWM concept approval prior to acceptance of a DSP. An approved SWM Concept Plan (3816-2021-00) was submitted with the application, showing the use of one submerged gravel wetland. This SWM plan was initially approved October 13, 2021, but was extended on October 13, 2024, and is valid until October 13, 2027. The site was previously issued a floodplain waiver (Case No. 1762-2020) dated November 20, 2020; however, the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) requires an updated waiver to be approved for the proposed development, which now includes a retaining wall within the floodplain. The development is required to obtain an updated floodplain wavier for proposed development and the retaining wall within the floodplain, which is pending. Prior to the certification of the DSP, the approved updated floodplain waiver shall be provided.

Soils
In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions at the time of PPS. The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include

Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

A retaining wall with approximately 12 feet in maximum height is proposed to support the planned fire lane and the building structure south of the proposed building. A letter for the wall stability analysis, titled MSE [mechanically stabilized earth] Wall Feasibility Analysis, prepared by ECS Mid-Atlantic, LLC and dated September 29, 2025, was submitted. An MSE wall reinforced with geo-grid has been analyzed for the global stability. The factor of safety of the global stability analysis has met the minimum required value (1.5) per Techno-Gram 002-2021. The final wall design package including plans, drawings, calculations, and geotechnical reports will be reviewed and approved by DPIE prior to the issuance of building and grading permits.

The Environmental Planning Section recommends approval of DSP-20053-02 and TCP2-2025-0074, subject to two conditions that have been included in the Recommendation section of this technical staff report.

f. **Prince George's County Fire/EMS Department**—In a memorandum dated December 14, 2025, the Fire Department asked that the locations of any proposed fire department connections (FDCs) and fire hydrants be shown on the site plan. Any FDC must be within 200 feet of a fire hydrant as hose is laid, in accordance with Subtitle 4-167 of the Prince George's County Code. The most remote portion of the proposed building must be within 500 feet of a proposed or existing fire hydrant.

g. **Prince George's County Department of Parks and Recreation (DPR)**—DPR indicated they had no comments on the subject application.

h. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on the subject application.

i. **Prince George's County Health Department**—In a memorandum dated November 20, 2025 (Adepoju to Myerholtz), the Health Department indicated they had completed a desktop health impact assessment and provided four comments on the subject application that have been transmitted to the applicant.

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.

k. **City of Hyattsville**—In a letter dated December 30, 2025 (Croslin to Barnes), the City of Hyattsville indicated that the City Council voted in support of the DSP at their December 15, 2025 meeting, subject to conditions that they believe will provide benefits to the property and its users. They also identified City opposition to two and support for four requested TDDP amendments, which have been included in the discussion in Finding 7 above. The following is a discussion of the City's recommended conditions (in **bold**):

1) **The City recommends extending the West Hyattsville Connector Trail towards the south end of Outparcel 1, at the rear of the proposed building, to connect with the Northwest Branch Trail. This extension would increase connectivity to the Metro while enabling path users to view the proposed art installation on the parking structure.**

There is insufficient room on Parcel 2 to extend the 8-foot-wide trail along the eastern property line as there is approximately 10 feet between the building and property line at the narrowest point. A sidewalk and path provide connection to the Northwest Branch Trail along the western side of the building. The only possibility of a trail along the eastern side would be off-site within WMATA property.

2) **The City recommends the installation of wayfinding signage consistent with City of Hyattsville design standards, directing residents, bike users, and visitors to the Metro, Northwest Branch Trail, retail, Kirkwood Neighborhood Park, etc.**

Staff agree with the City that additional wayfinding signage, especially within the main plaza, could enhance the character of the neighborhood, in accordance with the requirements of the M-X-T Zone, and is conditioned herein.

3) **The City recommends the applicant to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.**

Staff encourage the applicant to explore financing programs that would support affordable housing within the development. However, there is no means of requiring the applicant to do so.

4) **The City recommends the installation of City branded bicycle racks on the northwest side of the building, along the promenade, and in front of the main entrance to the building to promote transit-oriented development.**

The site plan does not show any proposed bike racks outside of the building. Therefore, a condition is included herein requiring the plan to be revised to provide a minimum of two bike racks on the north side of the building, near the conditioned retail uses and in front of the main entrance to the building, to serve customers and visitors.

5) **The City recommends that an updated traffic impact analysis be considered to ensure that current and future conditions are adequately assessed and are aligned with the evolving needs of this community.**

The proposed development is within the trip cap established with PPS 4-20040 when it was approved in 2021. This is in conformance with the prior Zoning Ordinance requirements as discussed in Finding 7 above and no further traffic impact analysis is required at this time.

l. **Washington Metropolitan Area Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA did not offer comments on the subject application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and further recommend APPROVAL of this application to the District Council, as follows:

A. Recommend to the District Council DISAPPROVAL of the property owner's request to permit the use of multifamily dwellings with no ground-floor retail uses on proposed Parcel 2.

B. APPROVE Departure from Design Standards DPT-2025-0003, for West Hyattsville Phase 2, to allow a reduction in the Section 4.7 bufferyard, of the 2010 *Prince George's County Landscape Manual*, provided along the eastern property line, as described herein.

C. 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 Structured Parking and Townhouses: 2–4 stories to Condominiums: 4–6 Stories for the entire subject property.

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground-floor retail only in the northernmost portion of the building, adjacent to the pedestrian trail.

2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.

3. **Residential Street - Build-to line (page 75):** To allow various building façade jogs of more than 24 inches, as shown on the detailed site plan.

4. **Residential Street - Rear Yard Line (page 75):** To allow a setback of only 10 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

5. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.

6. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards, to be less than 25 feet from the build-to line, as shown on the detailed site plan.

7. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete.

8. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.

9. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.

10. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro property.

11. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

12. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.

13. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground-floor residential windows to have less than 60 percent surface view for less than 20 feet in depth.

14. **Signage (page 108):** To allow signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

15. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.

16. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.

17. **OFF-STREET PARKING - Stairwells (page 114):** To allow the parking garage stairwells to not include glass facades or open risers.

18. **OFF-STREET PARKING - Elevators (page 114):** To allow the parking garage elevators to not be constructed of glass walls.

19. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure to use light-emitting diode (LED) lighting and have varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.

20. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet, 6 inches by 18 feet, 6 inches in the proposed parking garage.

D. APPROVE Detailed Site Plan DSP-20053-02 and Type 2 Tree Conservation Plan TCP2-2025-0074, for West Hyattsville Phase 2, including a waiver of the tree canopy coverage requirement, and DISAPPROVE Alternative Compliance ACL-2025-0008 as described herein, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Revise General Note 17 to state that a variation from Section 24-122(a) of the prior Prince George's County Subdivision Regulations was approved with Preliminary Plan of Subdivision 4-20040.

   b. Revise the landscape plan and schedule to indicate a partial waiver from the Prince George's County Tree Canopy Coverage Ordinance has been approved.

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove the last line entry of the TCP2 Approval History Table (tree conservation plan associated with this DSP-20053-02 application).

      (2) Correct Line 6 (TCP Number) of the Woodland Conservation Worksheet to "TCP2-2025-0074."

      (3) Update Line 20 (TCP Number for this Phase or Section) of the Woodland Conservation Worksheet to identify the companion tree conservation plan for each of the plan phases.

   d. Revise the loading schedule and plan to indicate two loading spaces required and provided.

   e. Provide layout plans, details, and itemized lists for all proposed private recreational facilities, including proposed furniture, equipment, and features.

   f. Revise the site plan to show the locations of any proposed fire department connections and fire hydrants, in accordance with Subtitle 4 of the Prince George's County Code.

   g. Provide an updated approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.

h. Provide a continental-style crosswalk and Americans with Disabilities Act curb ramps crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails.

i. Revise the landscape plan to demonstrate conformance to Section 4.1 of the 2010 *Prince George's County Landscape Manual*.

j. Revise the design of the promenade to include more seating options, decorative lights, trash receptacles, and a focal feature, such as artwork, a fountain, or a similar feature, to be reviewed by the Urban Design Section as designee of the Prince George's County Planning Board.

k. Revise the plan to include locations for wayfinding signage within the plaza promenade, consistent with City of Hyattsville design standards, directing all users to local destinations, to be reviewed in coordination with City of Hyattsville staff.

l. Provide a minimum of two bike racks on the north side of the building, along the promenade and in front of the main entrance to the building.

m. Revise the signage package to provide details for each proposed sign.

n. Revise the architecture and site plans to show the provision of ground-floor retail space along the northern side of the building.

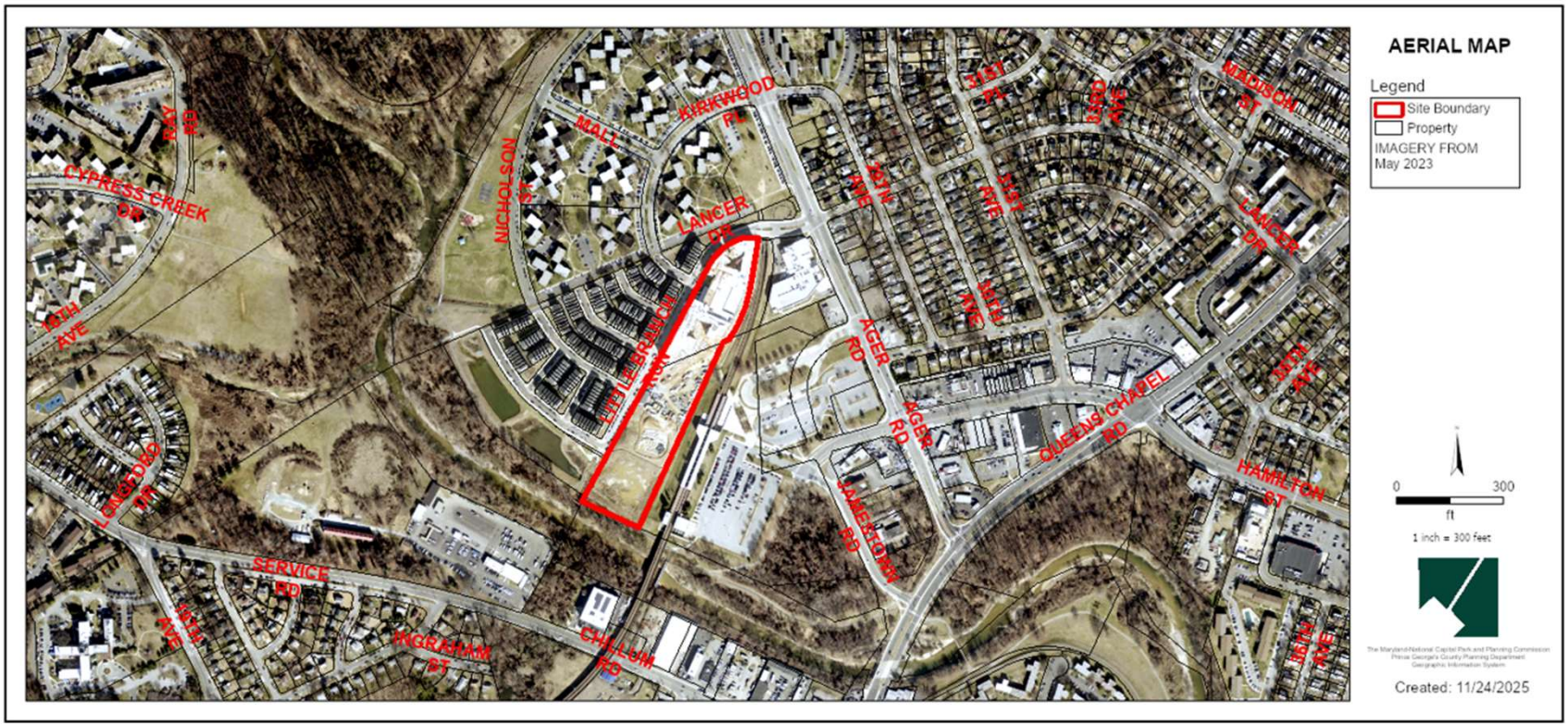
2. Prior to issuance of the final certificate of occupancy of the building, the applicant shall demonstrate that all on-site recreational facilities have been fully constructed and are operational.

WEST HYATTSVILLE PHASE 2 - ETOD

Detailed Site Plan w/Departure

ACL-2025-0008 & TCP2-2025-0074

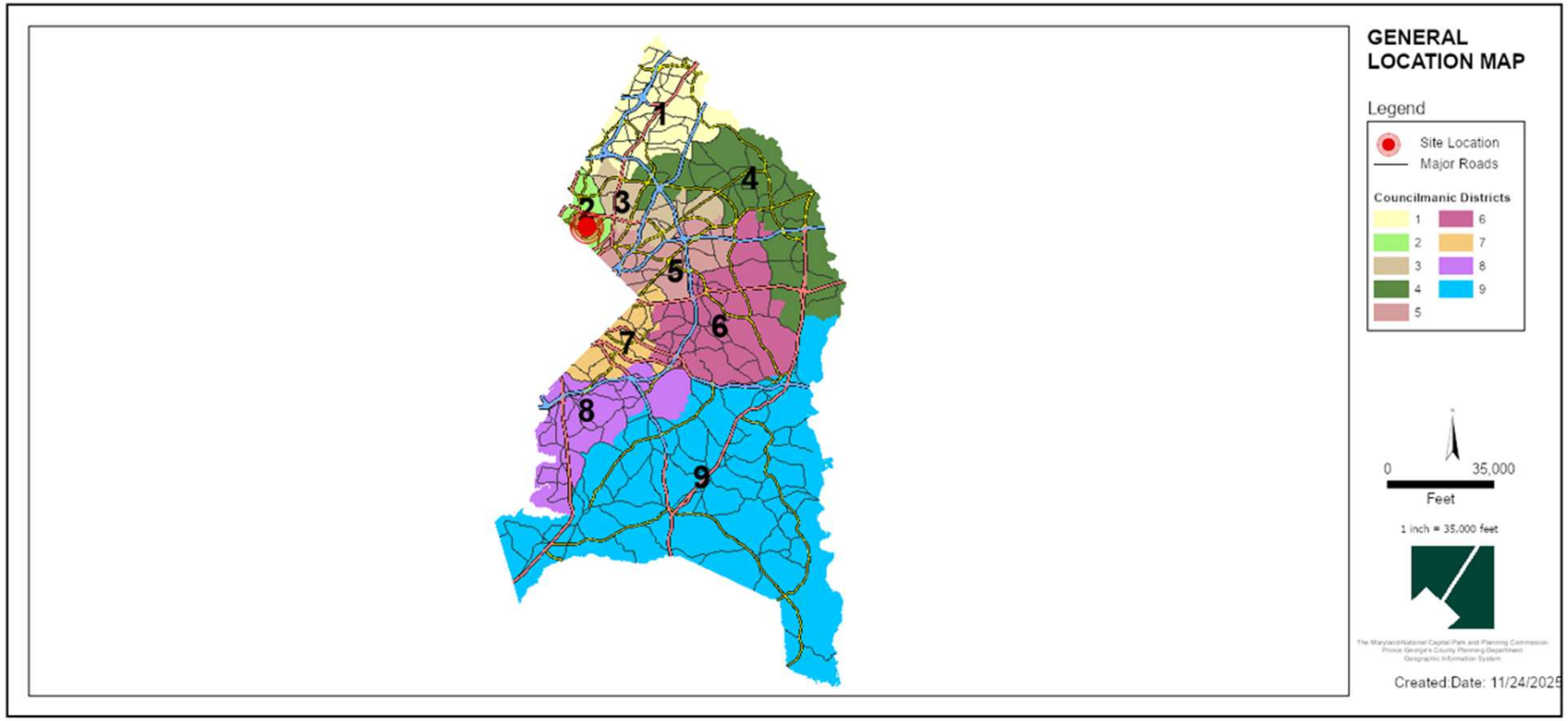
Staff Recommendation: APPROVAL with Conditions



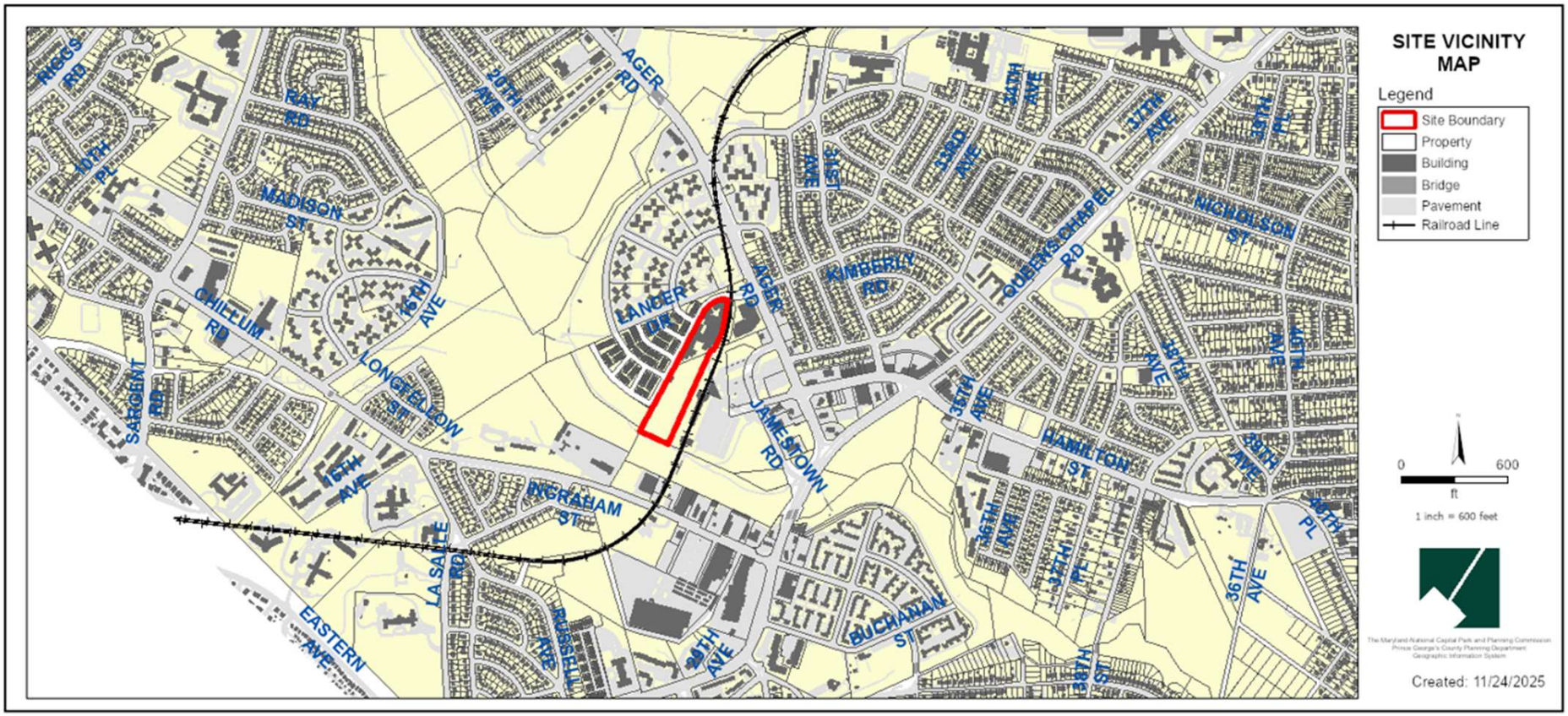
GENERAL LOCATION MAP

Council District: 02

Planning Area: 68

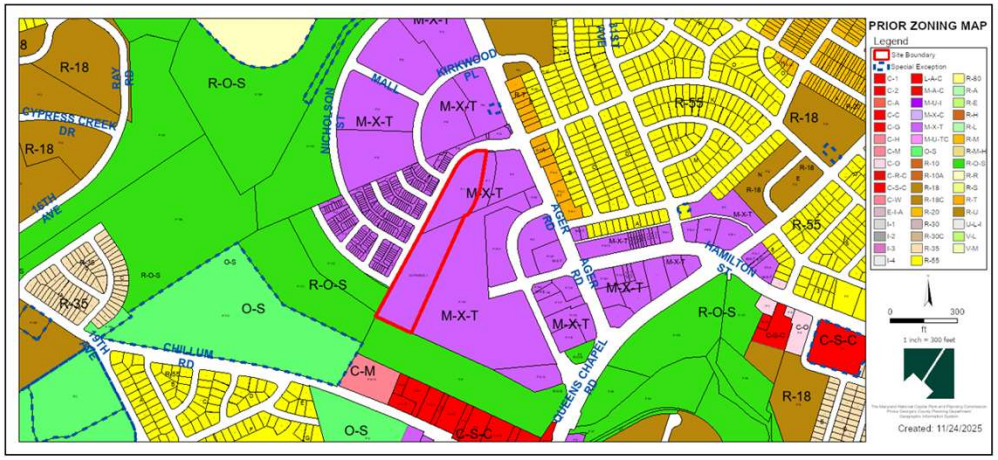


SITE VICINITY MAP

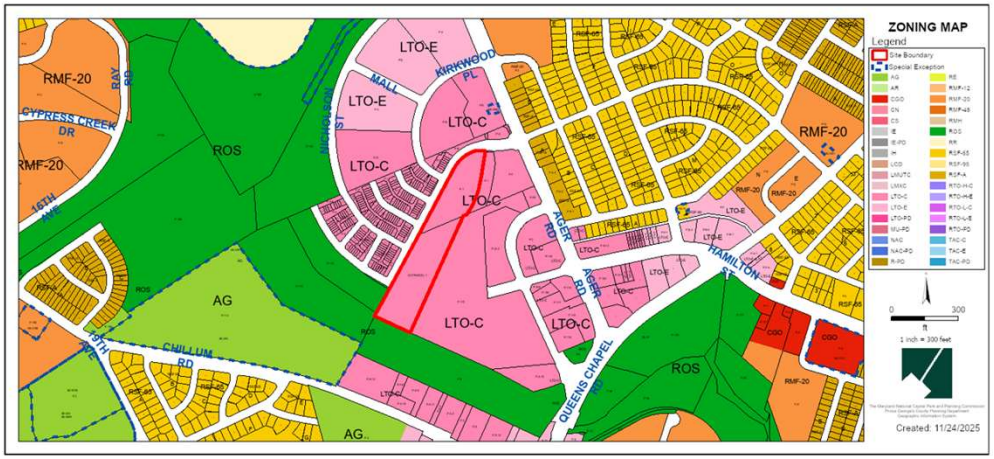


ZONING MAP

PRIOR ZONING MAP: M-X-T

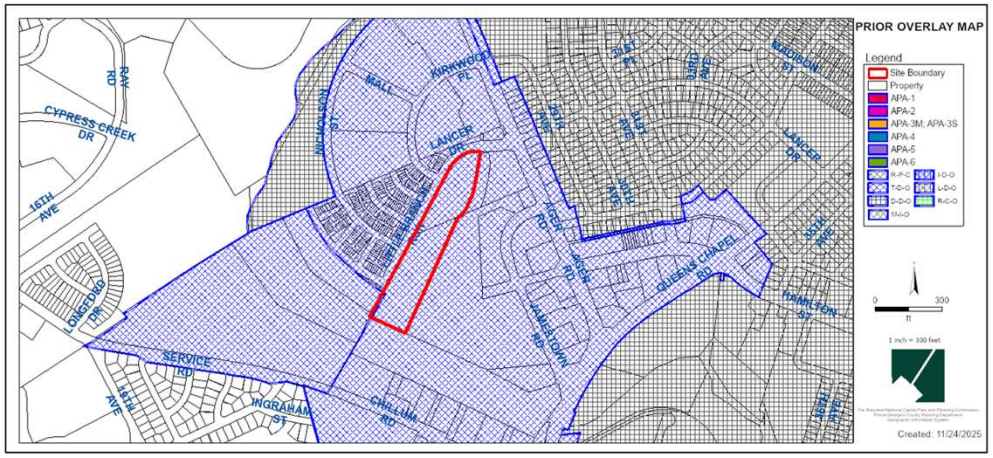


CURRENT ZONING MAP: LTO-c

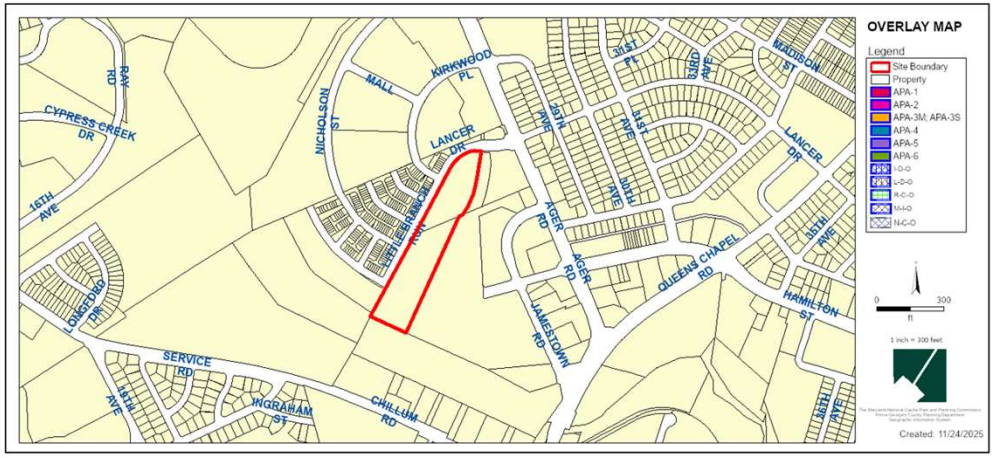


OVERLAY MAP

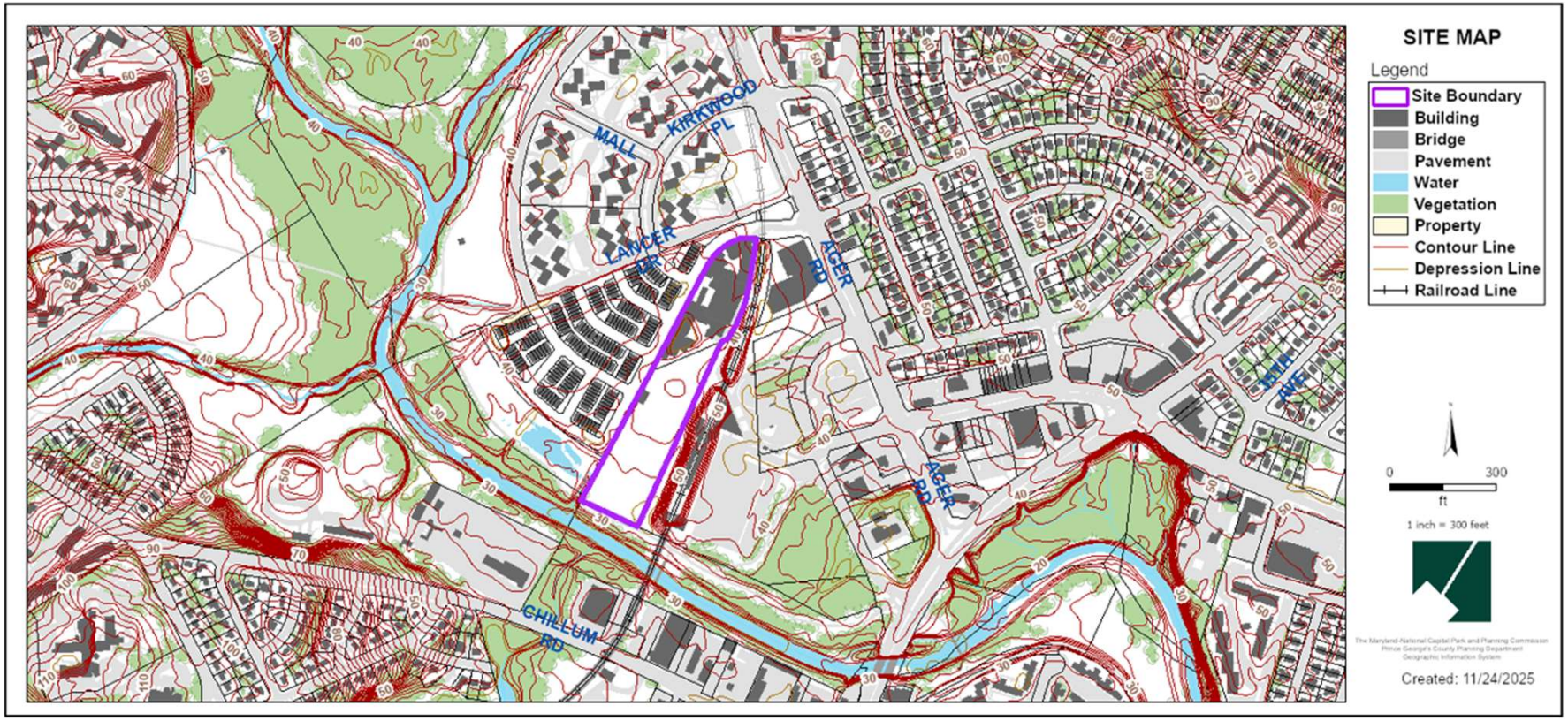
PRIOR OVERLAY MAP



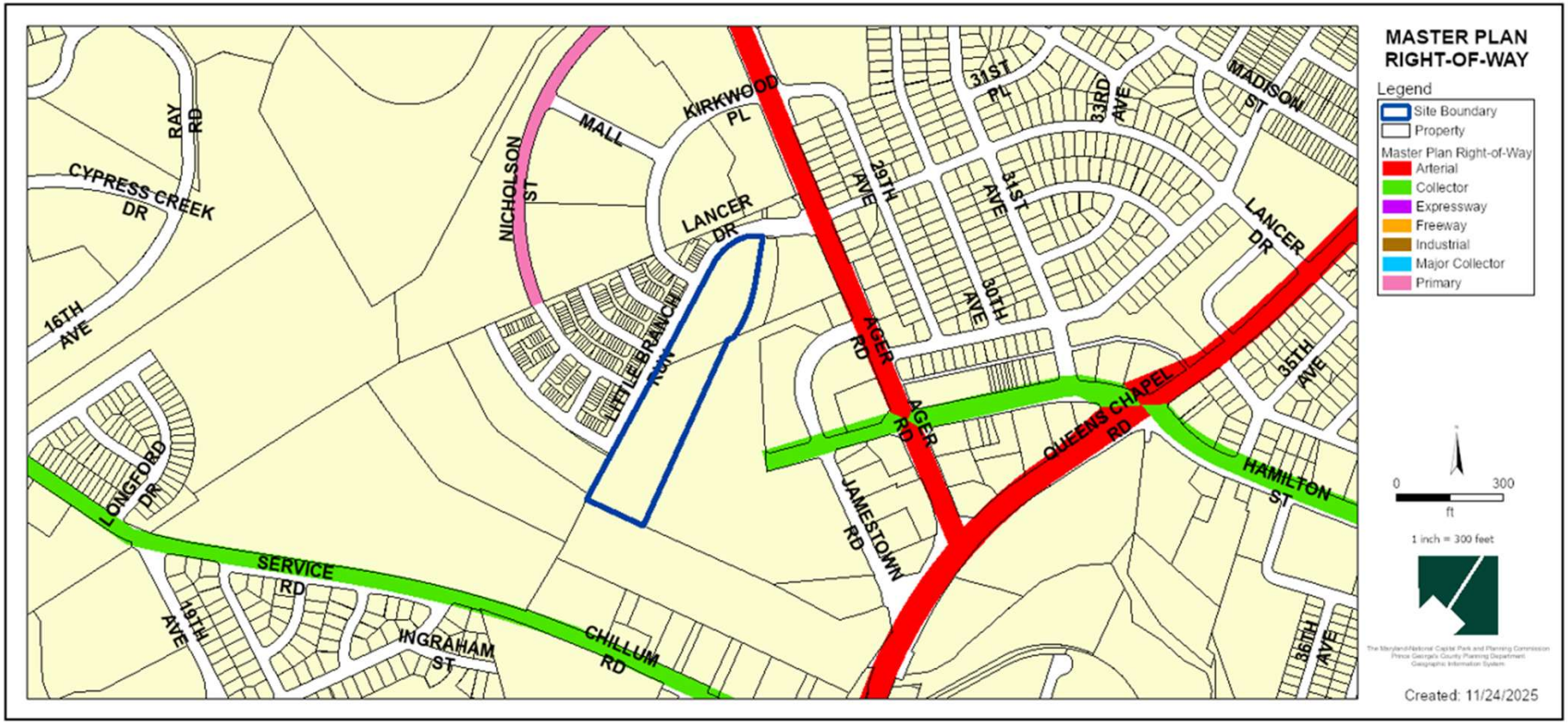
CURRENT OVERLAY MAP



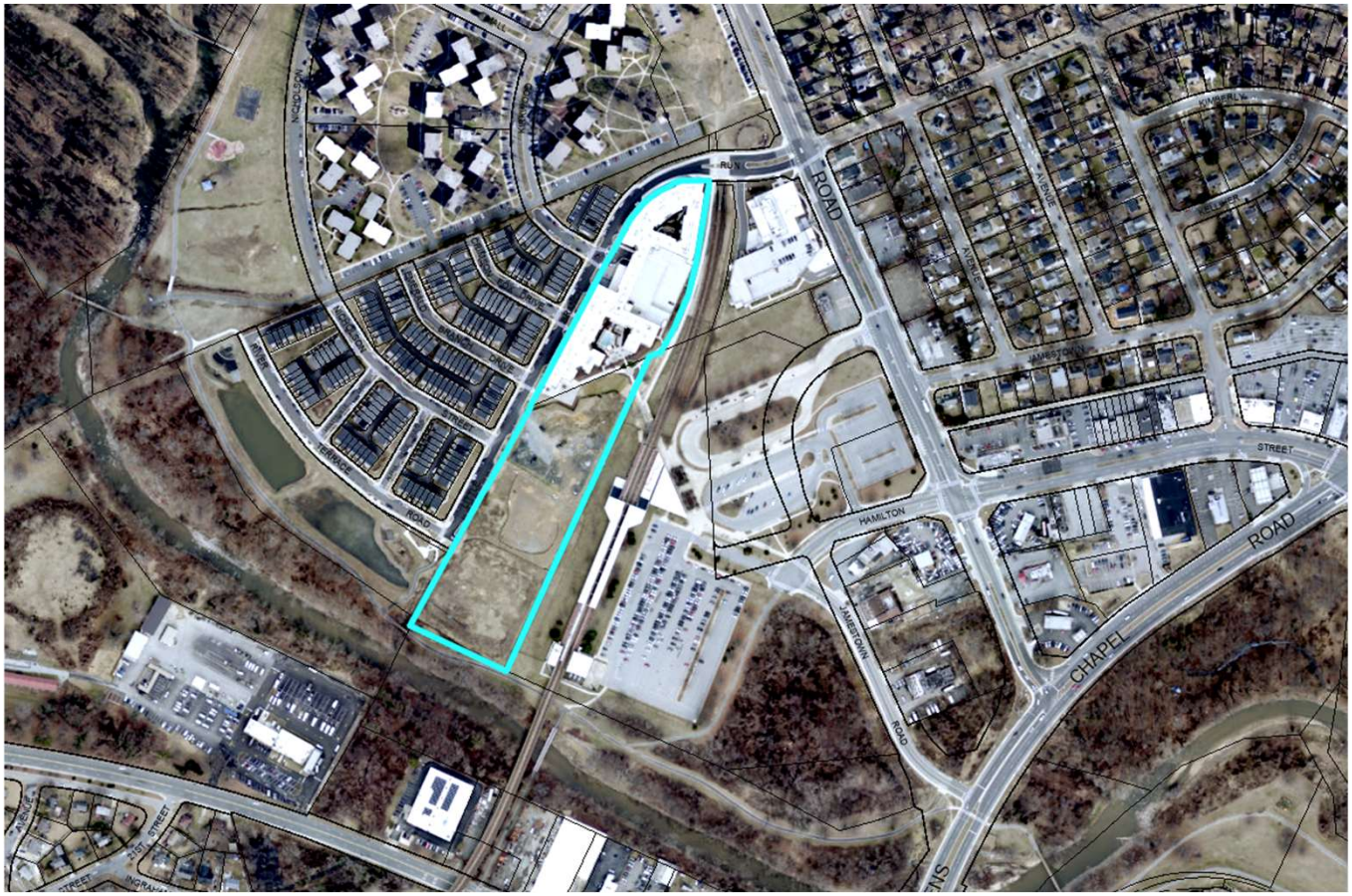
SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
MALL
KIRKWOOD PL
LANCER DR
AGER RD
AGER RD
SOUTH AVE
CHILLUM RD
0
300
ft
1 inch = 300 feet
Created: 11/24/2025

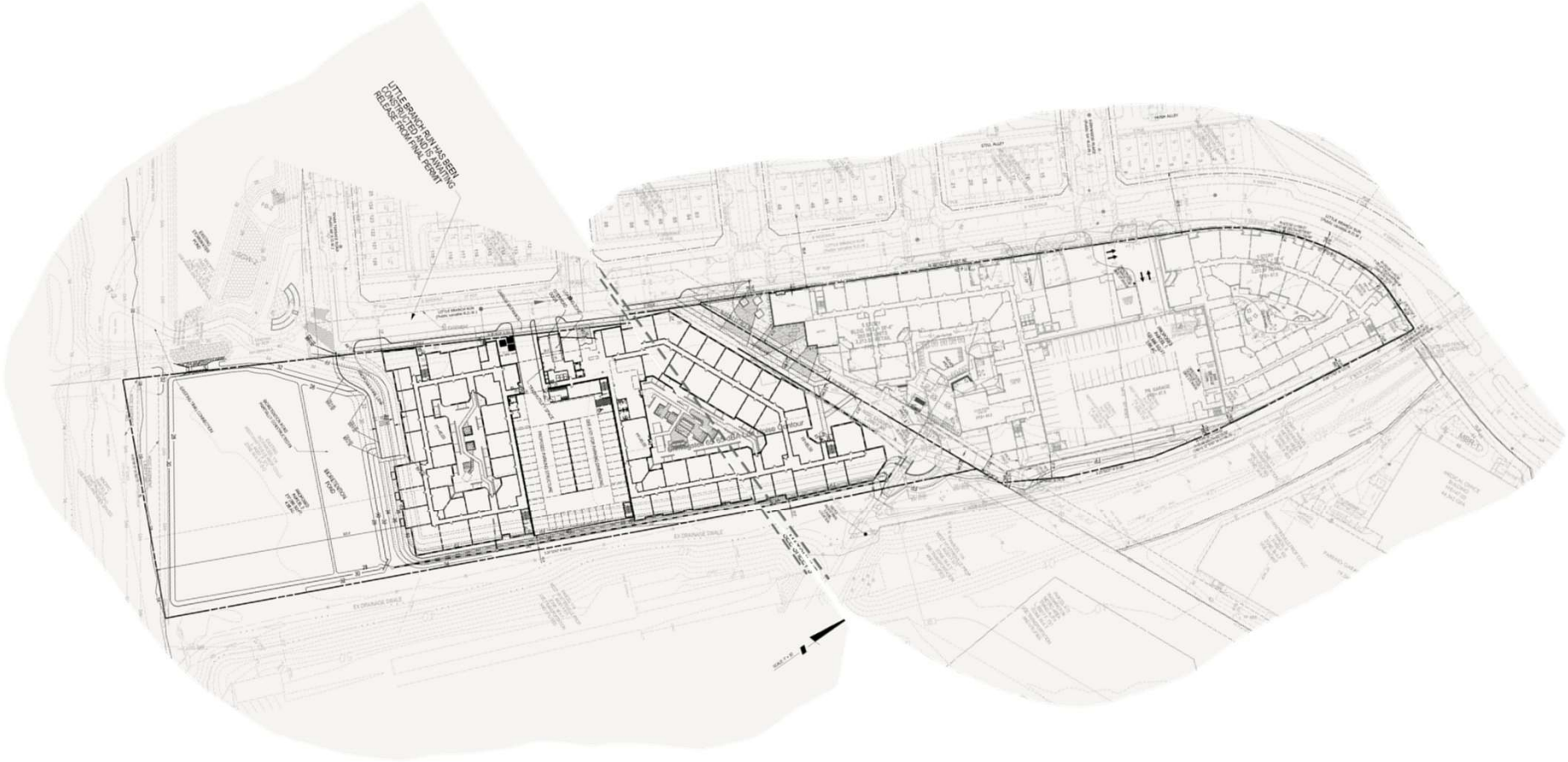
MASTER PLAN RIGHT-OF-WAY MAP



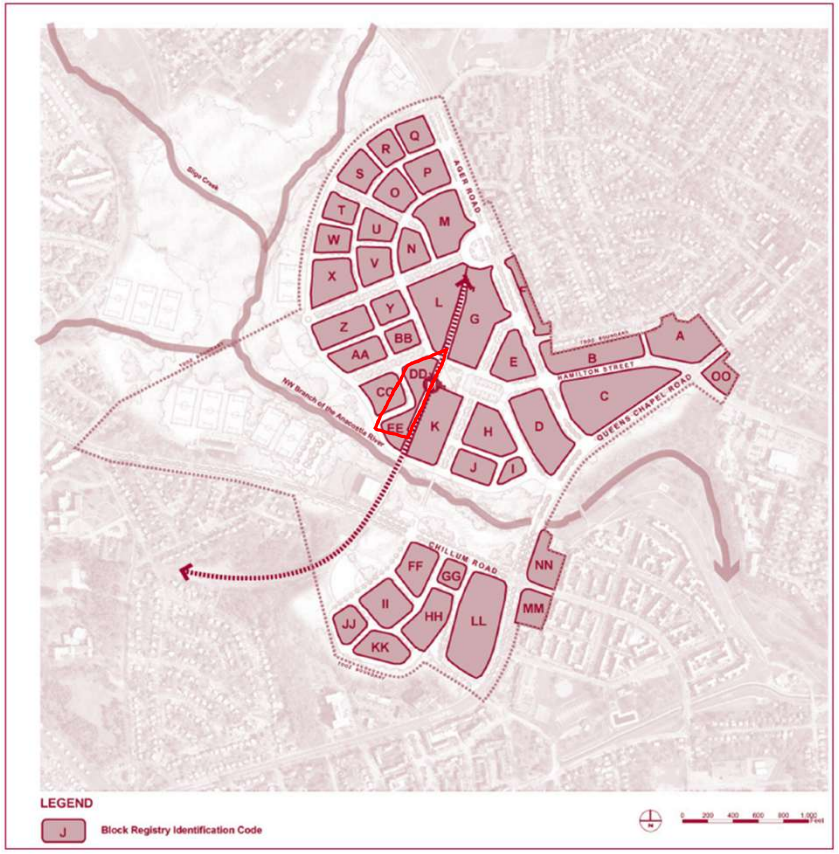
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



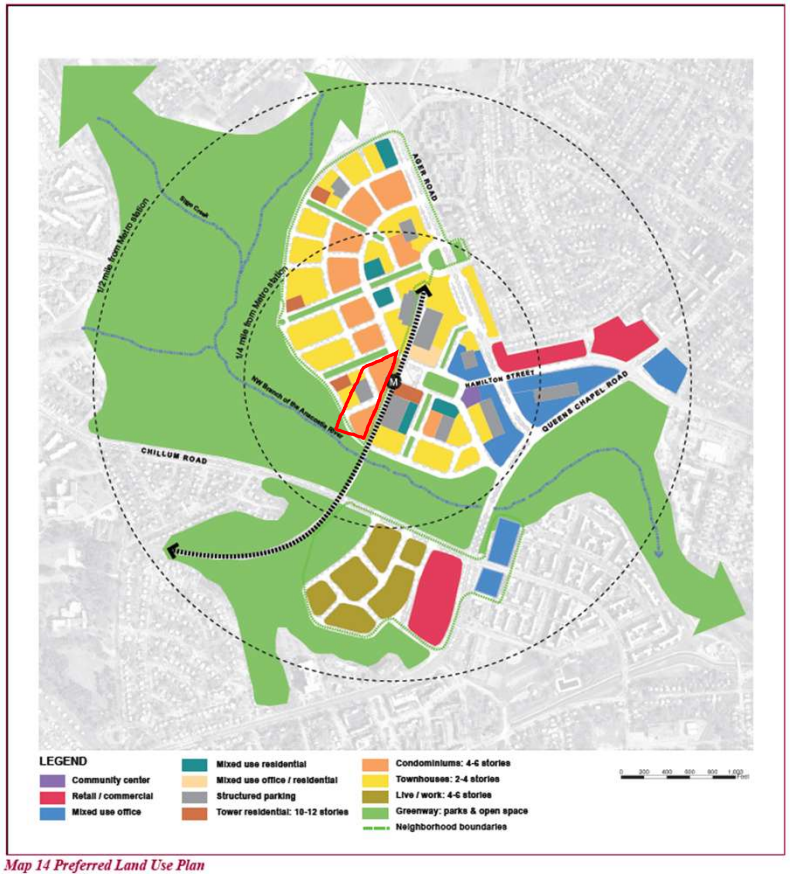
DETAILED SITE PLAN



PREFERRED LAND USE CATEGORY

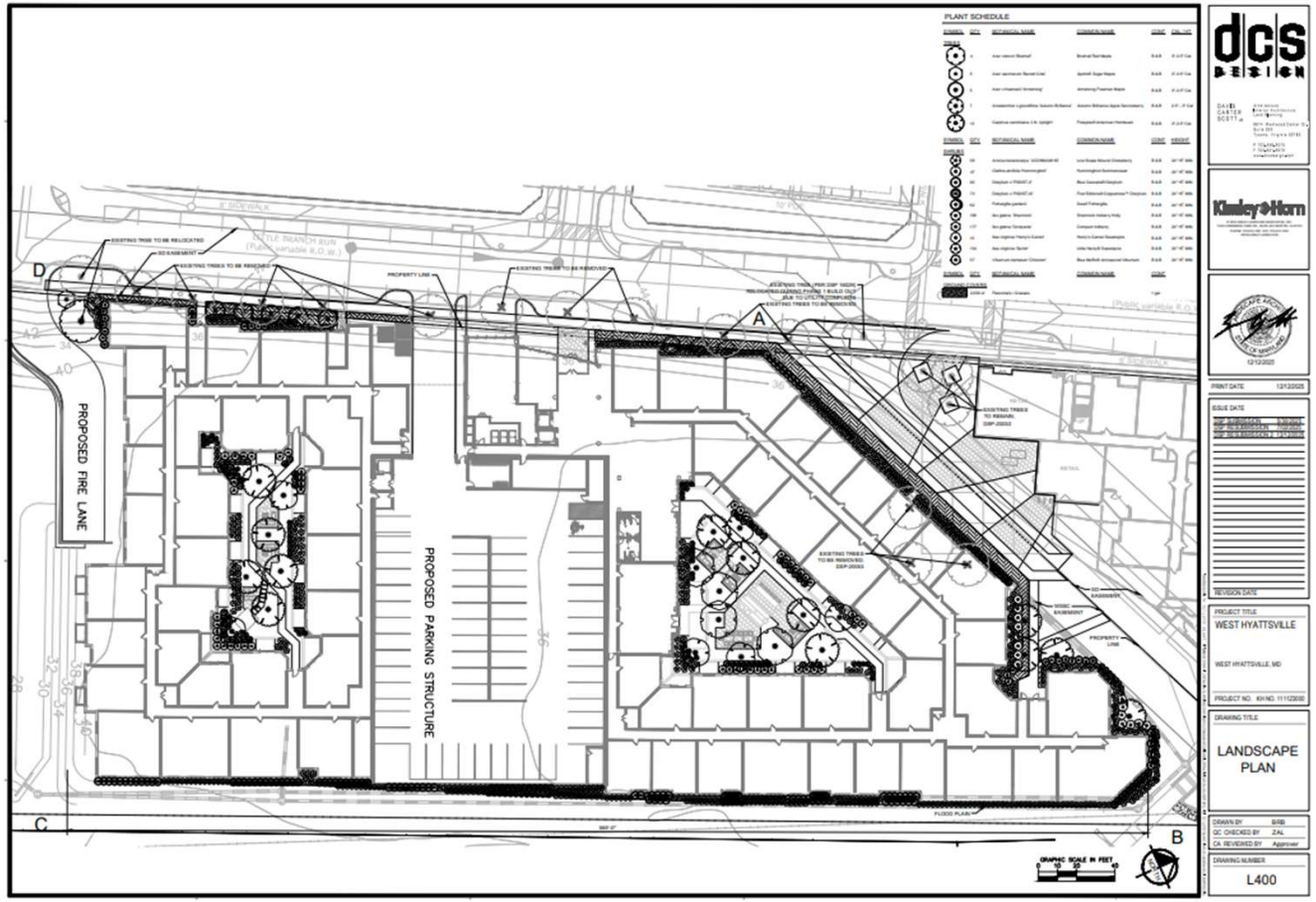


Map 13 Block Registration Plan

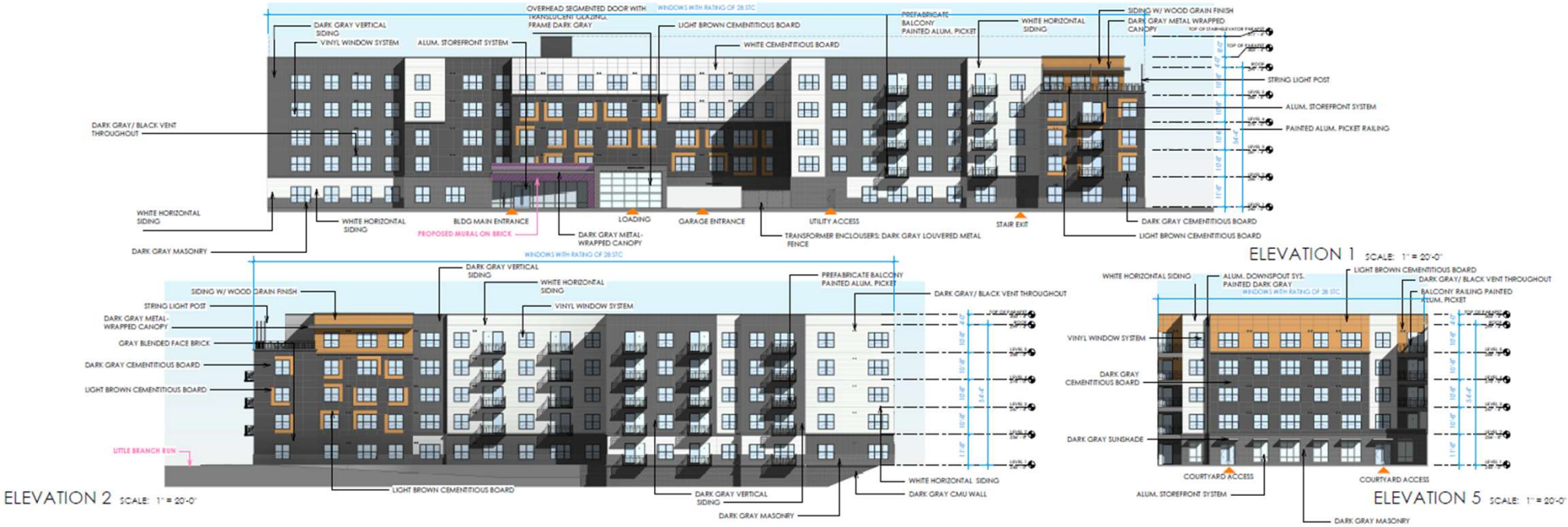


Map 14 Preferred Land Use Plan

LANDSCAPE PLAN



ARCHITECTURAL ELEVATIONS



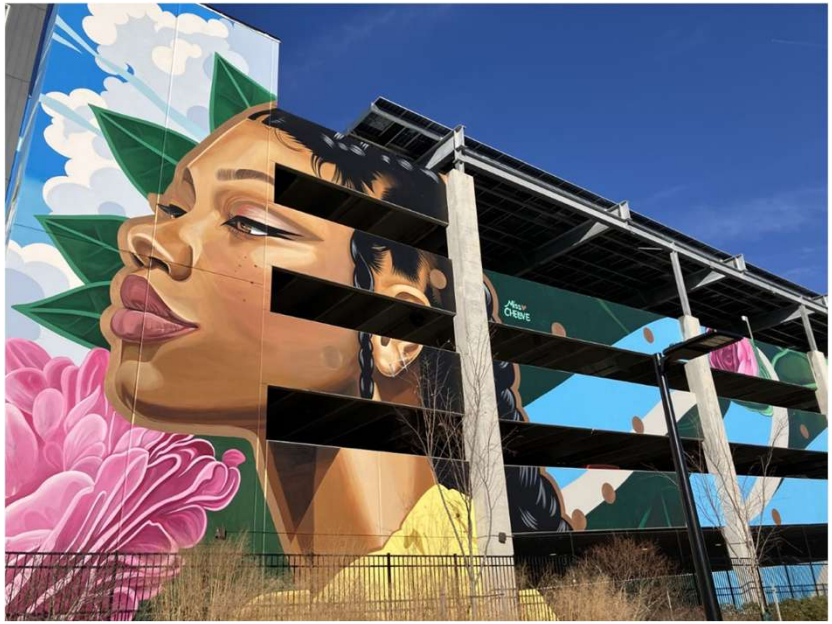
ARCHITECTURAL ELEVATIONS

SITE SECTION

PHOTO OF SITE RELATIONSHIP TO
WMATA STATION

SITE PHOTOS

EXISTING PEDESTRIAN PROMENADE



MURAL ON EXISTING PHASE 1 BUILDING

STAFF RECOMMENDATION

- DSP-20053-02 - **APPROVAL** with conditions
- DPT-2025-0003 – **APPROVAL**
- ACL-2025-0008 - **DISAPPROVAL**

Issues:

- Use amendment for ground-floor retail uses

Applicant Required Mailings DSP-20053-02

- Informational Mailing: 06/04/2025
- Acceptance Mailing: 10/30/2025
- Sign Posting: 12/23/2025

- **Applicant Required Mailings**: DPT-2025-0003
- Information Mailing: 12/31/2026
- Acceptance Mailing: 1/9/2026
- Sign Posting: 1/20/26

Statement of Justification
Riverfront at West Hyattsville
Detailed Site Plan, DSP-20053-02
Multifamily Residential
Expedited Transit-Oriented Development
December 10, 2025

RIVERFRONT AT WEST HYATTSVILLE
DETAILED SITE PLAN DSP-20053-02
ARCHITECTURE FOR MULTIFAMILY DEVELOPMENT
EXPEDITED TRANSIT-ORIENTED DEVELOPMENT
AT WEST HYATTSVILLE METRO STATION
STATEMENT OF JUSTIFICATION
MAY 25, 2025
REVISED JULY 8, 2025
REVISED DECEMBER 10, 2025

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Tysons, VA 22182
Contact: Doug Carter

301-306-0033 703-556-9275

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I. INTRODUCTION

WHPC BLOCK 4, LLC (the "Applicant") presents this Detailed Site Plan application for construction of a multifamily development containing 342 dwelling units. The proposed development will be constructed within the Riverfront at West Hyattsville project and is the final phase of the Riverfront at West Hyattsville project and will be constructed on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

The proposed Detailed Site Plan represents a revision to DSP-20053, which was approved on December 16, 2021.The property included in DSP-20053 consisted of two proposed parcels. Those parcels are now described as Parcel 1 and Outparcel 1, as depicted on a plat of subdivision entitled "West Hyattsville", which plat is recorded among the Land Records of Prince George's County at Plat Book ME 252 Plat 21. These parcels are outlined in red on the image below taken from the recorded plat:

Detailed Site Plan DSP-20053 approved the construction of 293 multifamily units and up to 3,213 square feet of ground floor retail on Parcel 1, which contains 3.05 acres, and infrastructure

improvements on Outparcel 1. This Detailed Site Plan revision now proposes the development of a multifamily building on Outparcel 1, which contains 4.9853 acres.

II. PROPERTY HISTORY

The Riverfront as West Hyattsville develop began in 2015 with the acquisition of the former Ginn Paper warehouse, which occupied 18.45 acres of land on the west side of Ager Road. The warehouse, located adjacent to the West Hyattsville Metro Station was vacant and in disrepair, as is evident on the 2014 arial below:

The Riverfront at West Hyattsville development has completed several stages of the Prince George's County approval process. Development of the project was impeded by fact that much of the property, even though developed and utilized, was impacted by 100-year floodplain. Thus, preparation of the property for development required the approval of a floodplain waiver and the construction of a compensatory storage facility. The initial application filed was Preliminary Plan of Subdivision 4-15020, which included the entire 18.45 acre parcel. The

subdivision was approved in 2017. Following the approval of the Preliminary Plan of Subdivision, a Detailed Site Plan for Infrastructure Only (DSP-16029) was filed and approved. The 18.45 acres included in the initial preliminary plan and detailed site plan for infrastructure are shaded in blue on the image below. The area shaded in green is where compensatory floodplain storage is located. This property had been previously dedicated to the Maryland-National Capital Park and Planning Commission ("(M-NCPPC") by the prior owner of the Ginn Paper Warehouse property.

Both the initial preliminary plan infrastructure detailed site plan included a portion of the land included in DSP-20053 (Parcel 1), which is being revised by this application. These approvals established the lotting and parcel pattern, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations for the overall development. The primary purpose of the infrastructure detailed site plan was to allow for the grading of the development, since much of the land was impacted by 100-year floodplain. The compensatory storage facility was reviewed pursuant to Mandatory Referral Application MR-

1700F. The construction of this facility included the reconstruction and lighting of a trail leading to the Metro Station. The compensatory story area also includes an amphitheater.

Following the approval of the initial applications, Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses, which were constructed by Stanley Martin and are fully occupied. Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also completed and occupied. At the time these approvals were obtained, there was a 5-acre parcel of land located adjacent to the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. In October 2020, the Applicant acquired this 5-acre parcel to be incorporated into the overall development, and increased the total area of the development to 23.49 acres. That 5-acre parcel has now been platted as Outparcel 1 and is outlined on the current aerial photo below:

To incorporate the WMATA property into the development, Preliminary Plan of Subdivision 4-20040 was filed and approved on October 28, 2021 pursuant to Prince George's County Planning Board Resolution PGCPB No. 2021-122. This application included 8.1 acres and proposed two parcels, Parcel 1 and Outparcel 1. A total of up to 750 dwelling units and 15,000 square feet of commercial space were approved with this application. The dividing line between Parcel 1 and Outparcel 1 is also the location of an existing storm drain easement and a WSSC easement, which became the natural division between the parcels. Detailed Site Plan DSP-20053 included the infrastructure improvements for all the land included in the Preliminary Plan and the architecture for Parcel 1. The building approved for Parcel 1 consisted of 293 dwelling units and 3,213 square feet of ground floor commercial space (the GLA of the commercial space actually constructed is 2,572 square feet). That building, now known as Sovren, is constructed and is currently being leased. DSP-20053-01 was approved to allow the addition of solar panels on the roof of the parking garage.

This application, DSP-20053-02, proposes the construction of a multifamily building with 342 dwelling units on Outparcel 1. Following the approval of this Detailed Site Plan, the property will be re-platted to remove the Outparcel designation.

III. PRIOR APPROVALS

A. 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.

B. Preliminary Plan 4-15020

Preliminary Plan 4-15020 was approved with 24 conditions contained in PGCPB 17-42, adopted on March 23, 2017. However, Preliminary Plan 4-20040 was approved to incorporate the land acquired from WMATA into the development and superseded the prior subdivision. Conformance with the condition of approval for Preliminary Plan 4-20040 will be addressed in greater detail below.

C. Detailed Site Plan DSP-16029

Detailed Site Plan DSP-16029 was approved by the Planning Board on March 23, 2017 for infrastructure only. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan.

D. Detailed Site Plan DSP-17044

Detailed Site Plan DSP-17044 was approved by the Planning Board on March 23, 2017 for the townhouse architecture. Planning Board resolution PGCPB 17-43 contained no conditions applicable to this Detailed Site Plan. DSP-17044-01 was approved by the Planning Director to reflect the Stanley Martin architecture which was used in the construction of the townhouses.

E. Detailed Site Plan DSP-20004

Detailed Site Plan DSP-20004 was approved by the Planning Board on May 28, 2020 for a medical office building containing 44,362 square feet. Planning Board Resolution PGCPB 2020-88 contained no conditions applicable to this Detailed Site Plan.

F. Preliminary Plan 4-20040

Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Since this preliminary plan is the basis for the pending detailed site plan application, it is applicable to this project. Conformance with the conditions is addressed in greater detail below.

G. Detailed Site Plan DSP-20053

Detailed Site Plan DSP-20053 was approved by the Planning Board on December 16, 2021, subject to 1 condition, which required revisions to the architecture of the building on Parcel 1. None of the required revisions are applicable to the Subject Property, Outparcel 1.

IV. PROPOSED DEVELOPMENT

The Applicant proposes to construct a multifamily building on Outparcel 1 consisting of 342 multifamily dwelling units. As noted above, this is the final piece of the Riverfront at West Hyattsville project. The boundaries of the Subject Property were set by prior development and approvals. The Subject Property is bounded by the Metro rail line to the east, the Northwest Branch Stream Valley Park owned by M-NCPPC to the south, Little Branch Run to the west and Parcel 1 (now improved with the Sovren apartments) to the north. On the north, the Subject Property comes to a point as Little Branch Run crosses over the Metro rail line and then curves to the south. The southern boundary of the Subject Property abuts land owned by the Maryland-National Capital Park and Planning Commission ("M-NCPPC") as part of the Northwest Branch Stream Valley Park.

The Subject Property was previously impacted by 100-year floodplain. A waiver was granted to fill the floodplain and the property has now been substantially graded in accordance with those prior approvals. Upon completion of the final development, the portion of the Subject Property proposed for the multifamily building will no longer be impacted by 100-year floodplain. The compensatory storage for the floodplain fill will be satisfied in the western portion of Outparcel 1 in accordance with the approved floodplain waiver and an approved Site Development Concept Plan.

The development proposed on Outparcel 1 allows for medium to high density development immediately abutting the West Hyattsville Metro Station in accordance with the recommendations of the TDDP. One of the important elements of the proposed DSP is connectivity to the Metro Station. At the time that Preliminary Plan 4-15020 and DSP-16029 were previously approved, the Planning Board noted that an existing pedestrian sidewalk exists on WMATA property which provides access to a underpass which leads to the Metro Station. The Planning Board emphasized the importance of connecting the Riverfront at West Hyattsville development to the Metro Station. Condition 2 of DSP-16029 required as follows:

> **A permanent and direct sidewalk connection from the end of either Kirkwood Place, Crimson Fox Drive, or Emerald Branch Drive to the existing tunnel to the West Hyattsville Metro shall be provided at the time of approval of a full-scale detailed site plan for the multifamily parcel(s).**

In addition, a temporary pedestrian connection was shown in the same location on the certified DSP. With the approval of DSP-20053, the Applicant formalized this direct sidewalk connection by proposing the construction of a pedestrian promenade. The pedestrian promenade was to be integrated with the building layout to provide a safe, well lit and attractive passage for pedestrians and bicyclists, not only those that live in the development but also those accessing the Metro from the Northwest Branch trail. This pedestrian promenade is located between the southern end of the building on Parcel 1 and the norther end of the proposed building on Outparcel 1. The promenade was predominantly constructed with the Sovren and is currently in use by residents of the development to provide access to the Metro Station, as can be seen on the aerial below:

This pedestrian promenade ties into the existing WMATA sidewalk which extends along the east side of the Sovren. The Applicant worked extensively with WMATA to widen and upgrade this existing pedestrian connection so that it could better accommodate the level of use and the bicyclists who currently use it. The sidewalk originally constructed by WMATA was substandard in poorly lit. It has since been widened and new lighting has been installed.

The Applicant has filed a separate request for Alternative Compliance to locate the building closer to the property line to achieve this goal. As currently written, the Landscape Manual treats at grade rail lines as a high intensity use and the building would need to be set back 50 feet with a 40' landscape buffer yard. A separate statement of justification is filed to support the request for alternative compliance, but it is important to note that the 2018 Landscape Manual drafted in conjunction with the new Zoning Ordinance, eliminates such a buffer requirement within the core of a transit district. As such, since the Subject Property is located in the core of the West Hyattsville Metro transit district, an alternate to this buffer is proposed.

V. RELATIONSHIP TO THE GENERAL PLAN

In 2014, the County Council approved *Plan Prince George's 2035* ("Plan 2035"), the County's new General Plan. The Growth Policy Map, (Map 1; p. 18) includes the following six policy areas:

Regional Transit Districts
Employment Areas
Local Centers
Established Communities
Future Water and Sewer Service Areas
Rural and Agricultural Areas

Plan 2035 also includes a growth boundary. The first five policy areas are found generally within the growth boundary, with most future development recommended for the Regional Transit Districts and Local Centers. Rural and Agricultural Areas are found mostly outside the growth boundary.

The Property is identified on the Growth Policy Map as the West Hyattsville Local Center. Local Centers are recommended "**as focal points for development and civic activity based on their access to transit or major highways.**" Plan 2035 includes **"recommendations for directing medium- to medium-high residential development, along with limited commercial use, to these locations, rather than scattering them throughout the established**

communities." The centers, it continues, **"are envisioned as supporting walkability, especially in their cores and where transit service is available."** (p. 19)

Plan 2035 further describes Local Centers as areas ripe for development including:

- Mid-rise and low-rise multifamily and townhomes at a density of 15 to 30 dwellings per acre.
- Limited new Commercial development at an FAR of 1.5 to 3.0
- Metrorail or Light Rail with connections to bus services.

(p. 108)

As currently approved and developed, the Riverfront at West Hyattsville project is a mixed-use development consisting of for-sale townhouses, a medical office building and multifamily rental apartments with ground floor retail in the first multifamily building constructed. All of the development, with the exception of the building proposed in this application, are constructed.

Plan 2035 presents a Vision of Prince George's County of **"strong, green, and healthy communities"** in a **"competitive, innovative, and adaptive economy"** with **"vibrant and walkable mixed-use centers; quality open space; restored ecosystems; and iconic destinations"** (p. 11). The overriding Land Use Goal, and, indeed, the overarching theme of Plan 2035 is to:

> **"Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources"** (p. 93).

In fact, citing a 2011 study by the George Mason University Center for Regional Analysis (GMU), Plan 2035 adopted its recommendation that **"a majority of new housing be located in compact developments with convenient access to jobs and transportation options to meet the workforce's growing demand for mixed-use, walkable, transit-accessible communities"** (p. 104).

Consistent with the recommendations of the General Plan, the Countywide Sectional Map Amendment changed the zoning of the Subject Property to the LTO-c (Local Transit Oriented Center-Core) zone, which permits a density range of 20-150 dwelling units per acre. Since all of

the prior approvals were obtained under the provisions of the M-X-T Zone, this Detailed Site Plan is also processed under the provisions of the M-X-T Zone. However, it will be consistent with the goals and policies of the General Plan.

The prior detailed site plans approved for this Riverfront at West Hyattsville (DSP-16029 for Infrastructure, DSP-17044 for townhouse architecture, DSP-20004 for the medical office building and DSP-20053 for the Sovren) advanced this Vision and Land Use Goal by providing just the type of walkable, transit accessible community promoted throughout Plan 2035. This Detailed Site Plan for a multifamily development with structured parking is the final 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.

VI. MASTER PLAN AND ZONING

The Subject Property is subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP") which sets forth development regulations addressed later in this statement of justification. Three distinct neighborhoods are examined in the TDDP: North Park, Hamilton Square, and Queenstown. Riverfront at West Hyattsville straddles the North Park and Hamilton Square neighborhoods; the Subject Property sits north of the tracks in North Park. The Vision for North Park is:

> **North Park: Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller "pocket" parks—one acre or less in size—that will be designed for active use by younger children and their parents. Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park.** (p. 10)

The proposed new development, supplementing the project components already approved, implements this vision. The development which has been constructed to date includes the construction of a neighborhood park which also functions as the floodplain compensatory storage facility and provides stormwater management. The entire project is designed with low impact

design stormwater management techniques. A pedestrian connection to the stream valley park has been created to further connect pedestrians and bicyclists to the Metro Station, and BPIS improvements implemented pursuant to Preliminary Plan 4-15020 saw the existing stream valley trail widened, repaved and lighted from the development to the Metro Station. All if these improvements contain and minimize stormwater runoff into Northwest Branch, provide facilities for active use by younger children and their parents and increase the safety and utility of the park. The upgrading of the WMATA pedestrian connection and the construction of the pedestrian plaza as depicted onDSP-20053 further connect the community to the Metro Station and enhance the pedestrian experience.

The TDDP also encourages the use of Low Impact Development (LID) techniques in the construction of buildings and infrastructure to trap and filter stormwater runoff in the same way that natural environments do. Since the adoption of the TDDP, the State of Maryland implemented new regulations to mandate the use of LID techniques in all stormwater treatment. The entire Riverfront at West Hyattsville development has been designed in accordance with these new regulations. The development of the Riverfront at West Hyattsville project has resulted in a vast improvement in terms of trapping and filtering stormwater runoff. First, the former warehouse and associated parking and loading areas was razed as part of the development, eliminating a use that was constructed with no stormwater management. The construction of the compensatory storage facility, in conjunction with submerged gravel wetlands and on site bioretention area have and will continue to improve water quality treatment and mitigate the potential for future flooding. The TDDP also encourages the use of green roofs on the buildings as another method to contribute to the reduction in stormwater runoff. However, the use of green roofs is not a mandatory Development Standard, and the Applicant is not proposing to incorporate green roofs in the design of the proposed multifamily building.

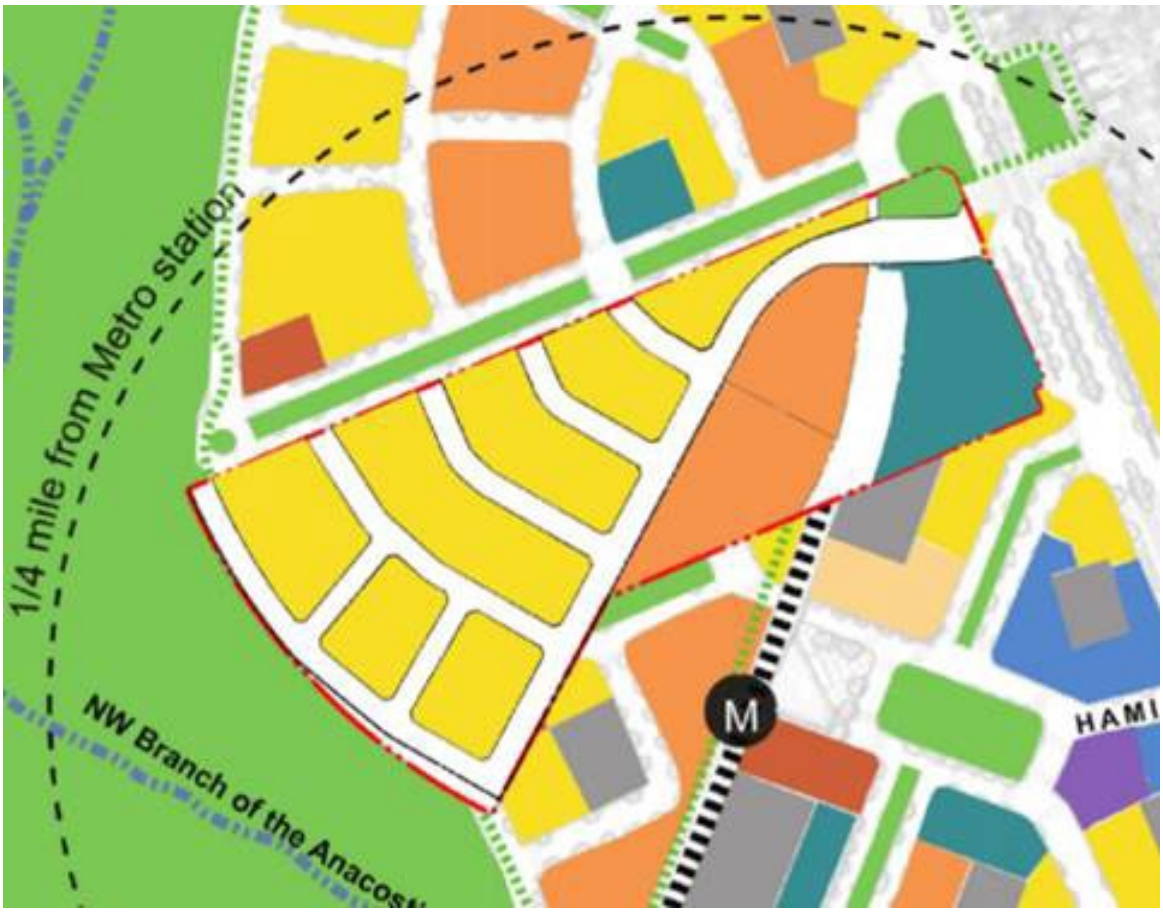
As noted above, the Subject Property is located within the Approved Transit District Development Plan ("TDDP") and Transit District Overlay Zone Map Amendment for the West Hyattsville Transit District Overlay Zone ("TDOZ"). The TDOZ placed the Property in the M-X-T zone. However, as required for all TDOZ's, the TDDP includes a Detailed Use List which determines the uses permitted on each property. Further, the West Hyattsville TDDP contains a

Block Registration Plan (Map 13) and a Preferred Land Use Plan (Map 14), which are used to determine which uses are permitted within a particular land area.

As it relates to the Riverfront at West Hyattsville project, the Applicant has processed prior applications which addressed the Preferred Land Use requirements of the TDDP. Specifically, DSP-16029 was approved for infrastructure improvements required for the development of the Riverfront at West Hyattsville Development. As can be seen below, the Bock Registration Plan divides the Transit District into very small blocks which do not conform to property lines and which created confusion as to compliance with the Preferred Land Use Map:

The image above shows an overlay of the property included in DSP-16029 over the Preferred Land Use Map. The Applicant proposed the construction of townhouses and multifamily

residential with ground floor retail. As can be seen from the overlay, since several of the blocks included within the boundaries of the property only showed one preferred land use, there were blocks where the use proposed by the Applicant were not permitted (even though the proposed development generally conformed to the uses recommended for the land area included in the project). As a result, the Applicant requested that the Preferred Land Use Plan be amended to clearly permit the proposed uses. The image below shows the Preferred Land Use Map as amended by DSP-16029:



Since the Subject Property was not included in DSP-16029, the amendment approved in that application did not affect the Subject Property. The Subject Property contains all of two blocks shown on the Block Registration Plan (Blocks DD and EE and a portion of a third Block (Block CC), as can be seen below:

As can be seen from the Preferred Land Use Plan reproduced above, Blocks DD and EE are clearly labeled on the Preferred Land Use Plan as "condominium 4-6 stories." Block CC contains three separate use designations—structured parking, townhouse:2-4 stores and tower residential: 10-12 stories.

The Applicant is proposing to construct a multifamily residential building and an integrated parking garage on the Subject Property. During the processing of Preliminary Plan 4-20040, the Community Planning Division requested that the Applicant submit an analysis of conformance with the Preferred Land Use Plan. The Applicant submitted that information and argued that the proposed development conforms to the Preferred Land Use Map set forth in the TDDP. In its Resolution approving the Preliminary Plan, the Planning Board made the following finding regarding Overlay Zone Conformance:

Overlay Zone Conformance.

The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP. (PGCPB No. 2021-122, p. 9-10)

In summary, when DSP-16029 was processed, there were some discrepancies between the Preferred Land Use Map and the proposed development. Each of the Preferred Land Use categories has a corresponding list of permitted uses. To ensure that the uses proposed conformed to the Preferred Land Use Map, the Applicant sought an amendment. As noted above, only Parcel 1 created by 4-20040 was included in DSP-16029. Thus, the modification of the Preferred Land Use Map approved by the District Council did not apply to the Subject Property, Outparcel 1. While staff found that for the purpose of addressing Section 24-121(a)(5) of the subdivision regulations the Preliminary Plan conformed to the purpose and intent of the TDDP, it deferred a determination as to whether the proposed use on Outparcel 1 conforms to the Preferred Land Use Map.

While the Applicant believes that the proposed development could be found to be in conformance with the Preferred Land Use Map without seeking amendment, the Applicant notes that the proposed development includes only multifamily dwellings with no ground floor retail. The land use category approved for Parcel 1 by DSP-16029—and the predominant land use category applicable to the Subject Property is "Multifamily (Tower and condo)". In the Detailed Use Table set forth in the TDDP, the only multifamily use which is permitted in any of the

preferred land use categories is "Multifamily dwellings with ground-floor retail". Thus, it is the Applicant's understanding that unless ground-floor retail is proposed, an amendment to the list of permitted uses is required. Assuming this is a correct interpretation, Section 27-548.09.01(b)(1) provides that "A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O Zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District Development Plan." The Applicant has included a request for an amendment to the list of permitted uses in this application.

The TDDP created a number of standards for the transit district. Many of the requirements, which relate to streetscape and other infrastructure matters, were addressed when the Infrastructure Detailed Site Plan was approved and have been implemented through the construction of the infrastructure. Such instances are noted in the matrix below. Those standards applying to the proposed multifamily building and structured parking are addressed below.

VII. 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. Intent 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.	
1. Buildings shall be aligned and close to the street	The building is set as close to the street as possible, with setbacks of 1.1 to 6 feet to allow for pedestrian and landscape zones. The main entrance is set back 5.5 to 11 feet along a 39-foot section (see Drawing A102). A variation to eliminate the PUE along Little Branch Run was approved with Preliminary Plan 4-20040 to support the TDDP goal of placing buildings closer to the street.
2. Buildings shall be consistent forms on both sides of the street and shall provide public space between buildings fronting the street.	The building features a consistent architectural language on all façades, supporting a unified streetscape. Public space is provided along the north edge of the building, adjacent to the Metro station access, creating a direct connection between the building and the street.
3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.	The building is designed to front both the street and plaza, consistent with the intent of the standard to create an active and engaging public realm. Ground level retail is not proposed on the Subject Property due to limited

	pedestrian traffic at this location. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
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.	The building envelope is shaped by site constraints, including the road right-of-way, Metro tracks, and a storm drain line, with the structure positioned near these boundaries. The design separates public and private spaces: public areas offer open views for safety, while private spaces are screened for privacy.
5. Buildings shall be designed to orient views towards the street and public realm.	The building is designed to orient views towards the public realm, with the front along Little Branch Run featuring balconies (see Drawing A301) that offer views of the street and surrounding public spaces. This approach enhances the connection between the building and its environment, fostering a stronger relationship with the community.
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.	Retail is not proposed on ground floor elevations in the proposed second multifamily building. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
7. Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.	The building's vehicle storage and service areas, including those for garbage and mechanical equipment, are located internally within the building

	and away from the street. These facilities must be accessed from Little Branch Run, as it is the only available access to the building.
8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.	Off-street parking is provided in a parking garage accessed from Little Branch Run. The parking garage is exclusively for the residential tenants and will not be shared. A Modification is requested. Justification is provided in Modification 1(b), Section X of this document.
9. Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor.	As noted above, the Applicant is not proposing any retail use on the ground floor. A Modification is requested. Justification is provided in Modification 1(a), Section X of this document.
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: The hierarchy of roadways was determined at the time of the Detailed Site Plan for Infrastructure (DSP-16029) for the Riverfront at West Hyattsville project. No new street infrastructure is required to access Parcel 114. The Property fronts on Little Branch Run, a Residential Street. Below are the design principles for Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.	

Residential Street	The Property has frontage on Little Branch Run, a Residential Street, the main entrance into the Riverfront at West Hyattsville development, connecting Ager Road with River Terrace Road.
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 building stands five stories tall, in accordance with the height specification. The entrance lobby and loading area are only one story high, designed to highlight the building's entrance. It is understood that this small component does not necessitate an amendment to the building height.
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 parking structure does not exceed the eave height at elevation +245 within 54 feet of the structure and is not visible from Little Branch Run.
Siting Specifications ***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 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.*	The Subject Property includes approximately 395 feet of frontage along Little Branch Run. The building is constructed at the build-to line for 343.32 feet—equating to 86.92% of the street frontage—and therefore exceeds the 75% minimum requirement. While the specification calls for the street façade to be a single plane with façade jogs limited to less than 24 inches, the proposed design incorporates intentional jogs greater than 24 inches.

	These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. A modification is requested. Justification is provided in Modification 2(a), Section IX and Modification 2, Section VIII of this document.
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 Subject Property has a Block Length of approximately 343.32 feet, which is within the 400-foot maximum permitted. A Modification was previously approved in for Parcel 1 but is not needed for the Subject Property.
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 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 proposed building is fully contained within the lot area delineated in the siting specifications and complies with the West Hyattsville TDDP. Sidewalk locations and widths were previously approved in DSP 16029 and align with the applicable streetscape sections and roadway segments of the TDDP.

4. Side Yard Line: *The minimum side setback is five feet.*	The building is set back more than five feet from the adjacent side property line.
5. Rear Yard Line: *On sites with no alley access, there shall be a 12-foot setback from the rear yard line.*	At its nearest point, the building is set back 13 feet from the rear property line
STREETSCAPE STANDARDS (Page 81)	
GENERAL DESIGN PRINCIPLES AND INTENT NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	
Intent 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: • To create a consistent building street wall and inviting streetscape along commercial and mixed-use streets and a strong visual appearance along neighborhood residential streets. • To enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. • To provide safe pedestrian and bikeway access along all streets. • To develop walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	

1. Street trees : *Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.*	Street trees were approved under the infrastructure DSP # 16029.
2. Street lights: *Street lights shall be installed on both sides of the street along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of the development, the developer is responsible only for the installation of the street lights on the side of the street that is being developed.*	Street lights were approved under the infrastructure DSP # 16029.
3. Sidewalks: *At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of the proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.*	Sidewalks were approved under the infrastructure DSP # 16029.
4. Building Orientation: *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*	The design of the building meets the criteria outlined in the TDDP

5. Consistency of Design Elements: *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.*	The proposed site plan satisfies this requirement.
6. Public Art: *Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.*	A mural is incorporated at the building entrance, enhancing pedestrian activity and adding a public art element to the façade facing the public plaza. This feature contributes to the streetscape by creating visual interest. Similar treatments are proposed for the rear façade of the parking garage, visible from Metro trains, further enriching the public art component.
7. Landscaping of Building Fronts: *Building fronts (Public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.*	The applicant is not proposing planters and window boxes within two feet of the building, but is providing locations for flowering plants. A Modification is requested. Justification is provided in Modification 3(a), Section X of this document.
8. Screening of service/Loading Areas From Public View: *Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to allow residents to enjoy private open space areas.*	There is no alley along the rear of the building.
9. Location of Mechanical Equipment: *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,*	As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-

storage tanks, or any other similar mechanical equipment.	safety requirements. A Modification is requested. Justification is provided in Modification 3(b), Section X of this document.
10. Roof-Mounted Mechanical Equipment: *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.*	The proposed site plan satisfies this requirement.
GENERAL STREETSCAPE STANDARDS (Page 83) NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. The only modification proposed which impact that prior approval is the request submitted with Preliminary Plan of Subdivision 4-20040 to remove the PUE to allow the proposed building to be constructed closer to the street, as envisioned in the Design Standards.	
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.***	Sheet 6 of the Detailed Site Plan for Infrastructure (DSP-16029) included detailed specifications for all sidewalks and ramps, curbs and gutters, and crosswalk painting. The proposed DSP is consistent with the approved streetscape paving and no modifications are proposed.
2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.	Lead walks are provided from the building entrance to the sidewalks. The Applicant desires to utilized stamped concrete in lieu of brick or precast pavers. A Modification is requested. Justification is provided in Modification 4, Section X of this document.

3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.	The streetscape improvements are substantially complete at this time and will be completed prior to use and occupancy permits for the proposed building.
4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter	All streetscape elements for Little Branch Run were shown on DSP-16029. The proposed DSP is consistent with the prior approval, although there are minor modifications to the spaces and landscaping to accommodate site access.

5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk paving system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows: • ***Boulevards – Green Vase Zelkova (zelkova serrata "Green Vase') or Northern red Oak (quercus rubra)*** • ***Main Street – Shademaster Honey Locust (gleditsia triancanthos 'Shademaster')*** ***Park Drive – Red Maple 'October Glory' (acer rubrum 'October Glory') or Willow Oak (quercus phellos)***	Little Branch Run is a Residential Street and is not subject to this Design Standard.

6. Street Trees (Residential Streets): 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: ***Residential Streets – Marshall's Seedless Ash (pennslvanica fraxinus 'Marshall's Seedless')*** ***LID Streets – Black Tupelo (nyssa sylvatica), Willow Oak (quercus phellos), Red Maple 'October Glory' (acer rubrum 'October Glory'), London Plane Tree (platanus acerifolia 'Bloodgood')*** ***Local Access Streets – Sweetbay Magnolia (magnolia virginiana), Chinese Scholar Tree (sophora japonica), Golden Rain Tree (koelreuteria paniculata)***	The Residential Street Trees were addressed in DSP-16029. Modifications to allow wider spacing and alternate street tree varieties was approved.

7. TDDP Street Tree Placement: *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.*	A modification to the street tree placement was approved with DSP-16029.
8. Curb Extension for DSP Submittal: *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.*	To the extent applicable, curb extensions were shown on DSP-16029 and will be provided as necessary.
9. Curb Extension Locations: *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.*	This requirement was addressed at the time of DSP-16029 and will be provided as necessary.
10. Curb Radii: *Curb return radii on all intersections shall be 15 feet.*	This requirement was addressed at the time of DSP-16029.

11. Crosswalks for DSP Submittal: *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.*	This requirement was addressed at the time of DSP-16029 and crosswalks are provided.
12. Crosswalk Locations/Dimensions: *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.*	Crosswalks are shown in these locations on DSP-16029 and are retained as part of this Detailed Site Plan.

13. Crosswalk with Median Refuge for DSP Submittal: *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.*	No median is specified in the TDDP for a residential street such as Little Branch Run
14. Medians. *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.*	No median is specified in the TDDP for a residential street such as Little Branch Run

Public Street Lighting (Page 89)

NOTE: Little Branch Run was approved pursuant to the Detailed Site Plan of Infrastructure DSP-16029 and is not included in this DSP. Preliminary Plan of Subdivision 4-20040 approved the elimination of the PUE to allow the proposed buildings on Parcels 1 and 2 to be constructed closer to the street, as envisioned in the Design Standards.

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

Configurations and Techniques *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.*	This proposal includes full cutoff, decorative street lighting as shown on the Landscaping and Lighting Detail Sheet of the Detailed Site Plan.
2. Lighting levels shall be: *a. Minimum public/private space light levels shall be:* *(1) 1.25 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot candles for walkways.* *(4) 0.5 foot –candles for trails.* *(5) 1.25 foot candles for all other outdoor areas.* *b. Maximum public/private space lighting levels shall not exceed:* *(1) 2.0 foot-candles for building facades.* *(2) 5.0 foot-candles for building entries.* *(3) 2.0 foot-candles for walkways.* *(4) 1.25 foot-candles for trails.* *(5) 1.5 foot-candles for all other outdoor areas.*	The proposed lighting conforms to these lighting levels
4. Building Façade Lighting: *Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.*	Building façade lighting is directed down and the mounting heights fall within this range above grade in this submission.

6. Lighting Fixtures: *Lighting fixtures shall be incandescent, metal halide, or halogen only. No high pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.*	LED lighting is proposed for all fixtures. A modification is requested. Justification is provided in Modification 5(a), Section X of this document.
7. Light Glare and Sky Glow: *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.*	All fixtures are full cutoff. See fixture cut sheets for compliance.
8. Lighting for Walkways: *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.*	The detailed site plan conforms to this requirement.
9. Security CPTED Lighting: *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.*	A photometric plan is provided for light levels on horizontal surfaces and the site will be adequately lit to ensure a secure environment in conformance with this requirement.
10. Parking Structure Lighting: *Lighting for parking structures shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.*	The detailed site plan conforms to this requirement.
Blocks and Alleys (Page 91)	

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. Developer walkable neighborhoods with contiguous linkages that support residential sociability, commercial activity, and the use of alternative modes of transportation.	
1. Building Siting: *Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.*	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.
2. Lot Frontages: *All lots shall share a frontage line with a street.*	The lot shares a frontage line with a street.
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.*	Proposed Parcel 2 will create a block length of 458 feet, greater than 400 feet length recommended. A modification to this standard is requested. Justification is provided in Modification 6(a), Section X of this document.
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.*	No alleys are proposed with this detailed site plan. A modification is requested. Justification is provided in Modification 6(a), Section X of this document.

5. Dedicated Right-Of-Way For Alleys: *Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear 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:* *a: Sodding and providing routine landscape maintenance to the area.* *b: Keeping the area clear of debris, litter, stored materials, and vehicles.*	No Alley is proposed or required. A modification is requested. Justification is provided in Modification 6(b), Section X of this document.
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.*	There is no required open area on the Property.
7. Existing Trees: *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).*	No such trees exist on the Property.
8. Curb Cuts: *Curb cuts shall be prohibited on Boulevard and Main Street development sites.*	The Property does not fronton a Boulevard or Main Street.
Sidewalks (Page 92)	
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*	This requirement was addressed at the time of DSP-16029.

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 Nondesignated Sidewalks:** Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet county specifications.*	There are no nondesignated sidewalks.
***3. Paving Materials for Primary Sidewalks:** All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.*	There are no primary sidewalks.
***4. Americans with Disabilities Act (ADA):** All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.*	All sidewalks are designed to meet ADA standards.
Sod, Groundcover and Mulch (Page 93)	
***1. Sod:** 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.*	Solid sod areas will be used at installation. Specifications are provided on the Landscape Plan.
***2. Groundcover:** Groundcover may be used in place of turf grass. Groundcover specifications of name, species, quantity, and spacing shal1 be planted at a minimum spacing of our inches on center.*	Separate ground cover to replace turf grass is not envisioned at this time.
3. *Mulch: 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.*	Mulch used shall meet these specifications.

Irrigation: *All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.*	An irrigation system is not proposed for sod or groundcover areas. A Modification is requested. Justification is provided in Modification 7 Section X of this document.
Landscape (Page 93)	
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.	
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.*	The plant list and planting specifications are included on the Landscape Plan.
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.*	Landscaping is not intended as a buffer or screening.

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.	There are no surface parking lots.
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.*	The proposed loading areas are internal to the building and meet the requirement for screening.
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.*	There are no parking lots.
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*	There are no parking lots.

Parks and Plazas (Page 95)	
Parks ***Intent*** To regulate the form and appearance of public parks to help ensure a safe and attractive public realm.	
1. Park and Plaza Elements: *At the time of preliminary plan of subdivision and detailed site plan, the Department of Parks and Recreation shall review the detailed site plan for compliance with park and plaza size, location, active and passive recreation amenities, park furniture (benches, trash receptacles, picnic tables, bollards), amenities (e.g., artwork, lighting, and irrigation. The detailed site plan shall include all locations, quantities, and details for benches, trash receptacles, lighting fixtures, bollards, picnic tables, recreation/children's play equipment, and artwork.*	The TDDP (Map 5) contains an Illustrative Parks and open Space Plan which depicts neighborhood parks and plaza locations. One park symbol and one plaza symbol are contained within the boundaries of the Riverfront at West Hyattsville development—including the land later acquired from WMATA that is the subject of this application. The Applicant worked extensively with the Department of Parks and Recreation at the time 4-15020 and DSP-16029 were approved to provide and design public park and plaza elements to satisfy these public improvement requirements. These improvements were provided within and adjacent to land owned by M-NCPPC and were approved as part of a Mandatory Referral application (MR-1700F). Significant improvements were made to upgrade access to the stream valley park, to improve safety through additional lighting and to provide a trail head and access to the Metro station. A public promenade was provided along River Terrace Road. Open play areas and an amphitheater were located on M-NCPPC property for use by the residents, pedestrians and bicyclists in the area. As a result, the requirements related to parks and plazas have been satisfied in relation

	to the property included with this application. Notwithstanding, two features were incorporated into DSP-20053 which, although not subject to the specific standards set forth in the TDDP, built upon and enhanced the public amenities already provided. First, similar to the prior approvals, compensatory storage will be provided on the western portion of Parcel 2 and will be designed as a continuation of the amenity area incorporated into the Park property—but is not proposed to be dedicated to M-NCPPC. While this area will be privately owned, it will include an overlook of the Northwest Stream Valley Park and the amphitheater previously constructed on M-NCPPC land. This amenity has been integrated with the amenities included with this application. In addition, providing a pedestrian link from the stream valley park was an important feature of the overall development. To enhance this pedestrian link, the Applicant included with the development of Parcel 1 the infrastructure for the pedestrian promenade along the trail connecting the Riverfront at West Hyattsville development and the stream valley trail to the metro station. This pedestrian promenade lies between the existing mixed-use building and the proposed multifamily building, which will frame the plaza. This pedestrian promenade will be privately owned (although publicly accessible through a public use easement). It is the Applicant's understanding that these privately owned amenities are not subject to the standards in the TDDP, although the standards will be addressed for comparison.

2. Park and Plaza for Crime Prevention Through Environmental Design: *Parks and plazas shall be designed in accordance with the CPTED standards for landscaping and lighting to provide pedestrian safety and security. A note indicating compliance with this standard shall be placed in the general notes section of the detailed site plan.*	All of the proposed additional facilities constructed in conjunction with this development will be designed for conformance to these requirements.
3. Plazas in Commercial Areas: *Plazas in commercial areas shall front adjacent retail uses. A minimum 75 percent of the ground-floor building frontage facing a commercial-area plaza shall consist of retail uses.*	The term "Plazas" as used in the TDDP are envisioned to abut public rights of way as was the plaza on River Terrace Road. No public plaza is proposed. However, a privately owned (but publicly accessible) pedestrian promenade extends between Parcel 1 and the Subject Property provides a pedestrian connection between the parcels to the existing WMATA tunnel accessing the Metro station. The commercial space included within the building on Parcel 1 fronts this plaza.
4. Plaza Size: *A minimum plaza distance to building height ration of 2:1 shall be provided to eliminate claustrophobic and unsafe pedestrian spaces.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However the promenade will activate the pedestrian corridor, improve the viability of the abutting commercial space developed on Parcel 1 and enhance pedestrian safety. While not a "plaza" as envisioned in the TDDP, it serves a similar function.
5. Park and Plaza Lighting: *Parks and plazas shall be illuminated to a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles in accordance with the Americans with Disabilities Act requirements for parks and recreation spaces.*	The "plaza" area is lit to ensure pedestrian and resident safety.

6. Park and Plaza Safety: *Parks and plazas shall be free of automobile traffic and shall provide breakaway or retractable bollards along all adjoining roadways to protect pedestrians and provide emergency vehicle access. Bollard type(s) and locations shall be delineated on the detailed site plan and shall be in accordance with the TDDP details. A note indicating compliance with this standard shall be placed in the general notes of the detailed site plan.*	The pedestrian promenade constructed between the building on Parcel 1 and the proposed building is not adjacent to the roadway and it will be free of automobile traffic. Therefore, breakaway or retractable bollards will not be required.
7. Park and Plaza Service Areas: *Loading and service areas shall not be visible from parks and plazas and shall provide landscape screening.*	There are no loading or service areas visible from the pedestrian promenade.
8. Park and Plaza Accessibility: *All parks and plazas shall be barrier-free and accessible to persons with disabilities, the elderly, and people with strollers, vendors with pushcarts, and shall be in accordance with ADA requirements for parks and recreation spaces.*	The proposed pedestrian promenade will be accessible to persons with disabilities.
9. Park and Plaza Seating: *Parks and plazas shall provide 60 linear feet of seating per acre with a minimum of 30 linear feet regardless of park or plaza size. A variety of seating options should be provided including benches, seating steps, planters, seat walls, table seating, picnic tables, and grassy seating areas. Outdoor seating associated with cafes shall not county toward this seating requirement. For the benefit of persons with disabilities, a minimum of five percent of the required seating shall have backs.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, a variety of seating options will be provided, with a minimum of five percent to include backs. Further, the pedestrian planter constructed in Phase 1 includes playful, sculptural furniture, moveable planters with benches, a wood seat/stage platform and outdoor dining opportunities.

10. Park and Plaza Landscape: *Landscape beds for parks and plazas shall have a minimum soil depth of two feet for groundcovers and three feet for shrubs, and a note indicating compliance with this standard shall be included in the general notes on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, landscaping is provided along the pedestrian promenade and will incorporate the standard as stated.
11. Park and Plaza Shade Trees: *Parks and plazas shall have one shade tree per 1,000 square feet of plaza or park area.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the plaza provided will be well shaded by trees and adjacent buildings.
12. Park and Plaza Furniture: *Parks and plaza areas shall provide one trash receptacle per every bench seating area. Trash receptacle detail, quantity, and locations and shall be delineated on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, trash receptacles will be provided within the plaza.
13. Irrigation: *All park landscaping shall have an automated irrigation system and a note stating compliance with this standard shall be included in the general notes section on the detailed site plan.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. A waiver is requested from the requirements of the TDDP to provide automated irrigation systems.
Plazas (Page 97)	
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.	

1. Plaza Height: *The height/level of the plaza shall not be more than three feet above or three feet below the curb level of the nearest adjoining street in order to promote pedestrian visibility and security.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, it is also noted that the pedestrian promenade is not located along a street.
2. Plaza Amenities: *Plazas shall provide a variety of activities for pedestrian use and shall provide a variety of functions, such as:* *a. Entertainment* *b. Bus waiting area* *c. Pedestrian links between buildings* *d. Café seating* *e. Seating walls* *f. Fountains* *g. Passive recreation areas*	It is the Applicant's understanding that the pedestrian promenade constructed with the building on Parcel 1 is on private property and not subject to this requirement. However, the pedestrian promenade provides the opportunity for café seating, seating walls, sculptural furniture and passive recreation.
3. Plaza Design: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the pedestrian promenade is intended to link the two buildings from both a functional and a design standpoint.
4. Plazas Near Parking Structures: *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.*	Neither the parking structure constructed on Parcel 1 or the parking structure proposed with this application abut the pedestrian promenade.

5. Plaza Shade Trees: *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.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, the trees planted in the pedestrian promenade will satisfy the requirement for size and soil.
6. Plaza Entertainment Outlets: *The plaza shall be equipped with 115- and 220-volt outlets as appropriate for entertainment use.*	It is the Applicant's understanding that the pedestrian promenade on private property is not subject to this requirement. However, electrical outlets have been provided with the infrastructure development of Parcel 1.
7. Plaza Performance Stage: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. However, the amphitheater constructed in the first phase of the development overlooks the Northwest Branch Stream Valley Park.
8. Irrigation: *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.*	It is the Applicant's understanding that the proposed pedestrian promenade on private property is not subject to this requirement. Modification of this requirement was approved with DSP-20053.
ARCHITECTURE STANDARDS (Page 103) **GENERAL DESIGN PRINCIPLES AND INTENT**	

Intent M-NCPPC staff shall review building architecture. Staff will coordinate with the developer and/or applicant to review the standards of the form-based code. Architecture shall be of high quality, enduring, and promoting a sense of character for the building street wall. Building walls should reflect high-quality architecture and complement the surrounding development. They should be structural walls that provide long-lasting building materials. Building walls should not be too ornate or too simple. All building materials shall be appropriate to their specific properties for load bearing capacity. Refer to the TDDP architecture standards below for the specific prescriptions of this section. Specifically, the architecture standards are intended: □ To enhance the visual appeal of new commercial/mixed-use and residential development □ To enhance the visual environment of activity centers □ To promote pedestrian accessibility and safety □ To minimize visual clutter and blight	
1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.	The proposed building will complete the Riverfront at West Hyattsville development and implement the vision of the TDDP to have a diverse mix of housing types overlooking an enhanced pedestrian network in the Northwest Branch Stream Valley Park. The proposed architecture has been carefully designed to complement and integrate with these surroundings. It will blend aesthetically into the existing built environment of the block, reinforcing the visual coherence and character of the area while contributing to its continued evolution.
2. Architecture shall specify required details as indicated in the TDDP.	The architecture of the proposed development specifies the required details as outlined in the TDDP. Where it was not feasible to fully meet these requirements,

	modifications have been requested, as noted in the applicable sections. The overall design approach remains consistent with the intent of the TDDP, ensuring compatibility with the surrounding context and contributing to a cohesive built environment.
3. Architecture shall provide a coherent form for the building.	The proposed architecture provides a coherent form through the thoughtful use of varied materials, complementary colors, and integrated public art. These elements work together to create visual interest while maintaining a unified and harmonious architectural expression.
4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.	The proposed architecture incorporates a carefully selected mix of strong, durable materials that provide an appropriate aesthetic. These materials include brick, cementitious panels, vertical and horizontal siding, masonry, and metal panel canopies. Each material contributes to the building's design purpose by offering the necessary strength and visual appeal, creating a cohesive and well-supported architectural expression.

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.	All proposed building materials comply with the TDDP. Equivalent or superior materials are also included, subject to Planning Board approval.
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.	The architectural characteristics are carefully coordinated in terms of building articulation, scale and proportion, style, roof form, details, fenestration patterns, and materials to ensure a cohesive and harmonious design.
Building Facades ***Building Materials*** **1. Materials:** The following is a list of permitted and prohibited materials. **Permitted:** • Brick and tile masonry • Native Stone (or synthetic equivalent) • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (for trim elements only) • Metal (for beams, lintels, trim elements, and ornamentation only) • Wood lap siding (horizontal configuration), smooth or rough-sawn finish • Hardie-Plank equivalent or better siding **Prohibited:** • Stucco/EIFS (cementitious finish) • Split-faced block • Concrete • Concrete Masonry Units • Faux wood grain	The building materials consist of a combination of masonry and siding, both of which are permitted. The TDDP does not specify required amounts for each material. In this case, the façade includes masonry, cementitious board, and a mix of vertical and horizontal siding.
Configurations and Techniques (Page 105)	

Exterior Walls (Architecture): □ *Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited.* □ *Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers.* □ *Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building.* □ *All exposed and visible exterior walls of a building shall provide quality architectural*	

material along the facades according to the permitted building façade materials stated in the architectural standards.	
2. Brick and Stone: □ *Brick shall specify the pattern, color, type, and model number of brick to be used.*	The building will feature a gray blended modular brick. Stone is not included in the material palette for this project.

▯ *Stone shall specify the pattern, color, type, and finish of stone to be used.*	
3. Building Facades along Corner Lots: *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.*	This standard is not applicable to the proposed building, as the building façade is not located on a corner lot. Therefore, the requirement for architectural treatment on multiple street-facing facades does not apply in this instance.
4. Parapet Roofs: *(Cornice, Entablature, and Coping Standards)* ▯ *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.* ▯ *Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and shall not qualify as overall building height.*	Parapet roofs are included in the design as a safety measure for individuals accessing rooftop mechanical equipment, and to accommodate roof drain placement and roofing material inspections. The parapets do not extend beyond the height of the rooftop mechanical equipment and are not used to increase the overall building height. Refer to the submitted architectural drawings for compliance with this standard.
WINDOWS AND DOORS/ENTRANCES Note: All requested modifications are addressed in Modification 8.	
Configurations and Techniques (Page 106)	

The following configurations and techniques are permitted. ***1. All Windows:*** □ *Windows shall not span vertically more than one story.* □ *Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors.* □ *Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide.* □ *Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).* □ *Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.*	□ Windows are limited to a single story in vertical height. □ Windows are aligned with the proposed floor plans and do not extend across walls, floors, or mechanical spaces. □ Windows are not grouped horizontally in sets larger than five. Groups of identical windows do not exceed five in horizontal arrangement. □ Windows are positioned based on functional furniture layouts and to maximize daylight for healthy living. Some are located less than 30 inches from exterior building corners. Justification is provided in Modification 8(a), Section IX of this document. □ Exterior shutters are not proposed for this project.

2. Ground Floor Windows: □ *Single panes of glass shall not be larger than six feet high by four feet wide.* □ *Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.*	□ Complies. Typical window sizes are 6'-1/8"W x 6'H and 8'-1/8"W x 6'H, with each window divided into 2 to 3 panels. No individual panel exceeds 6' x 3'. Windows will feature clear insulated Low-E glass to enhance thermal performance. While approximately 80% of the building's surface provides views into interior spaces with a depth of 20 to 24 feet in the lobby, this level of transparency is not present in the residential units. A modification is requested. Justification is provided in Modification 8(b), Section IX.
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.*	□ Complies. Single hung windows have been proposed. A modification is requested. □ Complies. No windows are fixed.
4. Doors/Entrances: □ *Primary entrances shall be delineated on the detailed site plan as major architectural*	□ The primary building entrance is located along Little Branch Run and is highlighted by a mural wall that

features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance. □ *Building facades over 200 feet in length facing a street shall provide two or more public building entrances off the street.* □ *Primary building entrances shall connect to the sidewalk with a pedestrian walkway.* □ *Shop front entrances are permitted to extend up to 24 inches beyond the build-to line.* □ *Double height entryways (those that span more than one story) shall be prohibited.* □ *Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.* □ *Roll-down security gates, door, and windows shall be prohibited.*	enhances and clearly identifies the main entry to the building. □ The proposed primary building entrance is connected to the public sidewalk with a pedestrian walkway. □ Double height entryways are not proposed. □ The doors are not recessed more than three feet. □ Roll-down security gates, doors or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on garage and loading entrances for security and screening
SIGNAGE (Page 107)	
Materials: The following is a list of permitted and prohibited materials. Permitted: • Plastic • Metal • Wood • Iron • Masonry • Bronze • Painted (window signage only)	The proposed signages for this project uses materials that comply with TDDP standards.

Prohibited: • Shiny or reflective materials	
Configurations and Techniques:	
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.	□ Some of the signage features low-level, internally illuminated graphics. A modification is requested. Justification is provided in Modification 9, Section IX of this document.
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: • 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.	The proposed signage complies with these specifications.

• Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning. • Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing. • Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no 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.	
PARKING STANDARDS (Page 109)	
GENERAL DESIGN PRINCIPLES AND INTENT (Page 109)	

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.	
1. Ratios for Uses: *Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.*	The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces are proposed.
2. Accessibility: *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.*	All parking spaces meet these requirements.
3. Pedestrian Access to Off-Street Parking: ***a. Surface Parking –*** • *Pedestrian walkways through parking areas shall be prohibited.* • *Perimeter walkways along the edge or parking areas shall not exceed 2 percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance.* ***b. Parking Structures –*** *Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum than 100*	a. Surface Parking: There are no off-street surface parking b. Parking structures: This requirement has been met.

foot), accessible (maximum 2 percent slopes0, barrier-free (no steps) pathways.	
4. Construction: *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.*	This is the Applicant's intent.

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 caliper tree and a mulch surface ground for accessible access.* • *Tree pit beds shall be provided at a minimum of five feet in depth, with*	a. **On-Street Parking:** On street parking was approved with the infrastructure DSP and will be maintained. A few spaces will be modified and/or eliminated to provide entry into the building. Little River Run is under the jurisdiction of the City of Hyattsville. Curb cuts and the modification of on street parking will be coordinated with the City. b. **Off-Street Surface Parking:** No off-street surface parking is proposed.

the center of the tree planted a 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.*	c. **Off Street Parking Structures:** The garage is fully screened from the view of Little River Run by liner residential units. The garage is only visible from the Metro tracks. It is the Applicant's understanding that the rear of the off-street parking structure does not front on the public realm.

6. Parking Lighting: *Lighting shall be provided for surface parking and parking structures as follows:* ***a. On-Street Parking and Off-Street Parking –*** • *Full cut-off lighting* • *Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan.* • *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.* • *Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles.* ***b. Off-Street Parking Structure –*** • *Full cut-off lighting for exteriors facades.* • *Pedestrian light fixtures similar or equal to the Elliptipar parking structure lighting standards shown in the West Hyattsville TDDP conceptual site plan.* • *Illumination shall be a minimum of 2.0 foot-candles at entrances/exits and a maximum of 5.0 foot-candles.*	The proposed lighting complies with the standards for off-street parking structures.

ON-STREET PARKING (Page 111)

Intent

To regulate the design and location of on-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the streetscape environment.

1. Materials: *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.*	Curb cuts will be added to Little Branch Run which were not shown on the infrastructure DSP. These access points will modify the on street parking. Since Little River Run is under the jurisdiction of the City of Hyattsville, curb cuts and other modifications to the right of way will be coordinated with the City.
2. Configurations and Techniques ***a. Permitted Development Blocks for On-Street Parking:*** *On-street parking areas shall be permitted in all development blocks except NN and OO.* ***b. Siting:*** *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.*	On street parking was approved for Little Branch Run with DSP-16029 and will be modified as necessary to provide access to the building. It is anticipated that the on-street parking will be utilized by the ground floor commercial space as it is the most accessible parking to this space. Such use will be coordinated with the City of Hyattsville.
OFF-STREET PARKING (Page 112)	
Intent To regulate the location, siting, and design of off-street parking to provide convenient access to adjoining uses without compromising pedestrian/motorist safety and the quality of the built environment within the West Hyattsville TDOZ.	

Materials: The following is a list of permitted and prohibited material: • 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.	The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. A modification is requested. Justification is provided in Modification 10, Section X of this document.
Configurations and Techniques:	
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).*	The parking structure is screened from view by liner buildings. The entrance to the garage is setback 82 feet from the street to minimize visibility. As provided for "Parking Structure Entrances and Exits/Multifamily", "parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be permitted." The garage entrance complies with this standard and does not exceed 25% of the build-to-line. This requirement is met.

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.*	The parking structure is not within a commercial mixed-use block and no retail is provided on the ground floor of the parking structure. Retail uses are proposed on the ground floor of the building.
3. Façade Treatments for Parking Structures: *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.*	The parking garage is visible from the Metro tracks. It will be constructed of precast concrete which will be painted with artwork to provide visual interest and tie into the other colorful elements of the building. A modification is requested. Justification is provided in Modification 11, Section X of this document.

4. Parking Structure Fenestration: *Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building, façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall facades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.*	The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. The façade of the garage visible from the streetscape will be lined with residential units. The entrance to the garage will be a secure roll up door. A modification is requested. Justification is provided in Modification 12, Section X of this document.
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 structure is four stories tall and does not exceed the height of the surrounding buildings. The parking garage is not visible from the street.
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 parking structure is screened with liner buildings and does not have street frontage except for the entrance.

7. Parking Structure Entrances and Exits (Single-Family Residential): *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.*	This does not apply to multifamily and mixed use structures.
8. Parking Structure Entrances and Exits (Multi-family/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 permitted.*	☐ The garage door conforms with the 16' clear height and 24' clear width requirements and there are no other garage entrances. The Property is not a corner lot so the entrance is not within 100' of a block corner. The garage is setback 82 feet from the surrounding façade. A modification is requested. Justification is provided in Modification 12, Section X of this document.

9. Parking Structure Stairwells: *Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass 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.*	This private parking structure is part of multifamily building. Illumination of stairs will comply with standards. The steps are precast and are not open risers. A modification is requested. Justification is provided in Modification 12, Section X of this document.
10. Parking Structure Elevators: *Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.*	Residential units and private parking garage share a common elevator. Illumination level of elevator will comply. The elevator will not be glass enclosed. A modification is requested. Justification is provided in Modification 12, Section X of this document.
11. Parking Structure Lighting: *Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:* ***a.*** *One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***b.*** *Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling* ***c.*** *Perimeter or core uplight wall fixture* ***d.*** *250W metal halide* ***e.*** *10-foot 6-inch parking structure ceiling* ***f.*** *Reflectance: 80 percent ceiling (shall use matte white paint), 40 percent deck (concrete construction), and 0 percent walls.*	The parking structure will provide adequate lighting. The parking structure ceiling is designed to allow each level of the parking garage to access a floor in the building. The ceiling heights in the garage comply with the 10 6" minimum requirement. However, the clear height in the garage for vehicles if 9' on the first floor and 8' on all other levels of the garage. A modification is required. Justification is provided in Modification 12, Section X of this document.

BIKEWAYS AND BICYCLE PARKING (Page 116)	
2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following: • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services)	A minimum of 18 spaces are required and 20 spaces are provided, exceeding the 1 space/20 off-street requirement. A secure bicycle storage room is provided on the first level of the garage.
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.	Bicycle spaces comply with these dimensions.
4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development. 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. 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. 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	The bike storage is located on the first floor of the parking garage.

Department of Public Works and Transportation, and the City of Hyattsville. d. Building: Bicycle parking may be located within a building, but the location shall be easily accessible for bicyclists.	
5. Bike Parking Security: a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property. b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.	The bicycle storage room provides the required security. In addition, a bike repair facility has been provided in the bike storage room.
6. Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.	Bike Parking locations have direct access to the Public Right-of-Way.

VIII. OTHER TDDP ISSUES

A. COMMUNITY CENTER

Page 39 of the TDDP includes the following narrative pertaining to a recreational facility:

> **The developer/property owner of the blocks identified on Map 12 of the plan (Block Registration Plan, page 31) as Development Blocks D, E, G, H, I, J, K, L, Y, Z, AA, BB, CC, DD, and EE shall be required to construct a new 13,000-square-foot community multipurpose use facility within convenient walking distance of the residential areas in the Hamilton Square and North Park neighborhoods. Activities in the proposed center should include, but not be limited to, a gymnasium, billiard tables, video games, and meeting rooms. The center should be available to all residents of the development for an assessed monthly fee, and should be accessible to all City of Hyattsville residents for a fee. The location shall be determined at conceptual site plan review.**

The Property comprises Blocks DD, EE and half of CC. The construction of the Community Center as part of the Riverfront at West Hyattsville project was addressed at the time of approval of DSP-16029. At the time of TDDP approval, the whole TDDP planning area was envisioned to be a series of interconnected neighborhoods creating a cohesive urban center, with streets crossing Metro tracks and streams allowing for the free flow of pedestrians, bicyclists and motorists from north to south across the Metro. However, since approval of the TDDP, it has become increasingly clear that these crossings are not feasible. Now, the development of the property north and east of the tracks, while connected to the Metro for pedestrians and bicyclists, is more isolated from a vehicular connectivity standpoint. Ultimately, the proposed development will connect with vehicular traffic to the Kirkwood Apartments site, but it will not connect vehicular traffic across the tracks. The Property included in this application, as the remaining components of the Riverfront at West Hyattsville Site, is utilizing the same infrastructure approved in DSP-16029. No additional interparcel connectivity is possible. Further, the Applicant did activate the Northwest Branch Stream Valley Park by dedicating additional parkland, constructing a scenic overlook, amphitheater and outdoor recreational facilities. The Applicant also improved connectivity and safety of pedestrians and bicyclists by lighting the trail connection to the Metro. Based upon these factors, the Planning Board made the following finding when it approved DSP-16029:

> **The requirement that one or more property owners in the area of the TDDP construct a 13,000-square-foot community facility accessible to City residents anticipated a larger, more integrated master development of the Transit District, with coordination among multiple property owners. The applicant contends that the limited access to their property, coupled with the proffered improvements to the Northwest Branch Stream Valley Park, makes construction of such a facility infeasible and inappropriate. The community center should be located near the Metro station. The Planning Board agrees and approves this amendment.**

As a result, Modification 8 approved by the Planning Board, and affirmed by the District Council, was to "To allow the applicant not to build the required 13,000 square foot community center on the subject property." This modification applies to part of Block CC, but not to the portion of the Block CC included within this application or Blocks DD and EE included in this

application. This finding made previously by the Planning Board is still applicable and the Applicant requests a modification to allow it to not construct the community center on the Subject Property. It should also be noted that with the approval of the medical office building on a portion of Parcel G, a meeting room accessible to the community was provided.

B. Parking Space Sizes

As with the building approved for Parcel 1, the Detailed Site Plan proposes the use of 8.5' X 18.5' parking spaces within the garage for all spaces other than handicap accessible parking spaces. The regulations governing the design of off-street parking spaces is set forth in Part 11 of the Prince George's County Zoning Ordinance. Section 27-558(a) governs the size of parking spaces. This Section provides that nonparallel standard car spaces shall measure 9.5 feet by 9 feet, but permits up to one-third of the required spaces to be compact car spaces measuring 8 feet x 16 feet. The applicant is providing 379 parking spaces, all measuring 18.5' x 8.5' (except for the required handicapped spaces). No compact car spaces are proposed. Thus, a modification of the standard parking space dimension is proposed.

The subject property is located within the West Hyattsville TDOZ. In a TDOZ, Section 27-548.06(d)(1) provides "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit District Standards do not modify the size of parking spaces. Section 27-548.06(2) further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3) of the Zoning Ordinance, as follows: (3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council

under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply. The Applicant is requesting that the Planning Board amend the parking provisions concerning the dimensions of the proposed spaces within the parking garage.

As noted above, the applicant is proposing that all parking spaces, except for the spaces provided for the physically handicapped, be 8.5' x 18.5'. Section 27-558(a) requires that standard nonparallel parking spaces measure 9.5' x 19' while nonparallel compact car spaces must be 162' x 8'. The difference between the required standard car space measurement and the 8.5' x 18.5' space the applicant is proposing is insignificant in light of the fact that there will be no compact car spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage as proposed in this instance. Further, the use of a universal sized parking space has become the more common standard in modern zoning ordinances. This creates a more efficient and functional parking layout and will serve the purposes of the subtitle equally well. Attached to the Statement of Justification as Exhibit “A” is a Memorandum dated September 30, 2021 from Lenhart Traffic Consulting, Inc. providing further support for the proposed parking space size. As noted therein, The Recommended Zoning Ordinance Provisions prepared by the National Parking Association support the use of 8’6” wide spaces for residential uses. Thus, the proposed parking spaces are adequate to serve the proposed use.

The Applicant submits that the Planning Board can find that utilizing the universal size parking spaces will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan. The use of the universal size parking space allows the applicant to place the required number of parking spaces in the facility. Creating a larger facility or increasing the footprint of the facility to provide for larger spaces would not benefit the development or be consistent with the implementation of the Transit District. The proposed modification to the standard parking space size provided in

Section 27-558(a) will also allow the site to provide adequately sized spaces to accommodate all types of vehicles owned by employees and patients accessing the proposed medical office building. All of the spaces are internal to the garage, which is adequately screed 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.

Finally, the Applicant notes that at the time the Planning Board approved DSP-20053, it made the following findings when it approved the modification to the parking space sizes for Parcel 1:

> **The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.**
>
> **The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.**

For the same reasons found by the Planning Board in approving DSP-20053 for Parcel 1, the Applicant submits the same finding can be made with regard to this Detailed Site Plan.

IX. 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 at 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 total area included in the development is 23.49 acres. Initially, the project consisted of 18.45 acres of land, and an additional 5.04 acres of land was later acquired from WMATA and added to the project. The project has been approved for the following development:

DSP-17044—183 townhouse units with a total gross floor area of 410,934[1];

DSP-20004--a medical office building containing 44,362 square feet

DSP-20053--a mixed-use building with 322,608 square feet (293 multifamily dwelling units and 3,213 square feet of ground floor commercial.

As a result, the FAR of the development approvals to date is .76. The proposed development will add an additional 342 dwelling units, or 350,222 square feet. With the addition of the proposed building, the final project FAR will be 1.1, which conforms to the applicable maximum floor area limitation.

(b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

RESPONSE: The proposed uses in this application are in a single building. The uses in the Riverfront at West Hyattsville project are located in more than one building and more than one lot.

(c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

RESPONSE: The proposed development is subject to the requirements of the TDDP and the requirements of the ETOD.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone

[1] The townhouses constructed provided a base FAR and an FAR with all finished options. The FAR utilized for this analysis assumes that all units were constructed with all optional areas finished in order to utilize the most conservative figure and to reflect that maximum that could be constructed.

and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

RESPONSE: Landscaping is addressed on the DSP.

(e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

RESPONSE: No enclosed pedestrian spaces or theaters are proposed in this application. The square footage of the residential uses is included in the calculation of FAR and the FAR calculation excludes the floor area of the parking structure.

(f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.

RESPONSE: No private structures are proposed to be located within the air space of a public right of way.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

RESPONSE: The proposed building is will have direct frontage on and direct vehicular access to Little Branch Run.

(h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the

total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

RESPONSE: No townhouses are proposed as part of this application.

(i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

RESPONSE: The proposed multifamily building complies with the height limitations set forth in the TDDP.

(j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

RESPONSE: This section is not applicable as The West Hyattsville Sectional Map Amendment was approved on May 23, 2006.

Sec. 27-290.01. - Requirements for Expedited Transit-Oriented Development Projects.

(a) Expedited Transit-Oriented Development Projects shall be eligible for expedited review as set forth in this Section, except that applications eligible under Section 27-107.01(a)(242.2)(D) shall be subject to Section 27-290.02 and shall not be subject to Section 27-290.01(a)(1) through (7) or (b), but may serve as development guidelines.

RESPONSE: The proposal is pursuant to the definition found in Section 27-107.01(a)(242.2)(A): "the subject property is located entirely within a Transit District Overlay Zone ('TDOZ')." Section 27-107.01(a)(242.2)(D) applies to public uses or

buildings. This Property is entirely within the West Hyattsville TDOZ; therefore, the application is subject to Section 27-290.01.

(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.

RESPONSE: The Applicant is seeking expedited review pursuant to this section and is subject to the requirements of the West Hyattsville Transit District Development Plan and Overlay Zone.

(A) An application filed pursuant to this Section shall incorporate elements of a Conceptual Site Plan, as needed, to comply with specific conditions applicable to the subject property.

RESPONSE: At the time of the DSP for Infrastructure, a determination was made that the original CSP for this Property was no longer applicable and that the application constitutes a new application under the Expedited Transit Oriented Development ("ETOD").

(B) An application filed pursuant to this Section may amend an existing Conceptual Site Plan applicable to the subject property.

RESPONSE: The application is for a Detailed Site Plan and does not amend an existing Conceptual Site Plan.

(C) An application filed pursuant to this Section may amend an existing Detailed Site Plan for the subject property.

RESPONSE: This application amends an existing DSP-20053.

(2) Expedited Transit-Oriented Development Projects on property located within a Comprehensive Design Zone shall be eligible for expedited review in the consideration of:

(A) A combined Comprehensive Design and Specific Design Plan application pursuant to Section 27-531; or

(B) A Specific Design Plan application, where there is an existing Comprehensive Design Plan applicable to the subject property.

(i) An application filed pursuant to this subparagraph may amend an existing Comprehensive Design Plan for the subject property.
(ii) An application filed pursuant to this subparagraph may amend an existing Specific Design Plan for the subject property.

RESPONSE: The Property is not in a Comprehensive Design Zone.

(4) An application for a Detailed Site Plan, combined Comprehensive Design and Specific Design Plan, or Specific Design Plan, including an amendment to an existing plan, filed pursuant to this Section, shall be defined in this Section and prominently designated as an "Expedited Transit-Oriented Development Site Plan Application."

RESPONSE: The words "**Expedited Transit-Oriented Development Site Plan Application"** are on all application forms and the Detailed Site Plan Sheets.

(5) Expedited Transit-Oriented Development Projects for which a preliminary plan of subdivision is required may file a preliminary plan application concurrently with an Expedited Transit-Oriented Development Site Plan Application in accordance with Part 3, Division 9 of this Subtitle.

RESPONSE: Preliminary Plan 4-20040 was approved on October 28, 2021 and remains valid as of the date of this application..

(6) Review of Expedited Transit-Oriented Development Projects by the Department of Permitting, Inspections, and Enforcement, as prescribed by Subtitle 32 of this Code, shall be expedited. Notwithstanding any other requirement in this Code, an Expedited Transit-Oriented Development Site Plan Application may be filed with the Planning Board thirty (30) days after the stormwater management concept plan for the project is filed with the Department of Permitting, Inspections, and Enforcement. The Planning Board may not approve an Expedited Transit-Oriented Development Site Plan Application without an approved stormwater management concept plan for the project in accordance with Subtitle 32 of this Code.

RESPONSE: This applies to the County. However, a stormwater concept plan has been submitted, referenced as Concept # 3816-2021 and is currently under review.

(7) All County agencies with responsibility for permit review for an Expedited Transit-Oriented Development Project shall make such review the highest priority in their staffs' permitting work responsibilities and shall comport with the expedited development review and permitting provisions of this Section. Permits may be staged to enable specific phases of Expedited Transit-Oriented Development Projects to proceed while concurrent review for future phases is ongoing.

RESPONSE: This applies to the County.

(8) All proposed Expedited Transit-Oriented Development Site Plan Applications shall comply with the informational mailing prescriptions set forth in Division 1, Part 3 of this Code and shall be expressly designated in the mailing as an Expedited Transit-Oriented Development Project. In addition, at the time an Expedited Transit-Oriented Development Site Plan Application is filed, the applicant shall provide written substantiation of outreach efforts to garner public input, to include any civic association registered with the Planning Board for the area where the project is located and any municipality within a one mile radius of the Expedited Transit-Oriented Development Project.

RESPONSE: This was expressly described in the Informational Mailing and will be in all future Applicant mailings.

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

RESPONSE: The overall Riverfront at West Hyattsville development includes a mix of moderate and high density residential and commercial development within walking distance of an existing transit station which will increase transit ridership. The highest density is proposed in closest proximity to the station. This Architecture DSP includes a multifamily mixed-use building consistent with the prior approvals. The building is within easy walking distance to the West Hyattsville Metro.

(B) Reducing auto dependency and roadway congestion by:

(i) locating multiple destinations and trip purposes within walking distance of one another;

RESPONSE: This is not applicable at the Architecture DSP.

(ii) creating a high quality, active streetscape to encourage walking and transit use;

RESPONSE: Little Branch Run will include sidewalks, street trees, and attractive lighting. A pedestrian/bicycle path will be provided along the southern façade of the building to connect to the Metro station. The Architecture DSP shows high-quality design and materials on a building placed close to the streets, creating an attractive, urban pedestrian oriented space.

(iii) minimizing on-site and surface parking; and

RESPONSE: A 379 space parking structure is proposed in conformance with the TDDP.

(iv) providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

RESPONSE: Bike racks are provided in the parking structure.

(C) Minimizing building setbacks from the street;

RESPONSE: The building is proposed as close to the street as possible, behind only the sidewalk.

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The building design and location close to the street will create a pedestrian scale block consistent with prior approvals.

(E) Creating pedestrian-friendly public spaces; and

RESPONSE: Public space locations were established through DSP-16029.

(F) Considering the design standards of Section 27A-209.

RESPONSE: The section of Subtitle 27A, Urban Centers and Corridor Nodes Development and Zoning Code, includes design standards which are discussed below.

(2) provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

RESPONSE: The larger Riverfront at West Hyattsville project provides a mix of housing types and uses, including townhouses, multifamily dwelling units and an office building. The proposed DSP provides details for one of the multifamily buildings.

(3) not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;
(B) Check cashing business;
(C) Liquor store;
(D) Pawnshop or Pawn Dealer;
(E) Cemetery;
(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);
(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);
(H) Industrial;
(I) Amusement park;
(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);
(K) Sale, rental, or repair of industrial or heavy equipment;
(L) Any automobile drive-through or drive-up service;
(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible

personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

RESPONSE: None of these uses is proposed within the building.

(4) comply with the use restrictions of Section 27A-802(c), and

RESPONSE: The section of Subtitle 27A, states:

> **Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

RESPONSE: Public utilities serving the Property will be underground. Junction boxes are to be located in necessary areas and are shown on the detailed site plan. They are typical of urban areas and are harmonious with the character of the Urban Center. Landscaping ensures they are attractive. There are no public utilities being proposed on this site. All the public utilities already exist in the public right of way and private connections such as water and sewer house connections, electric, and cable will be brought to the site from Little Branch Run.

(5) be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or

Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

RESPONSE: The applicant has been careful to design the building to meet the Development Standards related to Architecture found in the West Hyattsville TDDP and TDOZ. These Development Standards have been discussed fully earlier in this statement of justification.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

RESPONSE: Again, the proposal does not include these uses.

Sec. 27A-209. - General Design Principles of Urban Centers and Corridor Nodes.

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

RESPONSE: As noted, the building is as close to the street as possible, forming the space of the street and allowing for an active streetscape.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

RESPONSE: The proposed building defines the street edge and curves with the right of way to contribute, along with the sidewalks, to the street-space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

RESPONSE: This was addressed at the DSP for Infrastructure (DSP-16029) and remains unchanged by this Architecture DSP.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

RESPONSE: This was addressed at the DSP for Infrastructure for the overall development. The development of the two parcels comprising the Property will be in accordance with a new Site Development Concept Plan and well utilize best practices for environmental site design.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

RESPONSE: This was addressed in preliminary plan 4-20040 for proposed Parcel 2. Development of Parcel 2 will comply with the requirements of the approved floodplain waiver in accordance with Subtitle 32 of the Prince George's County Code.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

RESPONSE: The proposed multifamily mixed-use building is designed with an active street front through the pedestrian/streetscape improvements and landscape area proposed along the facades of the building facing the public realm, the provision of ground floor retail and the provision of a pedestrian corridor to access the Metro station.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

RESPONSE: The building is proposed close to the street. The remaining parcel lines are well defined by the Metro rail tracks and by existing WSSC and storm drain easements. No confusion between public and private land is expected.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation

within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

RESPONSE: The proposed building fronts on Little Branch Run. Views are directed toward this street and the space between the building and the street. Minimal setbacks are proposed to allow for an active streetscape, creating the urban setting envisioned by the TDDP.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

RESPONSE: Garbage and recycling storage and mechanical equipment are proposed in the interior to the building away from the streetscape.

X. MODIFICATIONS TO THE TDDP DEVELOPMENT STANDARDS

Section 27-548.08(c)(3) provides that as part of a detailed site plan in a Transit District Overlay Zone, the applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise, and except as noted below. As identified above, the applicant has noted several mandatory requirements for which the applicant is requesting that the Planning Board apply different development requirements. Each of them is listed below with a discussion addressing the proposed amendment.

MODIFICATION 1

Building Envelope and Block Standards- General Design Principles and Intent (Page 67-68)

1(a) Ground Floor Retail (p. 67)

Required: "Buildings shall front on the street and square and provide ground level retail uses" "Buildings shall provide retail on all ground floor elevations"

"Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life"

Commercial and mixed-use blocks shall contain a minimum of 80% commercial uses on the ground floor."

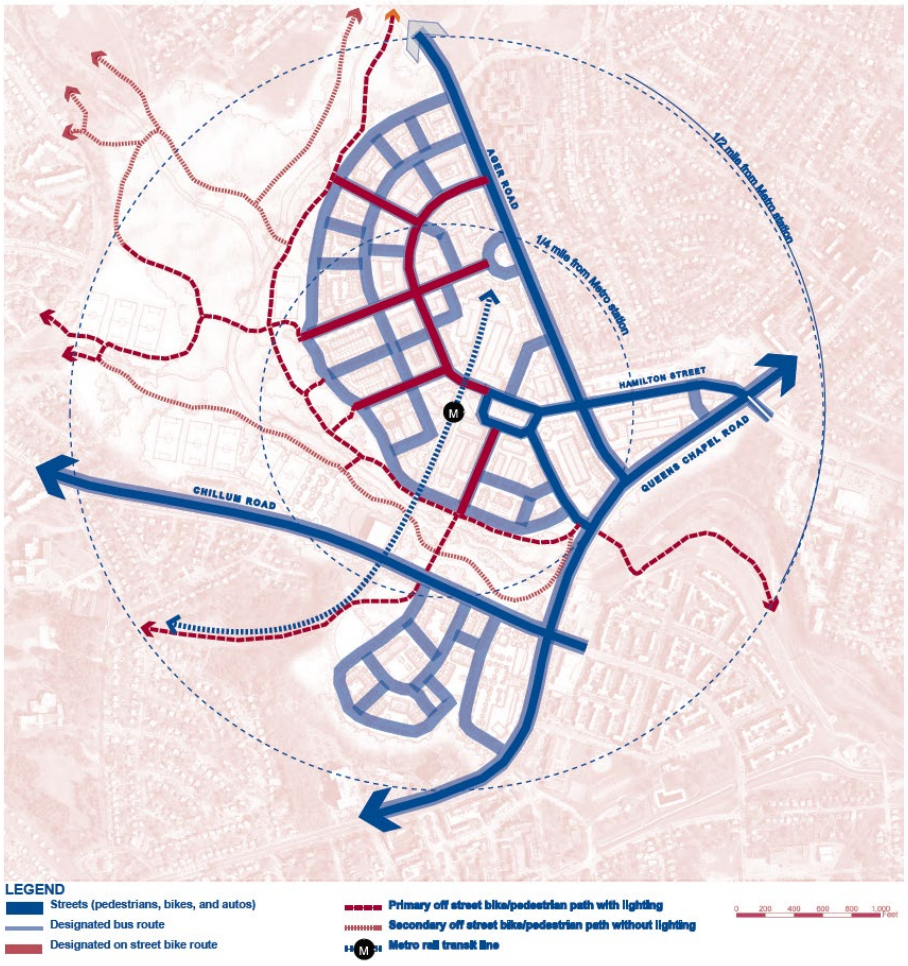
Proposed No retail uses are proposed in the proposed building. Retail space was provided in the southernmost portion of the building on Parcel 1 along the pedestrian trail on the southeast side of the building.

Discussion: These are general design principles and theoretically would apply to every building constructed in the TDDP. Given the nature of the proposed building, as noted below, ground floor retail is not appropriate along the ground floor facade.

The proposed building is internal to the Riverfront at West Hyattsville community. To access the building, one must enter the community and cross the metro rail tracks. The interior of the community will not be a location where sufficient vehicular traffic will exist to support a substantial amount of retail use. In DSP-20053, retail use was limited to a small portion of the first floor elevation of the building on Parcel 1. The retail in this area was intended to a retail opportunity along the southern end of the building, just north of the proposed building. As part of the previously approved infrastructure development for the property, a trailhead has been constructed at the end of Little Branch Run which will encourage pedestrian and bicycle traffic on the Northwest Branch Trail to enter the community and walk along the southern facade of the proposed building to a pedestrian underpass which provides direct access to the metro station. While the heavy amount of bicycle usage at the West Hyattsville Metro, the pedestrian usage on the park trail and the market provided by the existing and proposed development provide sufficient market to allow for a small amount of retail to be located along the trail connection, the Applicant's experience in attempting to lease out the space already constructed have caused it to conclude that additional retail will not be supported. Therefore, an amendment is requested to eliminate retail space from the proposed building. This modification will also necessitate a modification in the list of permitted uses.

In addition to the above, it is important to note that the TDDP envisioned a vehicular circulation network that extended roadways under the Metro tracks to create a connected set of internal streets. The Illustrative Plan (Map 3) in the TDDP clearly depicts this street network:

The Illustrative Circulation Plan (Map 8) shows the same concept of connectivity:



Map 8 Illustrative Circulation Plan

Both illustrative plans, if implemented, would have allowed residents/visitors to turn from Ager Road, drive along the Northwest Brach Stream Valley Park, cross under the Metro Tracks and then access Queens Chapel Road. A second connection immediately in front of the Metro Station was also envisioned. These connections would have provided the ability to access retail uses to a far larger market than now exists. Even under these illustrative plans, the TDDP did not call for large amounts of retail in the North Park Neighborhood, where the Subject Property is located. On Page 10-11 of the TDDP, North Park is described as a "primarily residential neighborhood with a

diverse mix of housing types." "Small, neighborhood focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station." Without an interconnected network of streets, the amount of retail that can be supported by pedestrian/bicycle patrons is limited. The Applicant is confident that the retail already constructed is all that can reasonably be expected to be leased to serve such an isolated area.

With the above general concepts in mind, the Applicant has been actively speaking with retailers and brokers since the inception of the project about the marketability of ground floor retail uses. The feedback from these professionals is that the lack of visibility from a major roadway makes the leasing of the space very difficult. The pedestrian activity from the Metro and the surrounding new development are simply not sufficient to ensure the success of most retail uses. Another factor which must be considered is parking. The parking garages serving the multifamily buildings is dedicated parking to ensure the safety and security of residents. Parking for the retail space is provided through on-street parking. Additional retail space places a burden on the available spaces and the lack of parking prevents the retail from serving destination retail uses like restaurants.

The Applicant has been pursuing the leasing of the retail space at Sovren for many months and has been able to secure one tenant for 1,400 square feet of the 2,500 square feet available. The tenant is an adjacent homeowner with intimate knowledge of the site. Absent this direct relationship to Sovren, the Applicant does not believe that this tenant would have surfaced and it is likely that a tenant will not be found for the remaining 1,000 square feet. The Applicant does not want excessive empty retail space along the ground floor and particularly along the promenade leading to the Metro Station. Not only does the cost of providing ground floor retail place pressure on the rents, empty retail space detracts from the ground floor experience. For all of these reasons, the Applicant is seeking an amendment to not construct additional ground floor retail.

1(b) Shared Parking (p. 68)

Required: "Building parking areas (off-street) shall be…shared by multiple owners/uses."

Proposed: Single use parking garage.

Discussion: As with the building constructed on Parcel 1, the proposed multifamily building will be served by a parking garage. The parking garage is intended to be a secure facility which will only be accessible by the residents and staff of the residential building. Providing public accessibility to the garage has a major impact on the design of the garage and the security of the garage. For these reasons the Applicant is requesting a modification to the standard which requires parking garages be shared by multiple uses.

MODIFICATION 2

General Design Principles and Intent-Building Street Types (Page 74-75)

2(a) Building Street Facade

Required: Single plane street façade with building jogs of less than 24 inches

Proposed: Building jogs greater than 24 inches

Discussion: The standard requires that the street façade be a single plane with façade jogs of no more than 24 inches. For the proposed building, façade jogs are proposed that are more than 24 inches. The proposed design incorporates intentional jogs greater than 24 inches. These elements break up the overall massing and provide architectural variety consistent with a pedestrian-oriented environment. Additionally, the main entrance is set back between 5.5 and 11 feet from the right-of-way over 39 linear feet to create a more welcoming and defined entry experience. Despite the variation, the design maintains strong engagement with the street and supports a pedestrian-oriented public realm. Given these circumstances, the applicant submits that the façade jogs are

appropriate and that the building massing conforms with the intent of the TDDP.

MODIFICATION 3

General Design Principles and Intent (Page 82)

3(a) **<u>Landscaping of Building Fronts (p. 82)</u>**

Required: "Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face."

Proposed None

Discussion: The building front will be architecturally interesting and attractively landscaped. Landscaping is provided along the building base along the entire streetscape. However, planters and window boxes with flowering plants are not proposed. The Applicant intends to provide a similar application of flowering shrubs and perennials as was approved and provided in Phase 1 (see image below). Flowering plants that provide seasonal variety will be provided on the ground plane along the streetscape and pedestrian promenade between Phase 1 and Phase 2

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. However, as with The Sovren building, perennial plants located along the sidewalk and promenade near the building meets the design intent of this requirement.

3(b) **Location of Mechanical Equipment (p. 82)**

Required: Transformers shall be a minimum of 25 feet away from any build-to line.

Proposed Transformers are proposed within 25 feet of the build-to line, immediately adjacent to the driveway entering the garage.

Discussion: The location of transformers is strictly controlled by PEPCO standards. As noted on the detailed site plan, the transformers are located within 25 feet of the build to line to conform to PEPCO standards. A fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-safety requirements.

MODIFICATION 4

General Streetscape Standards (Page 83)

Permitted Materials

Required: "Brick, precast pavers, Belgium block, or granite pavers are permitted materials."

Proposed: Stamped concrete.

Discussion: A modification to this standard was approved with DSP-20053. The streetscape proposed with this application will allow the streetscape to be consistent along the street frontage. As with DSP-20053, the sidewalks will be constructed to the City of Hyattsville Standards. However, the lead walks from the sidewalk to the building entrances (both residential and commercial) will be

constructed with stamped concrete. This satisfies the intent of the TDDP to ensure that primary walkways be constructed using decorative paving materials. Since stamped concrete is not specifically identified as a permitted material, a modification is requested.

MODIFICATION 5

Public Street Lighting (Page 90)

5(a) **Public Street Lighting-Lighting Fixtures**

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

Discussion: This standard was modified with DSP-20053 for the first phase of multifamily development. 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. The LED lighting provided exceeds a lighting temperature of 2700K.

MODIFICATION 6

Streetscape Standards-Blocks and Alleys (Page 91)

6(a) **Alleys and Dedicated Right-Of-Way for Alleys (p. 91)**

Required: Alleys shall provide access to the rear of all building lots and off-street parking facilities.

Where 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.

Proposed: No alley is proposed to be constructed or dedicated.

Discussion: The site is constrained by the location of the metro rail line, which is elevated along the Property and then undergrounds along Parcel 1. There is no adjacent development which could access or benefit from providing an alley. Further, the Applicant reconstructed the WMATA pedestrian walkway along the rear of the building on Parcel 1 to access the metro station through the existing pedestrian tunnel. A connection to this pedestrian pathway has now been constructed on the WSSC easement and the proposed building wil also access this walkway. This pedestrian walkway will accomplish same purpose as an alley in that it will connect the property to the metro station. Vehicular access through the pedestrian tunnel is not permitted.

MODIFICATION 7

Streetscape Standards-Sod Groundcover and Mulch (Page 93)

Irrigation

Required: All sod and ground cover will provide an automatic irrigation system.

Proposed: No automatic irrigation system proposed.

Discussion: In DSP-06029, the District Council approved an amendment to remove the requirement for an automatic irrigation system with the support of the City of Hyattsville provided that native plant species be used. A modification was also approved with DSP-20053. Consistent with the prior approvals, the Applicant is proposing that drought tolerant species be used which will require less irrigation; therefore, an irrigation system for these is not necessary.

MODIFICATION 8

Architectural Standards General Design Principles and Intent (Page 106)

8(a) Windows and Doors/Entrances (p. 106)

Required: Windows shall be no closer than 30 inches to building corners.

Proposed: Some windows are located less than 30 inches from the exterior building corners as depicted on the architectural plans.

Discussion: Windows have been placed on the facade based upon functional furniture layout and to let in maximum daylight for healthy living. As such, some windows are closer than 30 inches to the exterior building corners.

8(b) Ground Floor Windows

Required: Windows shall allow a minimum 60% of surface view into the building for a depth of at least 20 feet (ground floor only).

Proposed: The windows do not allow a minimum 60% surface view into the residential units to a depth of 20 feet.

Discussion: This standard presumes that the entire ground floor of the building will be retail or lobby. However, the majority of the first floor of the building will be occupied by residential dwelling units, where 60% surface view is not appropriate.

MODIFICATION 9

Architectural Standards General Design Principles and Intent

Signage (p. 107)

Required: Building signage shall be illuminated with external lighting only.

Proposed: Internally illuminated signage proposed for some blade and retails signs.

Discussion: The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. Some of the signage features low-level internally illuminate graphics. The signage only promotes safety without contributing to visual clutter. Thus, the intent of the design standard is satisfied.

MODIFICATION 10

Parking Standards; Off-Street Parking (Page 112)

Required: Prohibited materials: concrete masonry units and concrete (except for parking deck surfaces). (Page 112)

Required: Parking structure facades visible to the public realm shall consist of brick, brick with concrete banding, brick with glass block banding or other material as specified in the permitted materials list. (Page 113)

Provided: The parking garage is constructed of precast concrete with a foundation of gray masonry block.

Discussion: The parking garage is constructed of precast concrete which will be painted with public art to provide an attractive and playful façade facing the Metro tracks. The base of the garage is constructed of gray masonry blocks which will also be painted to match. This provision is clearly meant to apply only to facades visible from the public realm to ensure that they are visually pleasing. In this case, as was the case for Phase 1, the garage is screened from the street with liner building and only the rear of the garage is visible from the Metro tracks. The Applicant proposes to provide public art on this one visible façade of the parking garage. This is the same treatment which was incorporated into the garage on Parcel 1 and has been enthusiastically received by the community. An image of the mural provided on the precast concrete garage is provided below:

Clearly, the treatment of the garage façade is consistent with the intent of the Sector Plan and fulfills the goal of providing public art. The façade treatment proposed for this façade will ensure that it is attractive when viewed from the Metro station platform.

MODIFICATION 11

Parking Standards; Off-Street Parking (Page 112)

Required:	Parking structure openings shall provide a minimum of 75% transparency to provide visibility for pedestrian safety. (p. 113)
Required:	Parking structure entry portals may be set back up to 24 inches behind the surrounding façade. (p. 114)
Required:	Glass facades will be provided for parking structure stairwells for high visibility and openness to enhance pedestrian safety, steps shall provide open risers to increase visibility (p. 114)

Required: Parking structure elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility (p. 114)

Proposed The parking structure will not be visible from the street. It will be a secure garage only accessible by the residents. The garage door will be a roll up door with no transparency. The garage entry portal will also be set back 82 feet from the surrounding façade. No glass façade is provided

Discussion: The parking garage standards are designed to ensure that public garages along the public street are attractive and compatible with the architecture of the building they serve. In this instance, the garage is integral to the building and will be fully screened from the street, except for the entry doors. Further, as discussed elsewhere, the building entry and the entry to the garage are set back from the street frontage to provide a break in the building. This break is not only located at the building entrance, but also provides a visual break along the street frontage, since a separate block is not being created. The setback provided addresses the concern about pedestrian safety which could result from a garage setback only 24 inches from the pedestrian zone. The garage is a secure facility, only accessible to residents and staff of the residential building. The residential units and the garage share a common elevator. As such, it will not be a glass elevator, and with the security provided within the building, this is not required from a security standpoint. The steps within the garage in the stairwells will be precast concrete and will not have open risers. Again, with the security provided, additional visibility is not needed for pedestrian safety. Thus, based on the design of the building and the parking garage, modifications from these standards are appropriate.

Required: Parking structure lighting shall be 250W metal halide. (p. 115)

Proposed: The parking structure lights will be LED.

Discussion: As noted above, the TDDP reflects technology as of 2006. The current technology is to use LED lighting, which is more energy efficient. The intent of this regulation is satisfied with the use of LED lighting.

Required: Parking structures shall have 10-foot 6-inch ceilings. (p. 115)

Proposed: The ceiling height meets the requirement but the clear height will be 9'0" on the first floor and 8' on all other floors of the parking structure.

Discussion: The parking structure is a precast structure with ceiling heights which meet the minimum requirement of 10'6" in height. The spandrels which provide structural support provide a clear height for vehicles of 9' on the first floor and 8' on all other floors. The purpose of this design standard is not stated, as it relates to lighting. If a modification is required, the parking garage is designed such that each parking level provides direct access to the residential floor. The design provides this alignment for ease of access to the residential building. If the height of the spandrels was required to be increased to 10'6", the building would need to be modified to provide step downs to all access from the garage to the building. This is not preferred. The applicant submits that the design conforms with the intent of the requirement.

With regard to all of the proposed modifications set forth above, Section 27-548.08 states that "in approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan." The applicant submits that the Planning Board can make such a finding in this case. The building proposed has been designed based upon the unique characteristics of the property—impacted by

an existing WSSC easement and floodplain that must be mitigated in addition to backing up to a Metro rail line. The building has also been specifically designed to accommodate the needs of the residents as well as the development in which it is located. The location of the pedestrian walkway through the property to access the Metro station is completed with this application and builds upon all build on past approvals with the goal of activating the Metro station and providing density as close as possible to the Metro. Most of the modifications requested are intended to allow for the use of modern materials or architectural treatments which either were not available or envisioned 15 years ago when the standards were written. The modifications requested are similar to those approved for the building on Parcel 1, and that building reflects the high standard of design and use of quality materials in its finished form. The proposed development will further set a very high bar for future buildings in the vicinity of the Metro station. For these reasons, the amendments to the mandatory requirements will benefit the proposed development and the Transit District and will not in any way substantially impair the implementation of the TDDP.

XI. AMENDMENT 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 a request to amend the list of allowed uses. 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. As discussed above on Pages 12-16, although the Applicant contends that no amendment to the Preferred Land Use Map is necessary, an amendment to the list of permitted uses is necessary since the Applicant is seeking to not provide any ground floor retail space in the proposed building. Thus, the Applicant is seeking an amendment to the Preferred Land Use Map to remove any uncertainty and the list of permitted uses in the Transit District Development Plan.

AMENDMENT TO THE PREFERRED LAND USE CATEGORY AND TABLE OF USES (Page 41, 46)

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 portion of the property identified as proposed Parcel 1. That parcel was proposed, and the District Council approved, an amendment to the Preferred Land Use Plan for proposed Parcel 1 to permit "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). In the Detailed Use Table on Page 46, land use category "Multifamily (Tower and Condo)" only lists one residential use as permitted. That residential use is "multifamily dwellings with ground floor retail". The Property which is the subject of this application (Outparcel 1) was not included in that Detailed Site Plan. Thus, the Applicant seeks a modification of the Preferred Land Use Plan to clearly depict the Property as being designated as "Multifamily (Towner and condo)" and further seeks to amend the list of permitted uses in the Multifamily (Tower and condo) land use designation for the Property to permit "Multifamily dwellings" without ground floor retail. Justification for this amendment is set forth below.

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 on Pages 8-14 above. In addition, in the Staff Report for the Preliminary Plan of Subdivision (4-20040), Community Planning states that "this application conforms to the purpose and intent of the TDDP because the proposed multifamily meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly". The Applicant submits that the development does, in fact, conform with the purposes and recommendations of the Transit District as stated in the TDDP.

The Block Map contained in the TDDP (see Page 15 above) places proposed the Subject Property in Blocks DD and EE, and approximately half of Block CC. Blocks DD and EE includes the land closest to the Metro Station. Those Blocks are shown on the Preferred Land

Use Map as "Condominium: 4-6 Stories". Block CC shows four land use categories, townhouses, structured parking and tower residential. The boundary of the Subject Property splits Block CC in half, with the structured parking and half of the townhouse symbols being on the Subject Property, and half of the townhouses and the tower residential being on the portion of the West Hyattsville property included in DSP-16029. DSP-16029 amended the Preferred Land Use Map for the portion of Block CC within its boundaries to allow exclusively townhouses, leaving townhouses and structured parking on the Subject Property. Clearly, the proposed development includes structured parking and, given the roadway network established by DSP-16029, townhouses are not only not appropriate between Little Branch Run and the Metro tracks, construction of such a use is not feasible within the limited land area so designated. The vision for townhouse development has been fulfilled through the first phase of the Riverfront at West Hyattsville project. The vision for more density in close proximity to the Metro Station is being fulfilled by the building approved with DSP-20053 and the building proposed in this application. Thus, to simplify the Preferred Land Use Map, the Applicant is requesting that the Preferred Land Use for all of the Subject Property be approved as "Condominium: 4-6 Stories", as was approved for Parcel 1 with the approval of DSP-16029. Given the analysis set forth in Pages 8-14, which do not need to be restated, the amendment to the Preferred Land Use Map to provide a single, consistent Preferred Land Use consistent with the vision of the TDDP.

In addition to modifying the Preferred Land Use Map, the Applicant seeks an amendment to the list of permitted uses to remove the need to provide ground floor retail in the proposed building. Section 27-548.09.01 (b)(2) requires that the Applicant "include a statement showing that the proposed development conforms with the purposes and recommendations for the Transit District, as stated in the Transit District Development Plan". The information provided above regarding the Preferred Land Use map and the information provided in Modification 1 above largely address this matter, but the Applicant would further emphasize several factors. First, the Subject Property is in the North Park neighborhood, which the TDDP describes as a "predominantly residential neighborhood". Extensive commercial uses were not envisioned. The Kaiser Permanente office building, constructed as part of Phase 1 of the Riverfront at West Hyattsville project, is in the Hamilton Square neighborhood of the TDDP, described as

containing the "most diverse development mix" with "several types of residential units, office space and stores." (TDDP p. 10). In addition, the concept plan for the Metro Station area envisioned a residential street on the northern and western perimeter of North Park neighborhood, extending along the floodplain and crossing under the Metro tracks. Such a roadway would provide interconnectivity which would support a larger retail component in the North Park neighborhood, but the floodplain limitations and infeasibility of tunneling under the Metro tracks to connect the North Park neighborhood to the Hamilton Square neighborhood limit the amount of retail which the market can support. As now approved, vehicular access to the Riverfront at West Hyattsville development is limited to Little Branch Run, which dead-ends at the floodplain. The Applicant has made extensive improvements which encourage both pedestrian and bicycle activity. These improvements include the reconstruction of the Northwest Branch trail connection, the lighting of the trail to the Metro Station, the reconstruction of the WMATA trail and a connection from Little Branch Run across the northern property line of the Subject Property to connect pedestrians to the WMATA trail. These improvements, and the dwelling units already constructed and now proposed with this application, can hopefully support the modest amount of retail approved and now constructed in the building on Parcel 1, but additional retail will be difficult to attract a viable use. Given the isolated location within the development and the limited customer traffic that passes between the two buildings, requiring additional retail space would not enhance the vision of the TDDP. The Applicant would submit that the vision of the TDDP was not to force the construction of ground floor retail space which would remain unoccupied because of a lack of visibility and traffic flow.

Since the Permitted Use Table does not list "multifamily" as a standalone use, literally 40% of the North Park Neighborhood would "require" ground floor retail—all of the Condo and Tower Residential Blocks as shown on the Preferred Land Use Map found on Page 14 above. This is despite the fact that the TDDP described North Park as a "primarily residential neighborhood with a diverse mix of housing types." The Sovren building has already provided "small, neighborhood focused retail…at the intersection of the primary internal streets within two blocks of the Metro Station." This application does not create a new intersection of primary streets and thus does not created an opportunity to add more retail space.

Finally, although the subject application is being filed in conformance with the prior Zoning Ordinance and the West Hyattsville TDDP, the Applicant would note that the District Council recently approved the updated Sector Plan for West Hyattsville-Queens Chapel. That Sector Plan included a discussion of existing retail market conditions and noted that the Sector Plan area has approximately 475,000 square feet of retail space across more than 40 properties, not including gas stations, auto repair, and other miscellaneous lots. The Sector Plan concluded that the area currently is over-retailed, with a surplus of 25,700 to 112,100 square feet. Thus, it does not make economic or planning sense to force retail in a location with obvious leasing challenges related to conditions which cannot be rectified in the future.

For the reasons set forth above, the District Council can find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements. The portion of the North Park neighborhood will be developed as envisioned by the TDDP. It includes diverse housing types (townhouses, affordable multifamily dwelling units and market rate dwelling units), a public park area along the Northwest Branch stream valley park and LID streets that minimize stormwater runoff. These improvements, plus the enhancement of pedestrian and bicycle facilities which pre-existed the project, represent the fulfillment of this vision and will not be impacted by removing a small amount of retail from the proposed development.

XII. CONFORMANCE WITH CONDITIONS OF PPS 4-20040

As noted above, Preliminary Plan of Subdivision 4-20040 was approved by the Planning Board on October 28, 2021, subject to 23 conditions. Each condition of the preliminary plan is set forth below with a comment addressing conformance.

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

c. Show location of proposed access to Parcel 1.

COMMENT: The preliminary plan has obtained signature approval. Each of these revisions was made as required.

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

COMMENT: The preliminary plan was evaluated for the development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. DSP-20053 approved the construction of 293 multifamily dwelling units and 3,213 square feet of retail commercial space. This Detailed Site Plan proposes an additional 342 multifamily dwelling units. The 635 multifamily dwelling units and 3,213 square feet of retail commercial space is less than was approved by the preliminary plan. Thus, the total development falls within the trip cap.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

COMMENT: No substantial revision to the uses on the subject property is proposed.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit),

in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

COMMENT: The West Hyattsville Metro Connector trail between Ager Road and the West Hyattsville Metro Station was widened and the lighting was improved with the construction of the first building approved by DSP-20053. This condition has been satisfied. A photo of the upgraded trail and lighting under construction is below as well as an aerial photograph of the completed trail is depicted on the two images below:

Share

P.A
P.B
RUN
P.4
P.1
P.1
DRIVE

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

COMMENT: The required exhibit was submitted prior to the acceptance of DSP-20053. This condition has been satisfied.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

COMMENT: The DSP depicts the extension of the sidewalk along Little Branch Run along the building frontage to the Northwest Branch Trail entrance. Bicycle parking is provided on level one of the garage in accordance with the TDDP. A bicycle fix-it station is also provided in the bicycle storage room. Crosswalks are provided across drive aisles entering the garage and the pedestrian/bicycle access to the pedestrian tunnel leading to the West Hyattsville Metro Station has been constructed.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state

wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

COMMENT: Noted. This condition will be complied with prior to the issuance of any such permits.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

COMMENT: This note was placed on the record plat for the property (Plat Book ME 261 Plat No. 21). When the Subject Property is replatted to remove the outparcel status, the same note will be included. has been satisfied.

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

COMMENT: TCP 2 was approved with DSP-20053 and a revised Type 2 TCP is included with this application.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

COMMENT: This condition was satisfied prior to signature approval of the preliminary plan.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

COMMENT: The above note is included on the recorded final plat of subdivision and will be carried forward on future plats, if applicable.

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

COMMENT: The NRI was revised prior to signature approval of the PPS. This condition has been satisfied.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

COMMENT: The approved stormwater management concept plan was submitted prior to signature approval of the PPS. This condition has been satisfied.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

COMMENT: Noted. This condition is implemented with the issuance of the required grading permits.

15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

COMMENT: A certification from a professional engineer will be provided at the time of building permit as required by this condition.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

COMMENT: A Phase 2 noise study was provided with the DSP submittal and demonstrates that the interior of the proposed building can be mitigated to 45 dBA Ldn or less and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. This condition has been satisfied.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

COMMENT: Noted. This condition will be addressed prior to the approval of building permits for the Subject Property.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> **"This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."**

COMMENT: This note is reproduced as Note 5 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the

Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

COMMENT: This condition was satisfied prior to the approval of the final plat and will be further implement with the execution of each lease.

20. Prior to approval of a final plat:

a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

COMMENT: These notes are reproduced as Notes 6 and 7 on the recorded final plat of subdivision and will be carried forward with any future plat. This condition has been satisfied.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

COMMENT: Information regarding the private on-site recreational facilities is provided with this DSP application.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a

final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

COMMENT: An RFA will be executed and recorded prior to the recordation of the final plat to remove the Outparcel status from the Subject Property.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

COMMENT: This condition will be addressed at the time of building permit.

XIII. CONFORMANCE WITH REQUIRED FINDINGS FOR APPROVAL OF A DETAILED SITE PLAN

Per Section 27-548 of the prior Zoning Ordinance, the findings required for approval of a Detailed Site Plan found in Section 27-285 of the Zoning Ordinance do not apply to the T-D-O Zone. Rather, the required findings are set forth in Section 27-548.08(c)(2), which are set forth below.

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

COMMENT: Section 27-548.07 of the prior Zoning Ordinance permits a TDDP to set forth certain mandatory development standards, and some Transit District Development Plans contain mandatory requirements. However, there are no mandatory requirements in the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

COMMENT: As detailed on Pages 11-17 above, the proposed Detailed Site Plan is consistent with the guidelines and criteria for development in the TDDP. As the final phase of a development intended to revitalize a dilapidated former warehouse and activate a stream valley park, the Riverfront at West Hyattsville has succeeded in implementing the vision of the TDDP. The final multifamily development proposed in this application will complete the streetscape

along Little Branch Run and provide additional residential density close to the West Hyattsville Metro Station..

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

COMMENT: Outlined above is an analysis of how the proposed Detailed Site Plan meets all of the requirements of the TDOZ, and further addresses any provision thereof requiring an amendment. Several amendments requested relate to site constraints (e.g. block length, lack of alleys), outdated material requirements (e.g. incandescent lighting, planter boxes, paver materials) or items which had been addressed and amended in prior applications (e.g. irrigation systems, shared parking) which are being re-requested as part of this application.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

COMMENT: The prior approvals for the Riverfront at West Hyattsville established the bulk of the infrastructure elements, including pedestrian and vehicular circulation system as well as block lengths. The development was designed to maximize safety and efficiency and has been found to meet the purposes of the TDOZ. The architecture proposed in this application builds on the past approvals and will further enhance the Transit District.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

COMMENT: Each of the uses in the Riverfront at West Hyattsville development was strategically place with guidance from the TDDP. The highest densities are located next to the West Hyattsville Metro Station. The townhouses were located to overlook the Northwest Branch Stream Valley Park. The primary commercial component, the Kaiser Permanente Medical Office Building, is located along the development's primary frontage on Ager Road. Development of the site is constrained by the existing floodplain. While this prevents the implementation of a roadway completely encircling the Metro Station, the Applicant has—through prior approvals—upgrading the abutting trail systems and added lighting to provide safer pedestrian and bicycle connectivity for the broader neighborhood. This Detailed Site Plan completes the vision of the

redevelopment with a multifamily building that is compatible with all the surrounding structures previously constructed and with the adjacent Metro Station.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 meet the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

COMMENT: The Applicant is not seeking a modification of the parking requirements set forth in the TDDP. The West Hyattsville TDDP establishes a maximum number of parking spaces which can be provided to serve the development. The parking provided is sufficient to meet the needs of the proposed use.

XIV. CONCLUSION

The Applicant presents another Detailed Site Plan that is in conformance with the development standards outlined in the West Hyattsville Transit District Development Plan and Transit District Overlay Zone, as well as other Zoning Ordinance requirements for Expedited Transit Overlay Development. Building on the layout approved in the Infrastructure Detailed Site Plan (DSP-16029), as well as the additional infrastructure approved by DSP-20053, the architectural façade presented is urban in nature and will further promote pedestrian access to the Metro. The proposed building will complete the Riverfront at West Hyattsville development. The Applicant, therefore, respectfully requests approval.

Respectfully Submitted,

Thomas H. Haller and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
301-306-0033

EXHIBIT "A"

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: *Date:* **September 30, 2021**

TO: M-NCPPC - Development Review Division
Room 4150
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for West Hattsville Metro DSP

This memorandum is provided in support of the proposed parking for the referenced project.

The Zoning Ordinance allows up to one-third of the required number of parking spaces to be designed as compact car spaces. The minimum compact parking space size is specified as 8' wide by 16'-6" in the Ordinance and 22' minimum aisle width.

The DSP proposes 100% at 8'-6" width and 18'6" in length which is 6" wider and 2' longer than the ZO's compact space dimensions.

The site is located immediately adjacent to the West Hyattsville Metro Station inside the Capital Beltway and is highly urban in nature, and for these reasons we request your consideration to allow 100% compact car spaces at this site. We have attached the "*Recommended Zoning Ordinance Provisions*" prepared by the National Parking Association. Table 1 in the attached document shows a 90 degree parking angle and associated module and vehicle dimensions. It should be noted that the module width for this DSP does meet the 60' width and our parking spaces at 18'-6" would exceed the vehicle projection. The drive aisles on this plan are not quite 24' but do exceed the ZO's recommendation for 22' minimum. The notes under Table 1 (under Note 2) state that *9'-0" stalls shall be used except that 8'-6" stalls may be used for the following uses including residential*. We believe that the urban nature of this application located immediately adjacent to the Metro provides additional support to this publications guidance that 8'6" may be used for residential.

We understand that the Ordinance is specific regarding normal and compact spaces, however, the spaces proposed in this DSP are larger than compact spaces in the Zoning Ordinance; and in conjunction with the attached documentation, we believe that this information could be helpful in your consideration of this matter.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

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NATIONAL PARKING ASSOCIATION

PARKING CONSULTANTS COUNCIL

Recommended Zoning Ordinance Provisions

Your Guide to Planning, Designing Constructing and Managing Facilities, Including Off-Street Parking Spaces

Recommended Zoning Ordinance Provisions Committee:
Mary S. Smith, Chair
L. Dennis Burns
John G. Burgan
Gary Cudney
David N. LoCoco

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Figure1: Required Parking Dimensions

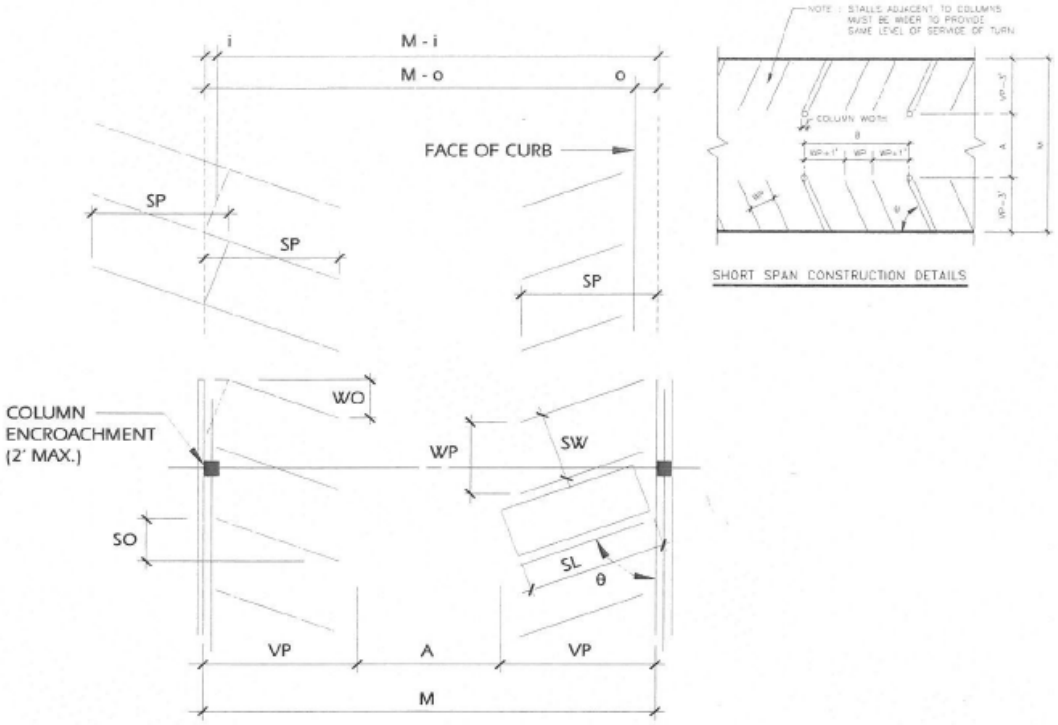

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Table 1: Required Parking Dimensions

Angle of Parking	Stall Width 9'0"	Stall Width 8'6"	Module	Vehicle Projection	Aisle	Interlock	Overhang	Wall Offset	Stripe Offset
	WP	WP	M	VP	A	I	O	WO	SO
0	9'0"	NA	43'0"	NA	24'0"	NA	NA	NA	NA
45	12'9"	12'0"	48'0"	17'8"	12'8"	3'2"	1'9"	10'8"	16'6"
50	11'9"	11'1"	49'9"	18'3"	13'3"	2'11"	1'11"	9'5"	13'10"
55	11'0"	10'5"	51'0"	18'8"	13'8"	2'7"	2'1"	8'3"	11'7"
60	10'5"	9'10"	52'6"	19'0"	14'6"	2'3"	2'2"	7'2"	9'6"
65	9'11"	9'5"	53'9"	19'2"	15'5"	1'11"	2'3"	6'1"	7'8"
70	9'7"	9'1"	55'0"	19'3"	16'6"	1'6"	2'4"	5'0"	6'0"
75	9'4"	8'10"	56'0"	19'1"	17'10"	1'2"	2'5"	3'10"	4'5"
90	9'0"	8'6"	60'0"	18'0"	24'0"	0'0"	2'6"	1'0"	0'0"

Notes:

1 Add 1 ft to stall width where adjacent to walls, columns and other obstructions to door opening and turning movement into the stall.
2 9'0" stalls shall be used except that 8'6" stalls may be used for the following uses as defined herein: residential, general business offices, data processing/telemarketing/operations offices, industrial, storage/wholesale, utility, and educational (except for cultural/ recreational/ entertainment uses at educational use campuses)
3 Add 1 ft to stall width for stalls next to curbs and islands to reduce trip hazard.
4 Angles of parking between 76 and 89 degrees not permitted.
5 Dimensions may be interpolated for angles between 45 and 75
6 Deduct 1 ft from aisle, and corresponding module, for parking in structures or where guides (columns, guardrails, bumper walls) or curbs are provided at least 25% of the stalls.
7 All dimensions based on Design Vehicle of 6'7" by 17'1", parked 11" from front of stall
8 Light poles and columns may protrude into a parking module a maximum of 2 ft combined as long as they do not impact more than 25 % of the stalls. For example, either a one ft encroachment on both sides of the aisle, or a 2 ft encroachment on one side only, is acceptable.
9 Interlock reductions cannot be taken where there is encroachment by columns, light poles or other obstructions for more than 25% of the stalls in the bay.
10 All dimensions rounded to the nearest inch.
11 Aisles and corresponding modules are for two-way traffic flow for 90 degree parking and one-way traffic flow for angled parking between 45 and 75 degrees.
12 For two traffic flow and angled parking, a minimum 24 ft aisle is required. For parallel parking along a two-way drive, a minimum aisle of 24 ft. is required.
13 Parallel parking stall length is 21'0".

Commentary: Above dimensions are those necessary for less experienced designers to lay out parking. For assistance in determining design vehicle size and other dimensions appropriate to community, see Recommended Guidelines for Parking Geometrics, Parking Consultants Council.

Article VIII–Administration and Enforcement

This Ordinance shall be administered by the Zoning Administrator (or by the designated individual, group or agency empowered by law to act in the review and/or approval of requests and petitions for the granting of zoning) under the powers granted by statue to the___(City)___of _____. Approval of all such requests and petitions may be granted by the Zoning Administrator, or upon his recommendation, by the Zoning Board of Appeals for the Governing Body of the____(City)____of _____. Appeals may be taken under the terms of the Zoning Ordinance of the____(City)____of _____ fees, penalties and operations set forth in the Zoning Ordinance of the____(City)____of _____ shall apply except for those applicable provisions expressly relating to vehicular parking which become null and void upon the adoption of this Ordinance.

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RIVERFRONT AT WEST HYATTSVILLE METRO STATION
DEPARTURE FROM DESIGN STANDARDS DPT-2025-0003
STATEMENT OF JUSTIFICATION
JANUARY 5, 2026

APPLICANT
WHPC BLOCK 4, LLC
1100 North Glebe Road
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ATTORNEY
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Contact: Thomas Haller
301-306-0033

ARCHITECT
DCS Design
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Tysons, VA 22182
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1.0 INTRODUCTION/OVERVIEW

The applicant for this Departure from Design Standards is WHPC BLOCK 4, LLC ("Applicant"). The Applicant has filed Detailed Site Plan DSP-20052-02 for construction of a multifamily development containing 342 dwelling units. The proposed development will be constructed within the Riverfront at West Hyattsville and is the final phase of the project. The proposed building will be constructed on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

In conjunction with the Detailed Site Plan, a request for Alternative Compliance was submitted regarding the requirements of Section 4.7 of the Landscape Manual related to Buffering Incompatible Uses. The Alternative Compliance Committee recommended disapproval of the Request. The Planning Director has now denied the request for Alternative Compliance. Per Section 1.3(f) of the 2010 Landscape Manual, where compliance with the manual is not possible and there is no feasible proposal for alternative compliance that is, in the judgment of the planning director (or designee), equally effective as normal compliance, then the applicant may seek relief by applying for a Departure from Design Standards in accordance with the provisions of Section 27-239.01 of the Zoning Ordinance. This Departure from Design Standards ("DDS") is submitted in accordance with this provision. This Statement of Justification is submitted in support of the DDS application.

2.0 SUBJECT PROPERTY

The property which is included in this application was originally included with Detailed Site Plan DSP-20053, which was approved on December 16, 2021.The property included in DSP-20053 consisted of two parcels, described as Parcel 1 and Outparcel 1, as depicted on a plat of subdivision entitled "West Hyattsville", which plat is recorded among the Land Records of

Prince George's County at Plat Book ME 252 Plat 21. These parcels are outlined in red on the image below taken from the recorded plat:

Detailed Site Plan DSP-20053 approved the construction of 293 multifamily units and up to 3,213 square feet of ground floor retail on Parcel 1, which contains 3.05 acres, and infrastructure improvements on Outparcel 1. The Applicant has filed a Detailed Site Plan revision to now construct a multifamily building on Outparcel 1, which contains 4.9853 acres.

3.0 DEVELOPMENT HISTORY OF PROPERTY

The Riverfront at West Hyattsville project has an extensive development history which began in 2015 with the acquisition of the former Ginn Paper warehouse, which occupied 18.45 acres of land on the west side of Ager Road. The warehouse, located adjacent to the West Hyattsville Metro Station, was vacant and in disrepair, as is evident on the 2014 arial below:

The Riverfront at West Hyattsville development has completed several stages of the Prince George's County approval process. Development of the project was impeded by fact that much of the property, even though developed and utilized, was impacted by 100-year floodplain. Thus, preparation of the property for development required the approval of a floodplain waiver and the construction of a compensatory storage facility. The initial application filed was Preliminary Plan of Subdivision 4-15020, which included the entire 18.45-acre parcel. The subdivision was approved in 2017. Following the approval of the Preliminary Plan of Subdivision, a Detailed Site Plan for Infrastructure Only (DSP-16029) was filed and approved.

The 18.45 acres included in the initial preliminary plan and detailed site plan for infrastructure are shaded in blue on the image below. The area shaded in green is where compensatory floodplain storage is located. This property had been previously dedicated to the

Maryland-National Capital Park and Planning Commission ("(M-NCPPC") by the prior owner of the Ginn Paper Warehouse property.

The initial preliminary plan and infrastructure detailed site plan included a portion of the land included in DSP-20053 (Parcel 1) but did not include the property which is the subject of this DDS application. However, these approvals established the lotting and parcel pattern, the circulation plan, stormwater quantity and quality management techniques and locations, landscaping and utility locations for the overall development.

Following the approval of the initial applications, Detailed Site Plan application DSP-17044 was approved for the architecture of 183 townhouses, which were constructed by Stanley Martin and are fully occupied. Detailed Site Plan DSP-20004 was approved for the construction of a medical office building for Kaiser Permanente, which is also completed and occupied. At

the time these approvals were obtained, there was a 5-acre parcel of land located adjacent to the Metro tracks owned by WMATA which was landlocked, but for the infrastructure being constructed as part of the Riverfront at West Hyattsville Project. This 5-acres parcel was conveyed to the West Hyattsville Property Company, LLC by WMATA by a deed dated August 31, 2020 and ultimately conveyed to the Applicant by a deed dated October 1, 2021 (Book 47423 Page 251). This 5-acre parcel was then incorporated into the overall development, which increased in total area to 23.49 acres. This 5-acre parcel is the subject of this DDS application and has now been platted as Outparcel 1 and is outlined on the current aerial photo below:

To incorporate the WMATA property into the development, Preliminary Plan of Subdivision 4-20040 was filed and approved on October 28, 2021 pursuant to Prince George's County Planning Board Resolution PGCPB No. 2021-122. This application included 8.1 acres and proposed two

parcels, Parcel 1 and Outparcel 1. A total of up to 750 dwelling units and 15,000 square feet of commercial space were approved with this application. The dividing line between Parcel 1 and Outparcel 1 is also the location of an existing storm drain easement and a WSSC easement, which became the natural division between the parcels. Detailed Site Plan DSP-20053 included the infrastructure improvements for all the land included in the Preliminary Plan and the architecture for Parcel 1. The building approved for Parcel 1 consisted of 293 dwelling units and 3,213 square feet of ground floor commercial space (the GLA of the commercial space actually constructed is 2,572 square feet). That building, now known as Sovren, is constructed and is currently being leased. DSP-20053-01 was approved to allow the addition of solar panels on the roof of the parking garage.

4.0 DEVELOPMENT PROPOSAL

DSP-20053-02 proposes the construction of a multifamily building with 342 dwelling units on Outparcel 1. Following the approval of this Detailed Site Plan, the property will be re-platted to remove the outparcel designation. The property is being developed in a manner which is consistent with The Sovren building. It proposes complementary architecture and a continuation of the streetscape improvements along Little Branch Run. Of the five acres included in the application, approximately 2 acres is required to be utilized for compensatory storage for the floodplain impacts associated with filling the property to remove it from the floodplain. Stormwater management will also be addressed in this area. The development of the Subject Property will extend the compensatory storage and stormwater management facilities constructed with the first phase of the Riverfront at West Hyattsville project. This area, as an extension of the Northwest Branch Stream Valley Park, is an amazing amenity which not only benefits the residents of the development, but all area residents who utilize the trail system and benefit from the connectivity the Metro Station.

5.0 SUMMARY OF REQUIRED DEPARTURE

As noted above, a request for alternative compliance was submitted from the requirements of Section 4.7 of the prior Landscape Manual. Specifically, the request pertains to Sections 4.7(c)(3) & (4) Tables 4.7-2 4.7-3, "Minimum Bufferyard Requirements" and "Bufferyard Types" for the Subject Property. The Tables indicate the following "If a proposed use that is identified as a Multifamily Use is adjoining a High Impact use a Type D buffer type is required. A Type D buffer requires a 50-foot minimum building setback, 40-foot minimum landscaped yard, and 160 plant units per 100 linear feet of property line. This DDS application is only for the east property line of Outparcel 1 which is adjacent to the West Hyattsville Metro Station. As described below, existing site constraints and conditions support approval of a DDS.

As stated in the Landscape Manual, the standards contained are intended to "encourage development that is economically viable and environmentally sound", they are not intended to inhibit creative solutions. The Landscape Manual recognizes that project conditions may justify alternative methods of compliance "where normal compliance is impractical" or "where maximum achievement of the purposes" can only be obtained through other means. In the instant case, the location of the Subject Property is critical in addressing how the requirements are addressed.

The proposed building is located immediately adjacent to the West Hyattsville Metro Station. In fact, the southern half of the proposed building will directly face the platform structure. As noted above, the Subject Property was acquired from WMATA. The boundary of the parcel conveyed to the Applicant was determined by WMATA to not impact the zone if influence for the track and station. The northeastern corner of the Subject Property is located where a pedestrian trail extends under the Metro tracks and accesses the Metro Station. This is an important consideration because the Landscape Manual specifically discusses the goal of

implementing the recommendations of the General Plan, and particularly the vision for designated centers. Specifically, the Landscape Manual states:

> **The vision for the centers and corridors is mixed-residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on pedestrian- and transit-oriented development. A Corridor Node is a concentrated, higher-intensity, mixed-use location within a one-quarter mile of a major intersection or major transit stop along a designated corridor to be developed in a pedestrian-oriented form.**

The proposed development fulfills the vision of providing moderate to high densities and intensities close to the transit station.

In Table 4.7-1.J, the Landscape Manual labels "Rail Lines at or above ground level" as high impact uses. This designation does not distinguish between the type or location of "rail lines". This is important because the current Landscape Manual exempts transportation uses from the buffering requirements. No buffer would be required if the Subject Property were being developed under the current Landscape Manual requirements. The Landscape Manual now recognizes that placing transit-oriented developments close to the transit lines that serve them do not need to be buffered by distance and extensive landscaping. To the contrary, transit-oriented uses need to be integrated into the transit station that serves them. The impacts of such proximity are addressed through noise mitigation techniques integrated into the architecture of the building.

Another important factor is the location of the Subject Property in relation to the rail lines that the prior Landscape Manual required buffering from. As noted above, the Subject Property is located immediately adjacent to the platform. Thus, high speed trains do not pass by the site. Although there is noise associated with trains entering and leaving the station, this noise is intermittent and not excessive. When the trains are in the station, visibility is blocked by the station itself, which can be seen in the image below:

The station structure is almost 375 feet in length and screens the view of the trains from the Subject Property for much of the length of the proposed building. In addition, not only is the proposed multifamily building set back 10.2 to 16.9 feet from the property line, the Metro platform is setback from the property line between 60 and 94 feet, bringing the total setback inclusive of the Subject Property to between 70 and 100 feet and well more than the setback required by the Landscape Manual. In addition to the setback, there is a substantial slope that leads to the concrete wall that varies in height from 61.53' at the lowest and 71' at the highest elevation - which makes the lowest elevation of the WMATA Station wall just higher than the second-floor ceiling elevation of the proposed building. Within the Metro property, there are also eight large/mature shade trees located within the WMATA property before the wall. Thus, the existing conditions (topography, setbacks and landscaping) provide the appropriate transitional relationship between the proposed building and the metro station without strict conformance to the Landscape Manual's additional requirements. Conversely, the pedestrian trails which serve the project and the surrounding neighborhood, which extend on WMATA's property abutting The Sovren and extend between the Subject Property and The Sovren before passing under the Metro tracks, are the dominant feature of this project. Thus, in this instance

the focus should not be on screening an unsightly or incompatible use, but on transitioning the uses which are meant to be located near one another.

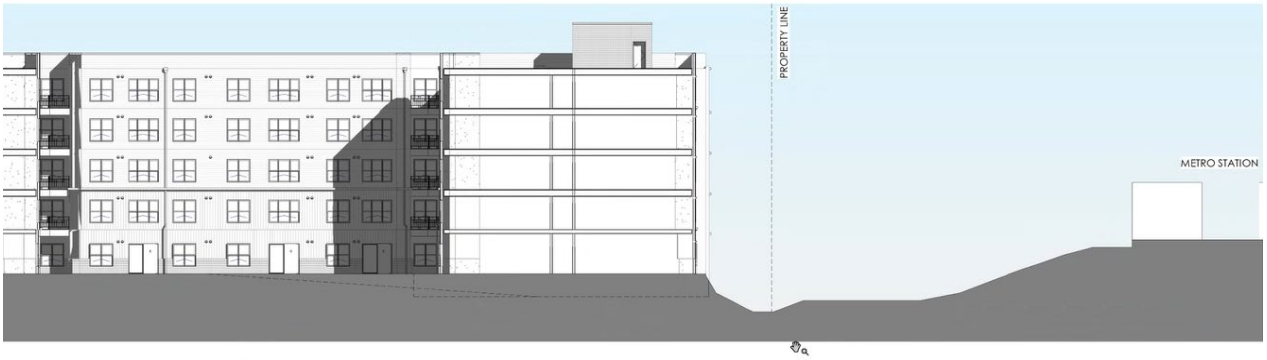
The Landscape Manual clearly recognizes the distinction between screening and transitioning. Section 4.7 lists the objectives of buffering incompatible uses. Section 4.7(b) states that one objective is to:

> **"Form a visual and physical separation between uses of a significantly different scale, character, and/or intensity of development to mitigate undesirable impacts, such as noise, smell, storage facilities, dust, fumes, vibration, litter, vehicle exhaust, and lighting."**

In this instance, the Applicant has submitted a noise and vibration study to address the noise and vibration impacts. The 65 dBA line associated with the operation of the Metro extends 195 feet from the centerline of the tracks, which is further into the property than the 50' building setback which the Landscape Manual requires. The building will need to include mitigation to ensure that the interior noise levels do not exceed 45 dBA under any circumstance. The report also notes that the vibration levels generally conform to the Federal Transportation Administration standard. Thus, these impacts will be addressed through architectural design, not through setbacks and/or landscaping. Section 4.7(a)(3) states another objective of buffering incompatible uses is to "create a transition between moderately incompatible uses". As the proposed use is high density residential adjacent to a commuter rail line, the Applicant submits that the objective in this instance is to transition the uses, not set back or screen the uses.

Another factor which impacts the ability to satisfy full compliance with the Landscape Manual is topography. As noted above, the entire Subject Property is impacted by the 100-year floodplain. To be developed, the area where the building is to be located had to be raised out of the floodplain and compensatory storage will be located in the southern two acres of the Subject Property. Thus, from the building foundation to the property line is a trough which will remain

in the floodplain. Likewise, as noted above, the Metro station is elevated well above the floodplain, resulting in a steep slope that extends from the Metro Station to the boundary between the two properties. This slope is described above and can be seen in the photo of the station. There is also a fence that was installed by WMATA for safety purposes. From this boundary, the Subject Property then slopes up to the building foundation. This can be seen on the cross-section below:



This cross-section shows that there is an ample setback between the building and the station. The cross-section also demonstrates that extensive landscaping within the trough extending from the building foundation to the property line serves little purpose. Stormwater drain pipes and water utility lines within the trough area are also prohibitive to planting, particularly trees. These constraints impact the ability of the Applicant to provide enough plant units to be able to achieve alternative compliance, as it did with The Sovren. The Applicant submits that based on the above background, strict conformance with the Landscape Manual requirements is impractical

for developing this multifamily building adjacent to the existing West Hyattsville Metro station with its associated rail lines.

Based upon Section 4.7(c)(3) & (4) Tables 4.7-2 4.7-3, a type "D" buffer shall be applied. A Type "D" buffer requires a 50-foot minimum building setback, 40 ft minimum Landscaped Yard, and 160 planting units per 100 feet of property line, or 904 plant units over a distance of 565 feet. In this unique instance, the Landscape Manual requires a larger setback from the very feature that the building is desired to be close to. Full compliance is contrary to the goals of both the General Plan and the Approved TDDP for the West Hyattsville Transit District Overlay Zone. The purpose and goal of the TDDP is to provide development that is incorporated into the Metro Station and not a development that is near the station. This property is adjacent to the Metro station and is a gateway to the Metro Station. Creating the full buffer would isolate this proposed use and would dislocate it from the activity of the Metro station and its users. If the strict compliance of this section was adhered to, the purposes of the TDDP to locate homes, jobs, and shopping closer to transit services, and establish land use transit linkages will not be achieved. Planting a full landscape buffer would be counterintuitive and potentially exclusive.

It is further noted that Alternative Compliance was approved for The Sovren with the approval of DSP-20053. In that instance, the building was set back between 10.5 feet and 37.2 feet from the property line and landscaping was installed within that area. With 498 lineal feet of frontage, 796 plant units were required, but the AC Committee approved 210 plant units. The Applicant is proposing to continue a similar treatment along the proposed building with a setback between 10.2 feet and 16.9 feet, within which 331 of the required 904 plant units are proposed. Thus, Alternative Compliance was approved in DSP-20053 with a similar building setback and similar percentage of required plant units than proposed in this application.

6.0 CRITERIA FOR APPROVAL

The criteria for approval of a Departure from Design Standards are set forth in Section 27-239.01(b)(7)(A). For the Planning Board to grant a departure, it shall make the following findings:

(1) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The Subject Property is being developed in accordance with the requirements of the prior M-X-T Zone and the Transit District Overlay Zone ("TDOZ"). The purposes of the M-X-T Zone are set forth in Section 27-542(a) of the prior Zoning Ordinance, as follows: 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;

1. **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;**
2. **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;**
3. **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;**
4. **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;**
5. **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**
6. **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**
7. **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;**

8. **To permit a flexible response to the market and promote economic vitality and investment; and**
9. **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.**

Each one of these purposes is equally well or better served by the Applicant's proposal. The proposed development implements the recommendations of the Sector Plan and the General Plan, maximizes public and private development potential inherent in the location of the zone, promotes effective and optimum use of transit and facilitates walking, bicycle and transit use. The Riverfront at West Hyattsville project has included a medical office building and ground floor retail in The Sovren to facilitate and encourage a 24-hour environment and provide a horizontal and vertical mix of uses that blend together. Perhaps, most importantly, the purpose of the M-X-T zone was to permit a flexible response to the market and promote economic vitality and investment. Strict application of the Landscape Manual's 4.7 buffering requirement would jeopardize the viability of the project, not just result in a substantial reduction of dwelling units.

The TDOZ has remarkably similar purposes, set forth in Section 27-548.03 of the prior Zoning Ordinance, as follows:

1. **To enhance the development opportunities in the vicinity of transit stations;**
2. **To promote the use of transit facilities;**
3. **To increase the return on investment in a transit system and improve local tax revenues;**
4. **To create a process which coordinates public policy decisions, supports regional and local growth and development strategies, and creates conditions which make joint development possible;**
5. **To create a process which overcomes deficiencies in ordinary planning processes and removes obstacles not addressed in those processes;**
6. **To minimize the costs of extending or expanding public services and facilities, by encouraging appropriate development in the vicinity of transit stations;**
7. **To provide mechanisms to assist in financing public and private costs associated with development;**

8. To provide for convenient and efficient pedestrian and vehicular access to Metro stations;
9. To attract an appropriate mix of land uses;
10. To encourage uses which complement and enhance the character of the area;
11. To insure that developments within the Transit District possess a desirable urban design relationship with one another, the Metro Station, and adjoining areas; and
12. To provide flexibility in the design and layout of buildings and structures, and to promote a coordinated and integrated development scheme.

As with the M-X-T Zone, the proposed development advances each one of these purposes. The proposed building promotes the use of transit facilities and improves local tax revenues. The Riverfront at West Hyattsville, at full build out, will increase the tax base of Prince George's County by over $500 million. The TDOZ is supposed to "overcome deficiencies in ordinary planning processes and remove obstacles. The 2010 Landscape Manual has now been updated to recognize that development next to a metro station does not require the type of setbacks and buffers previously required for cargo trains. The TDOZ also is to ensure developments possess a "desirable urban design relationship with one another, the Metro Station, and adjoining areas". The proposed development accomplishes this purpose. Finally, as with the M-X-T Zone, the TDOZ is intended to provide flexibility in the design and layout of buildings to promote a coordinated and integrated development scheme. The requested DDS ensures that these purposes are equally well or better served.

(2) The departure is the minimum necessary, given the specific circumstances of the request;

As referenced above, the Subject Property was acquired from WMATA. WMATA determined the boundary of the parcel to be conveyed based on the needed setback from the Metro Station platform. While this creates a substantial setback from the Subject Property to the station and tracks, it does not leave sufficient width for the Applicant to construct a viable

development and provide the full setback and landscaping required by Section 4.7 of the Landscape Manual. The departure requested is the minimum necessary, given the specific circumstances of the request outlined above.

(iii) The departure is necessary in order to alleviate circumstances which are unique to this site or prevalent in areas of the County developed prior to November 29, 1949;

As discussed under the development history above, the circumstances unique to the Subject Property create the need for this departure. The existence of floodplain reduces the overall developable area of the Subject Property by approximately 40%. The width of the Subject Property was dictated by the needs of WMATA to protect the integrity of the abutting Metro Station. These unique circumstances create the need to reduce the width of the buffer and impact the number of plant units which can reasonably be planted within the setback. Buffer plantings have been provided along the building foundation to the extent practicable outside the 100-year floodplain. Any plantings within the floodplain would be susceptible to damage or loss and create a potential maintenance and visual nuisance.

Another factor impacting the number of plant units that can be provided within the bufferyard is the need to provide fire hose access. The Applicant has worked closely with the fire department to address such access. Fire trucks can enter the site at the plaza between the two multifamily buildings and along the gravel wetlands at the south end of the building. However, room must be provided to extend fire hoses along the east side of the building. Thus, the entire yard cannot be occupied by plant units. This is another factor which is unique to the site which directly impacts the ability to fully comply with the requirements of the Landscape Manual.

(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood;

The applicant submits that the requested departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. The relation between the Subject Property and the Metro will be virtually identical to that between the abutting Sovren building and the Metro. The Planning Board has already determined that a lesser setback and reduced buffering is appropriate given the proximity of the Metro Station and the opportunity to provide high quality housing steps from transit. The approval of the requested DDS will allow the final component of the Riverfront at West Hyattsville to be completed and transform the West Hyattsville Metro Station environs in a manner that benefits the entire community.

7.0 CONCLUSION

Based on all the foregoing reasons, the applicant respectfully requests approval of the requested departure.

Respectfully submitted,

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(301) 306-0033

S:\Riverfront/ DDS Justification Statement.wpd

STATEMENT OF JUSTIFICATION
REQUEST FOR WAIVER OF
TREE CANOPY COVERAGE REQUIREMENT
RIVERFRONT AT WEST HYATTSVILLE
DSP-20053-02
8/15/2024
Revised 12.10.25

This Statement of Justification is submitted by WHPC BLOCK 4, LLC (the "Applicant") in support of a request for a waiver to the Tree Canopy Coverage requirements contained in Subtitle 25 of the Prince George's County Code. This request is submitted in conjunction with the processing of Detailed Site Plan DSP-20053-02. The proposed development will be constructed within the Riverfront at West Hyattsville project on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The proposed project will contain a total of 342 multifamily dwelling units. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

Subtitle 25 of the Zoning Ordinance establishes requirements for tree canopy coverage for development projects in Prince George's County. The requirements vary depending on the Zoning of the property which is the subject of the application. Pursuant to Section 25-128, the tree canopy coverage requirement in the LTO zone is 15% of the net tract area of a site. However, the project has an approve PPS 4-20040 approved on October 7, 2021. Pursuant to Section 25-127, landscape plans demonstrating conformance to this Division approved as part of a permit or an entitlement case or entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Sec. 27-1700) or Subdivision Regulations (Sec. 24-1700) shall be subject to the regulations in place at the time of approval of any grandfathered permit or grandfathered development application. Therefore, the TCC requirement is grandfathered at the time of PPS approval, which is 10% of the gross acreage. The gross acreage of the Subject Property is 4.98 acres, resulting in a TCC requirement of .498 acres (21,693 square feet). Per Section 25-129, the tree canopy coverage may consist of existing trees to be preserved, proposed on-site woodland conservation, trees planted throughout the site, and street trees located within the right-of-way along the property frontage may be counted toward meeting this requirement. If a property cannot meet the tree canopy coverage requirements, a waiver may be granted in accordance with Section 25-130 of the Zoning Ordinance. The applicant is requesting a waiver of the tree canopy coverage requirement in this application.

The landscape plan included with the proposed detailed site plan contains a Tree Canopy Coverage Schedule. The Schedule has been revised to reflect that 21,693 square feet of tree canopy coverage is required for the site and that 4,095 square feet is provided. As a result, a waiver of 17,598 square feet is requested.[1]

[1] There were twelve (12) street trees shown on the east side of Little Branch Run on the Infrastructure Detailed Site Plan (DSP-16029) which are included in the TCC Schedule. The tree canopy provided by these trees exceeded the requirements for the townhouse Detailed Site Plan (DSP-17044). The proposed roadway and associated pedestrian design prohibit the saving of 10 of the 12 existing trees. The southern most Quercus Phellos has been retained and the northermost tree was

Section 25-130 sets forth the criteria for approval of a waiver of the tree canopy coverage requirement. Each of the criteria is addressed below.

(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;

COMMENT: The site is unique in several respects. The property is a narrow site that sits between Little Branch Run and the platform of the West Hyattsville Metro Station. The property can be seen outlined in red on the aerial photograph below:

The property was not originally part of the Riverfront at West Hyattsville project. The original boundaries of the project were the consisted of the original Ginn's Paper warehouse, which shared a

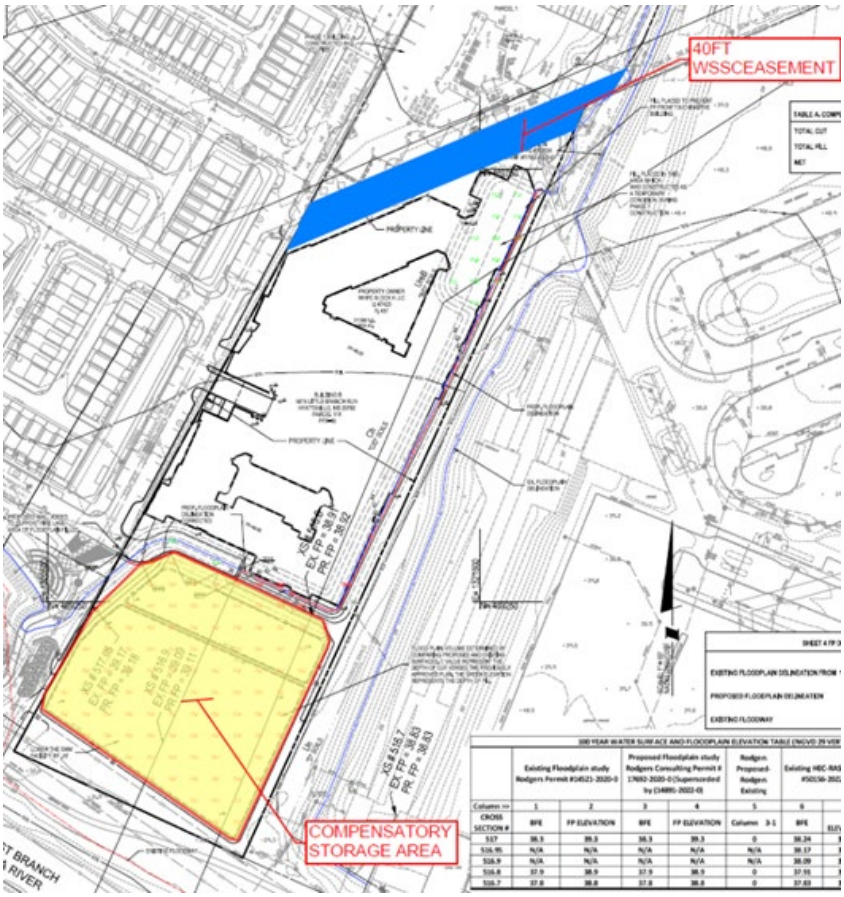
relocated due to utility conflicts. To account for the removal of these trees, 11 columnar trees have been proposed on the Subject Property adjacent to the right of way.

boundary with the abutting Queens Chapel drive-in movie theater. The drive-in can be seen on the 180 aerial photo below:

WMATA subsequently acquired the movie theater property and located the West Hyattsville Station such that approximately 5 acres of the land on the west side of the metro tracks were isolated from the remainder of the property and could only be accessed through the Ginn's Paper warehouse property. When the first phase of the project was designed, roadway access was provided to the WMATA property. On March 10, 2020, WMATA executed a lot line adjustment deed to create a separate parcel which could be conveyed as excess land. WAMTA determined the boundaries of the land which was outside its zone of influence and could be developed without impact to its existing operation. The property which was created by the lot line adjustment deed was conveyed to the Applicant on August 31, 2020. The constraints impacting the property include the narrow width, established by WMATA's determination of the area of land which would not impact its existing facilities and a major storm drain easement which extends along the northern boundary of the property which was conveyed to WSSC in 1960. Finally, the entire property was, at the time it was conveyed to the Applicant, impacted by 100-year floodplain. All these factors have a major impact on the site layout and the ability to satisfy the tree canopy coverage requirement.

First, as noted above, the northern boundary line is defined by an existing storm drain easement. The applicant has utilized this storm drain easement as a public benefit by extending a pedestrian pathway to an existing tunnel leading to the Metro Station. While this area is an attractive hardscape area, the easement largely restricts the ability to plant trees. The proposed building, and the already constructed building to the north of the storm drain easement, are placed to define this key pedestrian corridor. However, four trees have been provided within two alcoves created by the architecture.

Second, the southern boundary abuts the Northwest Branch Stream Valley Park owned by M-NCPPC. Since all the property is impacted by 100-year floodplain, compensatory storage was required to be provided. As part of the infrastructure improvements already made, the Applicant has raised 3.12 acres of the property out of the floodplain, with the remainder of the property providing compensatory storage and stormwater management. This area and an existing WSSC sewer line prevent planting trees in this area. Thus, once filled, the area available for development is less than 250 feet in width and must accommodate both the building and the parking garage. Within the footprint of the building are two courtyards which will be utilized as amenity space and will include as many trees as can be accommodated. However, all areas on the perimeter of the building are constrained as described above due to topography or other site limitations which make conformance to the tree canopy coverage requirements impossible. The storm drain easement on the north side of the Subject Property and the compensatory storage area on the southern side of the Subject Property can be seen on the exhibit below:



Third, the eastern boundary extends along the Metro rail line for its entire distance. As noted above, WMATA determined the area which could be developed without impacting its existing operations. The property which is the subject of this application is narrower than the property on which the building approved with DSP-20053, limiting the amount of land available for development.

Finally, the property is being developed in accordance with the Transit District Development Standards contained in the Transit District Development Plan ("TDDP") applicable to the West Hyattsville Metro Station. When the project was initially designed, the road network was established so

as not to land lock the land then owned by WMATA. Thus, as established, Little Branch Run formed the western boundary of the Subject Property. As such, the TDDP establishes build-to lines that place the buildings close to the street, with wide sidewalks. Due to the narrow distance between the existing street line and the building required by the TDDP, only street trees and a few other trees can be placed in this area. All of these factors limit the available area to meet the TCC requirements within the boundary of the Subject Property as a stand-alone parcel of land.

The Applicant submits that the topography (the property was completely in the 100-year floodplain prior to infrastructure improvements previously approved), and other stie limitations (narrow width determined by WMATA) and other site conditions (pre-existing sewer and storm drain easements) create restrictions such that full compliance with the requirements of the tree canopy coverage requirements is impossible or impractical.

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and/or soil volume to accommodate healthy tree growth.

COMMENT: As noted above, there are numerous restrictions on the ability to provide additional trees along the perimeter of the building. These restrictions related to existing easements, floodplain conditions or constrained space.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

COMMENT: The planting of additional trees would result in the need to reduce the size of the building, which is not feasible given the small size of the property and the other development constraints noted above. Although planting trees would not result in the remove existing pavement use to meet other County Code requirements, the restrictions related to the compensatory floodplain storage and the prior storm drain easement are factors related to other code requirements which meet the intent of this criterion. It is further emphasized that the subject property is in the core of the Transit District, immediately abutting the platform of a Metro Station. The parcel previously owned by WMATA exhibits severe constraints that directly impact the ability to satisfy the tree canopy requirement.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and

COMMENT: The applicant is not proving more parking than is required for the proposed development, and the parking which is provided is within a parking garage. The TDDP does not contain a minimum parking requirement, it contains a maximum parking requirement. The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces is proposed. Thus, the inability to provide additional tree canopy coverage does not relate to over-parking the proposed development.

(5) The waiver is the minimum necessary based on the criteria above.

COMMENT: The TDOZ encourages dense development in the core of the Transit District. It requires buildings constructed close to the street to encourage a more urban, pedestrian friendly streetscape and it encourages buildings to occupy as much of the street frontage as possible. The

provision of compensatory floodplain storage is required for any development of the property. For these reasons, and in consideration of the applicable criteria, the waiver is the minimum necessary.

CONCLUSION

Based upon the above, due to the unique circumstances of the site, a waiver of the tree canopy coverage requirements applicable to the proposed detailed site plan is justified and support for the waiver is requested.

Respectfully Submitted

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December 24, 2025

Memorandum

TO: Jill Kosack, Planner IV, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division SB for NAB

VIA: Sarah Benton, AICP, Supervisor, Long-Range Planning Section, Community Planning Division SB

FROM: John Parks, Planner II, Neighborhood Revitalization Section, Community Planning Division SB for JP

SUBJECT: ETOD DSP-25003-02 West Hyattsville Phase 2

FINDINGS

Community Planning Division staff find that, pursuant to Section 27-548.08(c)(2) Required Findings of the Prior Zoning Ordinance, this Detailed Site Plan application:

- is not in strict conformance with the mandatory requirements of the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP").
- is generally consistent with and reflects the guidelines and criteria for development contained in the TDDP, however, with several amendments and the few exceptions are explained and conditioned in detail below.
- Does not meet all the requirements of the West Hyattsville Transit District Overlay Zone (TDOZ"), but has requested amendments to those TDDP requirements that implement the TDOZ regulations to which it does not meet.
- Demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the TDOZ.
- Demonstrates that each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and
- Includes 23 requests for amendments to the mandatory requirements of the TDOZ; the majority benefit the proposed development and the Transit District and do not substantially impair the TDDP; the few exceptions are identified, discussed, and conditioned below.

Community Planning Division staff find that, pursuant to Section 27-548.08(c)(3) of the Prior Zoning Ordinance, this Detailed Site Plan application includes requests for 23 modifications to

the mandatory requirements in the TDDP. These mandatory requirements, as proposed to be amended, generally benefit the proposed development and the Transit District and will not substantially impair implementation of the TDDP, apart from three amendments (Amendments 1, 2, and 12 below) discussed in detail below; Amendment 17 below could be supported if revised. To proceed with the proposed use, the applicant is also required to obtain District Council approval of an amendment to the TDDP Preferred Land Use Plan and Permitted Uses Table to permit the proposed use on the subject property, per prior Zoning Ordinance Section 27-548.09.01(a)(1).

Community Planning Division staff finds that, pursuant to Section 27-290.01(b)(5) of the Prior Zoning Ordinance, this Detailed Site Plan application is generally compatible with site design practices or standards delineated in the TDDP/TDOZ, as proposed and proposed to be amended, with the few exceptions noted below.

The applicant is proposing to construct a multifamily residential building and an integrated parking garage on the Subject Property. As for all TDOZs, the TDDP includes a Detailed Use List which determines the uses permitted on each property in each Preferred Land Use category. Multifamily without ground floor retail is not a permitted use anywhere in the TDOZ. Multifamily dwellings with ground-floor retail uses are. The applicant cites PGCPB No. 2021-122, which found conformance for the "proposed development of multifamily with structured parking and ground floor retail" with the Preferred Land Use plan, but only for the adjacent parcel and not this subject property. This application does not propose that; it only proposes multifamily and structured parking. That resolution also stated that "the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP" (pp.9-10). The proposed use does not conform to the TDDP/TDOZ in that the proposed use is not permitted in any of the preferred land use categories.

In order to find conformance with the TDDP/TDOZ, the applicant is required to either (i) request an amendment to the preferred land use map to recommend the subject property as "Condominium 4-6 stories" as the preferred land use and revise their proposal to include ground floor retail, or (ii) request the District Council amend the list of permitted uses to allow "multifamily with ground floor retail uses" for this parcel only in the "Open Space" and "Townhouse: 2-4 Stories" Preferred Land Use Categories and revise the application to include ground floor retail. A summary of staff recommendations concludes this memo.

BACKGROUND

Application Type: Expedited TOD Detailed Site Plan in a Transit District Overlay Zone

Planning Area: 68

Community: Hyattsville-Riverdale-Mt. Rainier-Brentwood

Location: 5615 Little Branch Run, Hyattsville, Maryland 20782; Located approximately 0.2-mile from the intersection of Little Branch Run and Ager Road.

Size: 3.05 acres

Existing Use: Vacant (Undeveloped)

Future Land Use: Mixed-Use

Proposal: Construction of 342 multifamily dwelling units and amendments to West Hyattsville Transit District Development Plan Standards.

Zoning: LTO-C (Local Transit – Oriented – Core) Zone

Prior Zoning: M-X-T (Mixed-Use Transportation Oriented)/Transit District Overlay (T-D-O) Zone

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER/TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: Plan 2035 places this application in the West Hyattsville Local Transit Center Growth Policy Area. The vision for the Local Transit Center is, "Smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with established street grid and offer local-serving retail and limited office uses." Plan 2035 recommends new housing mixes which are "mid-rise and low-rise apartments and condos, and townhouses" along with transportation characteristics of, "Metrorail or light rail with potential for localized parking and local transit connections with all types of bus service." (Table 16. Plan 2035 Center Classification System, p. 108). The proposed multifamily with integrated parking aligns with the General Plan's vision for development in a Local Transit Center.

Master/Transit District Development Plan: The property is subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* ("TDDP"). The TDDP envisions creating "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," (p. 9). The TDDP recommends Preferred Land Uses of **Condominiums: 4-6 Stories, Structured Parking, Tower Residential: 10-12 stories, Townhouses: 2-4 stories, and Open Space** (Map 14[1], Preferred Land Use Plan, p. 36) on the subject property. "The TDDP controls the use and development of all land and structures within the TDOZ" (p.1). The uses permitted are determined by Table 2, Detailed Use Table (pp.42-47). "Multifamily dwellings with ground-floor retail uses" are a permitted use within the Multifamily (Tower and condo) and Structured Parking Preferred Land Use Plan Categories (Table 2, Uses Permitted, p. 46). "Multifamily

dwellings with ground-floor retail uses" are not permitted uses in the Open Space Preferred Land Use Category (Table 2, Uses Permitted, p. 46) and are not explicitly permitted in Townhouse: 2-4 Stories Preferred Land Use Category. The Detailed Use Table does not permit multifamily dwellings without ground-floor retail.

The TDDP identifies this property as belonging to the North Park neighborhood (p. 10). North Park will be "a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID [low-impact development] streets designed to contain and minimize 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" (pp. 9-10).

Aviation/MIOZ: This application is not located with 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 in the M-X-T (Mixed-Use Transportation Oriented) Zone and superimposed a Transit District Overlay (T-D-O) Zone. "The West Hyattsville TDOZ defines the area within which TOD is mandated" and is intended to "help create attractive, transit-oriented, and pedestrian-friendly neighborhoods in the area surrounding the West Hyattsville Metro Station" (TDDP, p. 2). The Mixed-Use Transportation Oriented (M-X-T) Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential and commercial development around transit stations or stops (TDDP, p. 50).

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA), which reclassified the subject property from the M-X-T/T-D-O Zone to the LTO-C (Local Transit-Oriented – Core) Zone, effective April 1, 2022.

On November 10, 2025, the District Council approved the 2025 *West Hyattsville-Queens Chapel Sector Plan* and Sectional Map Amendment, which retained the subject property in the LTO-C Zone.

TRANSIT DISTRICT MANDATORY STANDARDS

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the mix of uses, building envelope, streetscape, architecture, and parking. All new development must show compliance with the West Hyattsville TDDP standards in the site plan review process (p. 38). The applicant

must meet the design standards of the TDDP or seek amendments in accordance with 27-548.08(c)(3). The applicant is requesting 23 modifications to the TDDP standards. The subject DSP has been reviewed for conformance with the T-D-O Zone standards, pursuant to 27-548.08(c)(2)(A), and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments.

Community Planning Division staff find that, pursuant to Section 27-548.08(c)(3) this application is not in strict conformance with the mandatory requirements of the TDDP. This application includes requests for several amendments that do not conform to Transit District Standards; however, staff find that the requested amendments will not substantially impair implementation of the TDDP, with the exception of Amendments 1, 2, and 12 discussed below that are not supported by staff. Amendment 17 would be supported if the applicant revises their SOJ. See below for further details.

Amendment 1 (Modification 1(a) in the SOJ). Building Envelope and Block Standards, General Design Principles and Intent Standard 3, "Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and pedestrian public space" and **Standard 6** "Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life" (p. 67).

Analysis: The applicant has proposed no ground floor retail uses in this application. This is not consistent with Phase I which was approved in DSP-20053. Retail was approved in Phase I adjacent to the pedestrian promenade to focus on the area with the highest foot traffic and is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as wider community residents. The applicant states that due to the location of the proposed development any proposed retail uses will not be in a location where sufficient vehicular traffic will exist to support a substantial amount of retail use, despite the heavy amount of bicycle usage, pedestrian traffic.

To facilitate the mixed-use vision of the TDDP area, retail located in this application should mirror that approved in DSP-20053 and serve a small-scale retail presence to compliment the prior approval. This will activate the pedestrian corridor leading to the West Hyattsville Metrorail station and is consistent with the vision for the area as outlined in the General Plan and TDDP to host community-serving retail opportunities. Community-serving retail is specifically referenced in the TDDP as restaurants, coffee houses, bistros, cafes, and other specialty retail establishments. Additional retail opportunities to facilitate the pedestrian and transit-oriented vision of the TDDP area could be a carry-out grocery or market for limited food and beverage items for sale. This amendment will not benefit the proposed development and the transit district and is not in conformance with the TDDP. Staff do not support this amendment request and recommend a condition of approval to include ground-floor retail consistent with the vision of the TDDP and uses permitted in the TDOZ.

Amendment 2 (Modification 1(a) in SOJ). Building Envelope and Block Standards, General Design Principles and Intent Standard 9 (p. 68) "Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor." (p. 68)

Analysis: The TDDP locates the subject property in a block which is recommended for Condominiums 4-6 stories and Structured Parking (Map 14. Preferred Land Use Plan, p.36). Even though the subject property is not located in a mixed-use or commercial block, the applicant has requested this amendment because the applicant is proposing to remove ground floor retail uses from this application and is not consistent with the mixed-use vision for the TDDP area. To facilitate this vision for the TDDP area, retail located in this application should mirror that approved in DSP-20053 and also serve a small-scale retail presence to compliment the prior approval. This amendment will not benefit the proposed development and the transit district and is not consistent with the TDDP. Staff does not support this amendment request and recommends a condition of approval related to provision of ground-floor retail. However, staff would be amenable to a reduction in the percentage of commercial use on the ground floor.

Amendment 3 (Modification 1(b) in SOJ). Building Envelope and Block Standards, General Design Principles and Intent Standard 8. "Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses." (p. 68).

Analysis: The proposed garage is not a parking area, and the standard is not applicable. Community Planning supports this request to amend the TDDP Guidelines.

Amendment 4 (Modification 2(a) in SOJ). Building Envelope and Block Standards, Residential Street Siting Specifications Standard 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." (p.75)

Analysis: The façade of the building will be constructed at the build-to line for more than 75% of the street frontage. The applicant is proposing building jogs which are greater than 24 inches to break up the overall massing and provide architectural variety. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 5 (Modification 3(a) in SOJ). Streetscape Standards, General Design Principles Standard 7, "Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face." (p. 82)

Analysis: The applicant has provided additional justification for the requested amendment. In lieu of the required planter boxes, the applicant intends to provide landscaping utilizing flowering shrubs and perennials. The landscape design will provide seasonal variety and maintain a consistent ground plane experience along Little Branch Run. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 6 (Modification 3(b) in SOJ). Streetscape Standards, General Design Principles Standard 9, "Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street, and shall be screened from view of the 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" (p. 82)

Analysis: The applicant has proposed that PEPCO Transformers will be located within 25 feet of the build-to line. The applicant has provided additional justification for this requested amendment that a fire-rated wall is provided at the required separation distance to ensure proper screening, protection, and compliance with life-safety requirements, and PEPCO standards. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 7 (Modification 4 in SOJ). General Streetscape Standards, Streetscape Standard 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. 83)

Analysis: The applicant is requesting this amendment to utilize stamped concrete along pedestrian pathways in-lieu of the required materials outlined in the TDDP standards. The applicant is encouraged to utilize designs and materials similar to adjacent properties to ensure a contiguous, and visually appealing pedestrian experience. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 8 (Modification 5(a) in SOJ). General Streetscape Standards, Public Street Lighting Standard 6, "Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings." (p. 90)

Analysis: The applicant is requesting this amendment to provide higher-efficiency LED lighting in-lieu of the required lighting fixture types. The applicant has specified that the proposed LED lighting will exceed a lighting temperature of 2700K, which approximates incandescent lighting. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 9 (Modification 6(a) in SOJ). General Streetscape Standards, Blocks and Alley Standard 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" (p. 91) and **Standard 5**, "Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear setback to the county" (p.91).

Analysis: No alley is proposed to be constructed or dedicated. The applicant has provided justification that the site is constrained by the location of the Metrorail Green Line tracks and the WSSC easement; there is not a feasible strategy for the construction or dedication of an alley. Community Planning supports this request to amend the TDDP Guidelines. The amendments will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 10 (Modification 7 in SOJ). General Streetscape Standards, Sod, Groundcover and Mulch Standard 4, "Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover." (p. 93)

Analysis: The applicant is not proposing the installation of an automatic irrigation system. The applicant has provided justification that any plantings or landscaping will utilize drought tolerant species which require less water. The applicant is encouraged to develop strategies to ensure the continued maintenance or upkeep of landscaping and groundcover. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 11 (Modification 8(a) in SOJ). Architecture Standards, General Design Principles and Intent, Windows and Doors/Entrances, Standard 1, "All Windows: Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner)." (p. 106)

Analysis: The applicant has proposed windows that are located less than 30 inches from the exterior building corners depicted on architectural plans in order to maximize daylight for the residential units. Staff recommend that the applicant identify which windows will be closer than 30 inches to the exterior building corners on architectural plans. Community Planning supports

this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 12 (Modification 8(b) in SOJ). Architecture Standards, General Design Principles and Intent, Windows and Doors/Entrances Standard 2, "Ground-Floor Windows: Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet." (p. 106)

Analysis: The applicant has proposed that as the majority of the first floor of the building will be occupied by residential dwelling units, 60 percent surface view and 20 feet of visibility depth is not appropriate due to the need for privacy of the residential tenants. Community Planning supports this request to amend the TDDP Guidelines for ground-floor residential units only. The applicant should site retail and any common areas, gyms, or multi-use resident spaces along the ground floor and be visible from the public realm in order to implement this standard. This may contribute to the appearance of an active corridor and achieve greater conformance to the TDDP standards where these spaces can have a 60 percent surface view and depth of 20 feet without a potential loss of any residential units. Community Planning does not support the elimination of all ground-floor retail. For any ground-floor retail opportunities, this TDDP standard is applicable.

Amendment 13 (Modification 9 in SOJ). Architecture Standards, General Design Principles and Intent, Signage, Configurations and Techniques Standard 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. 108)

Analysis: The applicant has provided sign specifications and additional justification for this amendment. The additional information is sufficient, and staff support this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 14 (Modification 10 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking Materials, "The following is a list of permitted and prohibited materials...Prohibited: Stucco/EIFS (cementitious finish), Split-faced block, Concrete (except for parking deck surface), Concrete Masonry Units, Faux wood grain." (p. 112)

Analysis: The applicant has proposed a parking garage to be constructed of precast concrete with a foundation of gray masonry block. As the parking garage will be internal to the residential structure and not visible from the street, the portions of the parking garage that will be visible will only be seen from the West Hyattsville Metro tracks and station. The applicant has proposed a public art activation of the parking facade and has provided an illustrative example for the proposed mural. Community Planning supports this request to amend the TDDP Guidelines. The

amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 15 (Modification 10 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 3 Façade Treatments for Parking Structures, "Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street frontage quality architectural façades along both the front and side streets." (p. 113)

Analysis: The proposed parking garage will be internal to the residential structure, will not have any immediate street frontage, or be visible from the streetscape. It will be visible from the metro station and tracks and will be treated with public art/mural to create visual interest and integrate and be compatible with the adjacent multifamily structure with similar treatment. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 16 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 4, "Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site Plan." (p. 113)

Analysis: The applicant has proposed a parking garage fully screened from the street except for entry doors set back from the street, and no glass facade is provided. This amendment will not substantially impair implementation of the TDDP.

Amendment 17 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 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." (p. 114)

Analysis: The applicant proposes a secure parking structure that will not be visible from the street with a single point of entry. Vehicle access from the street frontage is required due to site constraints, however, this standard is not addressed in the applicant's SOJ. The application proposes a roll up door with no transparency with the garage door being set back 82 feet from the surrounding facade. The applicant is encouraged to make additional pedestrian safety improvements at the garage portal. This application is proposing no glass facade. Community Planning would support this request to amend the TDDP Guidelines if revised to address all applicable standards. The amendment would benefit the proposed development and the transit district and would not substantially impair implementation of the TDDP. The applicant must revise the SOJ to address this request for an amendment to this standard in full.

Amendment 18 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 9, "Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security." (p. 114)

Analysis: The applicant is not proposing glass facades as a component of the private parking structure. This standard was intended for parking structures that face the street or public realm to enhance safety and design; the proposed parking structure is internal to the building and therefore these standards may not apply. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 19 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 10, "Parking Structure Elevators: Parking structure elevators shall be lighted to a minimum of five footcandles 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." (p. 114)

Analysis: The applicant is proposing elevators without glass walls as the elevators will be internal to the proposed parking garage and residential structure. The elevators will not be visible from the public realm. The applicant must comply with all applicable ADA requirements for elevators, lighting, and other design guidelines. Community Planning supports this request to amend the TDDP Guidelines for glass wall elevators. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 20 (Modification 11 in SOJ). General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 11(d.), "Parking Structure Lighting:

Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet footcandle requirements as specified below:

... d. 250W metal halide" (p. 115)

Analysis: The applicant is requesting this amendment in order to install LED lighting within the proposed internal parking garage. This installation will provide a more energy efficient alternative to the types required by the TDDP Standards. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

Amendment 21 (Modification 11 in SOJ). Parking Standards, General Design Principles and Intent, Off-Street Parking, Configurations and Techniques Standard 11(e.), "Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet footcandle requirements as specified below:

... e. 10-foot 6-inch parking structure ceiling" (p. 115)

Analysis: The applicant has proposed a first-level parking structure ceiling height of 9-feet and ceiling heights of subsequent parking structure floors of 8-feet due to the structural requirements. The requested amendment is necessary to maintain the parking garage height, at the height of the floors of the residential building, for ease of access. The applicant is encouraged to provide ample signage indicating the height of the parking garage for drivers accessing the parking garage. Community Planning supports this request to amend the TDDP Guidelines. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP.

OTHER TRANSIT DISTRICT OVERLAY ZONE CONFORMANCE ISSUES:

Amendment to the Preferred Land Use Category and Table of Uses
Section 27-548.09.01 of the prior Zoning Ordinance provides that a property owner may ask the District Council to change the list of allowed uses in the TDDP. The Applicant has requested a modification of the Preferred Land Use Plan to clearly depict the subject property as being designated as "Condominium: 4-6 Stories." They have also requested an amendment to the list of permitted uses in the Multifamily (Tower and condo) preferred land use designation for the subject property to introduce and permit a new use category in the TDOZ called "Multifamily dwellings," *without* ground floor retail.

Community Planning supports the request for the amendment to the Preferred Land Use Plan to depict the subject property in its entirety within one preferred land use category, "Condominium: 4-6 Stories," consistent with the adjacent property (Parcel 1) and as was done

with DSP-16029. This amendment will benefit the proposed development, is consistent with the vision of the TDDP, and will not substantially impair implementation of the TDDP.

Community Planning does not support the request to amend the list of permitted uses to allow multifamily without retail. The TDDP intentionally excludes multifamily buildings without ground floor retail from its list of permitted uses. For the North Park neighborhood—where the property in question is located—the plan clearly aims for a transit-oriented, compact, walkable, mixed-use environment, featuring small retail spaces that serve local residents, all within a short distance from the metro station. Although the area is intended to be mostly residential, this would still be true even if every 4-6 story multifamily building included retail on the ground floor. Therefore, the applicant's claim about residential dominance is mistaken because having both residential and retail uses together does not create a conflict. Additionally, the applicant's reasoning for amending the permitted uses is incorrect; they rely on findings from a staff report for Preliminary Plan of Subdivision 4-20040, which involved ground floor retail in a nearby multifamily development—not on the current parcel. This application does not propose any retail space. Therefore, this proposed development does not conform with the purposes and recommendations of the TDDP.

The applicant references the 2025 sector plan data in its SOJ without recognizing its nuance. The study used historic, business-as-usual growth projections, for example, estimating just 1,000 new residents (412 households) in the area from 2021 to 2045. However, both The Sovren and this project alone add 635 new dwelling units in just one block, surpassing those estimates. While the applicant claims the 2025 plan says the area is over-retailed, the reality is more complex: there is no Class A retail, and there is a significant retail and food service gap with $18 million in spending leaving the area. Additional retail development could capture more local spending, especially as residential or office growth accelerates. Currently, 40% of retail inventory is Grade "C" and does not meet modern standards, underscoring the need for upgrades. Actual demand for retail space depends on future residential/office expansion and local investment.

The applicant also states in the SOJ that attracting retail tenants is currently challenging due to limited residential support and market risks. However, development decisions should align with long-term goals. Ground-floor retail distinguishes urban centers, increases foot traffic, boosts property value, and encourages complementary uses. Without it, the area could become a single-use space, undermining the TOD (Transit-Oriented Development) strategy. Success relies on early participation from all developers. Allowing opt-outs for retail use would result in no retail at this transit center, preventing plan vision and goals from being realized. Therefore, staff do not support the proposed amendment to the table of permitted uses, as it would hinder TDDP implementation.

ADDITIONAL INFORMATION: USE OF THE PRIOR ZONING ORDINANCE AND TDDP

On November 10, 2025, the County Council, sitting as the District Council, approved a new sector plan and sectional map amendment for the West Hyattsville-Queens Chapel sector where the subject property is located. In general, the 2025 *West Hyattsville-Queens Chapel Sector Plan* replaces the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* per the language in the District Council's resolution (CR-137-2025). However, per 27-548.02 of the prior Zoning Ordinance, in each T-D-O, a "Transit District Development Plan must be approved by the District Council." The TDDP must contain: "Transit District Standards intended to implement the goals of the TDDP and the T-D-O Zone for physical development within the Transit District." Prior Zoning Ordinance § 27-548.07(c). These development standards can supersede the underlying zone standards, as well as the landscape manual and parking and loading standards. Prior Zoning Ordinance § 27-548.06. The TDDP can also alter the uses allowed in underlying zones. Prior Zoning Ordinance § 27-548.05(a). Therefore, the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* is zoning, at least, in that it provides the development standards and permitted uses for the T-D-O zone. As a planning document, the 2025 *West Hyattsville-Queens Chapel Sector Plan* cannot amend zoning, and therefore, the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* still applies.

Although the 2025 *West Hyattsville-Queens Chapel Sector Plan* is not applicable for this application, it is worth noting that the proposed development, paired with staff's recommendations in this memo, is generally consistent with the vision and recommendations in the new sector plan. The 2025 plan envisions vibrant, mixed-use development with a focus on sustainability and community-serving amenities concentrated within walking distance of Metrorail. The 2025 sector plan specifically recommends mixed use land use on the subject property.

The property is also subject to DSP-20053, which was a DSP for infrastructure with respect to the subject property and approved vertical development on the parcel to its north. The vertical development on the parcel to the north has been constructed. The applicant is now amending DSP-20053 to propose vertical development of the subject property. DSP-20053 was approved under the Zoning Ordinance prior to April 1, 2022, and remains valid. Pursuant to Section 27-1704(b) of the Zoning Ordinance, the applicant may proceed to the next steps in the approval process under the provisions of the prior Zoning Ordinance for the vertical development of the subject property including a request to (i) amend the table of uses in the applicable TDDP, and/or (ii) revise or amend DSP-25003 pursuant to Section 27-1704(e) as necessary to complete the project.

COMMUNITY PLANNING DIVISION RECOMMENDATION
In accordance with the analysis provided, the Community Planning Division supports the approval of ETOD Detailed Site Plan DSP-25003-02 West Hyattsville Phase 2, subject to the following conditions:

1. Prior to certificate of approval of DSP-25003-02, the applicant shall revise the detailed site plan to incorporate the following revisions:

a. Provide ground-floor retail within the proposed multifamily development that responds to the mixed-use vision consistent with the General Plan and TDDP and consistent with the permitted uses in the TDDP. The ground floor retail must meet the TDDP standards and will need to be reviewed for conformance. This includes meeting **Architecture Standards, General Design Principles and Intent, Windows and Doors/Entrances, Standard 2** of the TDDP (p.106).

2. Achieve District Council approval of either: (i) an amendment to the preferred land use map to recommend the subject property as "Condominium 4-6 stories" as the preferred land use, or (ii) an amendment to the list of permitted uses to allow "multifamily with ground floor retail uses" for this parcel only in the "Open Space" and "Townhouse: 2-4 Stories" Preferred Land Use Categories.

Cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section
301-952-3680

December 8, 2025

MEMORANDUM

TO: David Myerholtz, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division ***TWG***

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division ***JAS***
Tyler Smith, Historic Preservation Section, Countywide Planning Division ***TAS***
Amelia Chisholm, Historic Preservation Section, Countywide Planning Division ***AGC***

SUBJECT: **DSP-20053-02 West Hyattsville Phase 2**

The subject property comprises 4.984 acres and is located on the east side of Little Branch Run, approximately 245 feet west of its intersection with Ager Road, in Hyattsville. The subject property was zoned Mixed Use – Transportation Oriented (M-X-T), per the prior Zoning Ordinance, and is located within the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*. The subject application proposes the development of one multifamily building on Outparcel 1, consisting of 342 multifamily dwelling units.

The 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* contains minimal goals and policies related to historic preservation, and these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

Historic Preservation Section staff recommend approval of DSP-20053-02, West Hyattsville Phase 2, without conditions.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 18, 2025

MEMORANDUM

TO: Jill Kosack Huang, Urban Design Section, Development Review Division

FROM: Jon Wilson Jon Wilson, Transportation Planning Section, Countywide Planning Division

VIA: NS Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: West Hyattsville Phase II, DSP-20053-02

Prior Conditions of Approval

The subject application is governed by Preliminary Plan of Subdivision (PPS) 4-20040 and Detailed Site Plan (DSP)-20053 and DSP-20053-01. The following conditions are applicable to this application:

4-20040

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of adequacy of transportation facilities.

Comment: The PPS was evaluated for the development of up to 750 multifamily dwelling units and 15,000 square feet of retail commercial space. The prior DSP approved 293 multifamily dwelling units and 3,213 square feet of retail commercial space, while the current application proposes 342 multifamily dwelling units, totaling 635 multifamily units. No commercial space is proposed with this development plan. The proposed development is within the established trip cap.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

Comment: The West Hyattsville Metro Connector trail between Ager Road and the West Hyattsville Metro Station was widened and improved with lighting along the 650 linear-foot portion with the construction of the first approved building within DSP-20053, and satisfied conditions 4a and 4b.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

Comment: An exhibit was provided demonstrating the trail widening and the lighting fixtures approved with the PPS.

6. Prior to acceptance of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:
    a. The extension of a 5-foot-wide sidewalk along the subject property's frontage of

Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.
c. Bicycle fix-it station at each garage bicycle parking area.
d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.
e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel tor the West Hyattsville Metro Station.

Comment: The extension of the 5-foot-wide sidewalks along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail is identified on sheets 3 and 4. The bicycle parking in the parking garage for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zone* standards and bicycle fix-it station proposed within the garage is identified on sheet 4. Continental style crosswalks crossing the garage and loading zone access points are identified on sheet 4. The pedestrian and bicycle shared-use path through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel to the West Hyattsville Metro Station is identified on sheets 3 and 4. This condition has been met.

Master Plan Compliance

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone.*

Right of Way (ROW)

The property fronts Little Branch Run, which is not a master planned roadway. The plan sheets identify the road as a variable ROW, with street parking and sidewalk facilities.

Pedestrian and Bicycle Facilities

There are no master planned pedestrian and bicycle facilities that impact the subject site. However, the plan sheets identify the following:

West Hyattsville Metro Connector: Hard Surface Trail

Comment: While the West Hyattsville Metro Connector Trail is not a master planned facility, the site plan identifies the existing eight-foot-wide shared use path along eastern side of subject property, on sheet 3. The shared use path will provide connections from West Hyattsville Metro to the subject property.

Northwest Branch Trail: Hard Surface Trail

Comment: While the Northwest Branch Trail is not a master planned facility, the site plan identifies the existing five-foot-wide sidewalk that connects with the Northwest Branch Trail along southern

side of subject property on sheet 4. The sidewalk provides connections from Northwest Branch Trail to the subject property.

Riverfront Connector: Hard Surface Trail

Comment: While the Riverfront Connector is not a master planned facility, the site plan identifies this as a five-foot-wide sidewalk that connects with the Northwest Branch Trail along the southern portion of the subject property, shown on sheet 4.

Recommendations, Policies, and Goals
MPOT Complete Streets Policies:

> **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 site plan includes a five-foot-wide sidewalk along the frontage of Little Branch Run and an eight-foot-wide sidewalk along the eastern side of subject property on sheets 3 and 4. A shared-use path is also provided through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station, shown on sheets 3 and 4. Staff recommend ADA curb ramps at vehicular crossings. These facilities meet the intent of the policy.

> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.**

Comment: The site plan includes a shared-use path through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel to the West Hyattsville Metro Station, shown on sheets 3 and 4. These facilities meet the intent of the policy.

Zoning Ordinance Compliance
The property is located within the Approved Transit District Development Plan (TDDP) and Transit District Overlay Zone (TDOZ) and is subject to the District Development Standards per the area sector plan and Section 27-548.06 beginning on page 67 of the sector plan. According to Section 27-548.08 of the prior code, modifications to the standards are permitted. The applicant has submitted a detailed matrix of the standards that have been met, modified, or are not applicable

The TDDP includes general streetscape standards, of which the development was evaluated. No new streets are being proposed with this application, as the property fronts and has access to the multifamily buildings along Little Branch Run, with an approved streetscape per DSP-16029. Frontage improvements include standard sidewalk and shared use paths, curb extensions, street parking, street trees, streetlights, marked crosswalks, and ADA curb ramps. All existing and proposed pedestrian facilities on-site are consistent with prior approvals and convenient throughout the site with connections to the West Hyattsville Metro Station. However, staff recommend a continental-style crosswalk and ADA curb ramps be provided crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails. The proposed and recommended designs are consistent with the transit district's goals of providing marked and attractive pathways for pedestrians.

Standards for vehicle and bicycle parking are also described in the TDDP and were evaluated. Access to the parking structure is provided via a two-way driveway along Little Branch Run and includes 379 parking spaces, which is below the zoning maximum of 513 spaces. Two loading spaces are required and provided with separate access and signage along Little Branch Run. Additionally, 20 bicycle parking spaces and a bicycle repair station are proposed in a secure storage room on the first level of the garage, and meet the minimum requirements.

Given the analysis of the Transit District Development Standards provided above, staff find that the submitted site plan is acceptable and meets the requirements and standards per Section 27-548.06 if the conditions listed above are met.

Conclusion

Based on the findings presented above, staff does not object to the proposed transportation-related modifications to the District Development Standards and concludes that the site access and circulation of the subject DSP are acceptable. Furthermore, staff finds that the application meets the findings required by Subtitle 27 for a site plan for transportation purposes and conforms to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* if the following conditions are met:

1. Prior to the certification of the Detailed Site Plan, the applicant and the applicant's heirs, successors, and/or assigns shall show these facilities as part of the site plan:
    a. A continental-style crosswalk and ADA curb ramps crossing Little Branch Run at the fire lane access point, to accommodate pedestrians accessing the connector trails.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

December 5, 2025

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section

VIA: Mridula Gupta, Planning Supervisor, Subdivision Section MG

FROM: Salmin Monoar, Planner III, Subdivision Section SM

SUBJECT: DSP-20053-02; West Hyattsville Phase 2

The property subject to this detailed site plan (DSP) amendment consists of 8.04 acres of land known as Parcel 1 and Outparcel 1, shown on a plat for West Hyattsville, recorded in Prince George's County Land Records in Plat Book ME 262, page 21, and approved on October 13, 2022. The property is located within the Local Transit-Oriented-Core (LTO-C) Zone. This application has been submitted for review in accordance with the prior Prince George's County Zoning Ordinance and prior Subdivision Regulations, and is therefore being reviewed under the prior Mixed Use Transportation–Oriented (M-X-T) Zone and Transit District Overlay (T-D-O) Zone. DSP-20053-02 was accepted for review on November 3, 2025, and comments were provided to the applicant during the SDRC meeting on November 21, 2025. This referral memorandum is based upon the plans submitted for review on November 26, 2025.

This DSP proposes the development of 342 multifamily residential dwelling units on Outparcel 1, a 4.98-acre vacant parcel.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-20040, which was approved by the Prince George's County Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122). The PPS approved two parcels for the development of 750 multifamily dwelling units and 15,000 square feet of commercial use. DSP-20053 was approved in 2021 by the Planning Board for one parcel and one outparcel for 293 multifamily dwelling units and 3,213 square feet of retail space. Infrastructure improvements are approved on both parcels, while architecture was only approved on Parcel 1. Parcel 1 and Outparcel 1 was platted subsequent to this DSP approval. DSP-20053-01 was approved by the Planning Director in 2024 for revisions to architecture and signage. The subject DSP amendment proposal, for 342 dwelling units, is consistent with the development evaluated with the approved PPS. Therefore, a new PPS is not required at this time.

Preliminary Plan of Subdivision 4-20040 was approved subject to 23 conditions, of which the conditions relevant to the review of this proposed DSP are listed below in bold text. Staff analysis of the project's conformance to the conditions follows each one in plain text:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above

shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The development shown with the DSP amendment, in addition to the development approved under DSP-20053, is consistent with the approved PPS. The proposed development should be further reviewed by the Transportation Planning Section for conformance to Condition 2.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive,

the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

This condition is applicable at the time of the first building permit, which would be for the building on Parcel 1. However, Transportation Planning Section should confirm.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

This condition would have been satisfied with the first DSP-20053 for the subject property. However, Transportation Planning Section should confirm.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

The required 5-foot-wide sidewalk along the frontage of Little Branch Run is shown until the point of vehicle entry for Parcel 2. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

Storage for 20 bicycles is provided within the parking garage per the architectural plans. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

c. Bicycle fix-it station at each garage bicycle parking area.

Bicycle repair area is shown within the bicycle storage parking area. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

Applicant indicates in their statement of justification that crosswalks are provided, however, the crosswalks are not shown on plans. The Transportation Planning Section should evaluate the detailed site plan for conformance with the condition.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

This requirement was met during the first detailed site plan. However, the Transportation Planning Section should evaluate the detailed site plan for conformance with the condition..

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

The DSP is in general conformance with TCP1-012-2016-01. Conformance with this condition should be further reviewed by the Environmental Planning Section.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

A copy of the approved Stormwater Management (SWM) Concept Plan 3816-2021-00 and approval letter were submitted with this DSP application. The proposed development and the SWM concept plan should be reviewed by the Environmental Planning Section for conformance to this condition.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

Noise analysis, dated July 18, 2025, was provided with detailed site plan submittal. Per the

study, outdoor noise levels in all outdoor activity areas, which consists of courtyards internal to the building, are maintained between 54.8 to 57.9 day-night average decibels (dBA Ldn). Additionally, the study indicates that the interior of all buildings will not exceed 43 dBA Ldn, if upgraded balcony doors and windows are used. The building elevations reflect the facades where doors and windows of higher STC rating are required for noise mitigation. Therefore, this condition is met.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> **"This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."**

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure

A new final plat of subdivision is required to be approved and recorded for Outparcel 1, before any building permits may be approved for the proposed development. The applicant shall show conformance to this condition at the time of final plat.

20. Prior to approval of a final plat:

a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

General Note 17 states that a variation was requested during PPS. The note should be revised to state that the variation from Section 24-122(a) of the prior Subdivision Regulations was approved by 4-20040.

b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

This condition shall be further evaluated at the time of final plat.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private

recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

Recreational facility breakdown has been provided on the cover sheet submitted detailed site plan. Triggers for construction of the private on-site recreational facilities which need to be established with the DSP pursuant to this condition, have not been provided. The proposed private on-site recreational facilities should be reviewed by the Urban Design Section for conformance with the condition. A trigger for construction of the recreational facilities should also be established.

22. **The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.**

23. **The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.**

Conditions 22 and 23 shall be further evaluated at the time of final plat.

Additional Comments:

1. None.

Recommended Conditions:

1. Prior to certification, revise the detailed site plan as follows:

    a. In accordance with Condition 21 of PGCPB Resolution No. 2021-122, provide the triggers for construction of the private recreational facilities.

    b. Revise General Note 17 to state that the variation from Section 24-122(a) of the prior Subdivision Regulations was approved by Preliminary Plan of Subdivision 4-20040.

This referral is provided for the purpose of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the site plan and must be consistent with the record plat or

permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Countywide Planning Division
Prince George's County Planning Department 301-952-3650

December 19, 2025

MEMORANDUM

TO: Jill Kosack, Planner IV, Urban Design Section, DRD

VIA: Tom Burke, Supervisor, Environmental Planning Section, CWPD *TB*

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: **West Hyattsville – Phase 2: DSP-20053-02 and TCP2-2025-0074**

The Environmental Planning Section (EPS) has reviewed the above referenced detailed site plan (DSP) application accepted on November 3, 2025. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on November 21, 2025. Revised plans were received on December 12, 2025. EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9),27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-20053-02 and TCP2-2025-0074, subject to the findings and conditions at the end of this memorandum.

BACKGROUND
EPS has reviewed this site previously with the review of the following applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
NRI-108-05	N/A	Staff	Approved	12/15/2005	N/A
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NRI-108-05-01	N/A	Staff	Approved	7/5/2006	N/A
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NRI-002-2016	N/A	Staff	Approved	3/31/2016	N/A
NRI-002-2016-01	N/A	Staff	Approved	6/19/2017	N/A
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
MR-1700F	N/A	Planning Board	Transmitted	3/27/2017	N/A
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	N/A
NRI-090-2020	N/A	Staff	Approved	9/8/2020	N/A
NRI-090-2020-01	N/A	Staff	Approved	8/12/2021	N/A

DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122
DSP-20053	TCP2-001-2017-02	Planning Board	Approved	12/16/2021	No. 2021-144
DSP-20053-01	N/A	Planning Director	Approved	10/17/2024	N/A
DSP-20053-02	TCP-2025-0074	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a revision to DSP-20053 for the development of 342 multifamily dwelling units on proposed Parcel 2 (currently Outparcel 1).

APPLICABLE ENVIRONMENTAL REGULATIONS
This property is subject to the grandfathering provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance (2010 WCO) because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024. The property must conform to the environmental regulations of the 2010 WCO and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved preliminary plan of subdivision and detailed site plan.

SITE DESCRIPTION
This 8.10-acre property includes proposed Parcel 1 and Parcel 2, which are located east of Little Branch Run and west of the West Hyattsville Metro station. Proposed Parcel 1 is developed with a multifamily building. Proposed Parcel 2 has been graded and developed with a stormwater management facility. The current zoning for the site is Local Transit – Oriented – Core (LTO-C); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transportation Oriented (M-X-T) Zone.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS
There are no conditions of approval that are environmental in nature and relevant to the proposed DSP revision to update Proposed Parcel 2 with a multifamily building.

ENVIRONMENTAL REVIEW

Natural Resources Inventory
Section 27-282(e)(5) of County Code requires an approved natural resource inventory (NRI) plan with DSP applications. The site has an approved NRI (NRI-090-2020-01) which covers both proposed Parcel 1 and Parcel 2. No specimen trees are located on-site. The site is not associated with any regulated environmental features (REF), but the majority of proposed Parcel 2 is located within the floodplain (4.73 acres).

Woodland Conservation
The site is subject to the 2010 WCO because the property has previously approved TCPs and meets the grandfathering criteria of Section 25-119(g) of the WCO. The previously approved DSP-20053 and TCP2-001-2017-02 developed a phased plan for the West Hyattsville development. TCP2-2025-0074 is companion to the subject application and updates the phased TCP with the layout for the proposed multifamily development. Development of Parcel 2 is identified as Phase 3 within the woodland conservation worksheet. The woodland conservation threshold is 15 percent, and the three phases have a total woodland conservation requirement of 1.41 acres which are proposed to be met with 1.41 acres of off-site woodland conservation credits. TCP2-2025-0074 requires technical corrections which are identified in the recommended conditions at the end of this memorandum.

Specimen Trees
Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual." This site does not contain specimen trees.

Regulated Environmental Features (REF)
Section 27-285(b)(5) of the Zoning Ordinance states that 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 Section 24-130(b)(5) of the Subdivision Regulations. The site does not contain REF as defined in the prior Zoning Ordinance but does contain 100-year floodplain. At the time of review of preliminary plan 4-20040 and TCP1-012-2016-01, the Planning Board previously reviewed and approved impacts to the entire primary management area (PMA) on-site, which covers 4.73 acres.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires a stormwater management (SWM) concept approval prior to acceptance of a DSP. An approved SWM Concept Plan (3816-2021) was submitted with the application, showing the use of one submerged gravel wetland. This SWM plan was initially approved October 13, 2021, but was extended on October 13, 2024, and is valid until October 13, 2027. The site was previously issued a floodplain waiver (Case No. 1762-2020) dated November 20, 2020; however, the Department of Permitting, Inspections and Enforcement (DPIE) requires an updated waiver to be approved for the proposed development, which now includes a retaining wall within the floodplain. The development is required to obtain an updated floodplain wavier for proposed development and retaining wall within the floodplain, which is pending. Prior to the certification of the DSP, the approved updated floodplain waiver shall be provided.

Conformance with the provisions of the County Code and state regulations with regards to SWM will be reviewed by DPIE. The project will be subject to further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

Soils
In accordance with Section 24-131 of the prior Subdivision Regulations, this application was reviewed for unsafe land restrictions. The predominant soils found to occur, according to the U.S. Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

A retaining wall with approximately 12 feet in maximum height is proposed to support the planned fire lane and the building structure in southern portion of the proposed building. A letter for the wall stability analysis, titled MSE [mechanically stabilized earth] Wall Feasibility Analysis, prepared by ECS Mid-Atlantic, LLC and dated September 29, 2025, was submitted. An MSE wall reinforced with geo-grid has been analyzed for the global stability. The factor of safety of the global stability analysis has met the minimum required value (1.5) per Techno-Gram 002-2021. The final wall design package including plans, drawings, calculations, and geotechnical report will be reviewed and approved by DPIE prior to the issuance of building and grading permits.

Erosion and Sediment Control
Section 27-252 of the prior Zoning Ordinance requires an approved Grading, Erosion, and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of County Code. The County requires the approval of an Erosion and Sediment Control Plan at the time of permit. The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of DSP-20053-02 and TCP2-2025-0074, and recommends approval, subject to the following findings and conditions:

Recommended Findings

1. The site does not contain specimen trees.

2. The site does not contain regulated environmental features (REF). No additional primary management (PMA) impacts are proposed.

Recommended Conditions:

1. Prior to the certification of the detailed site plan, the Type 2 tree conservation plan (TCP2) shall be revised as follows:

    a. Remove the last line entry of the TCP2 Approval History Table (tree conservation plan associated with this DSP-20053-02 application).

b. Correct Line 6 (TCP Number) of the Woodland Conservation Worksheet to "TCP2-2025-0074."

b. Update Line 20 (TCP Number for this Phase or Section) of the Woodland Conservation Worksheet to identify the companion TCP for each of the plan phases.

2. Prior to the certification of the detailed site plan provide the updated approved floodplain waiver from the Prince George's County Department of Permitting, Inspections and Enforcement.

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

December 14, 2025

Jill Kosack, Planner IV
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Ms. Kosack:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DSP-20053-02 – West Hyattsville – Phase 2. We have the following comments. These are our first comments:

1) Please provide location of any proposed fire department connections (FDC's). Any FDC must be within 200' of a fire hydrant measured as hose is laid by the fire department in accordance with Subtitle 4-167.

2) Please provide the location of any proposed fire hydrants. The most remote portion of the proposed building must be within 500' of a proposed or existing fire hydrant.

Sincerely,

James V. Reilly
Project Coordinator III

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH DEPARTMENT

Date: November 20, 2025

To: David Myerholtz, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-20053-02 & ACL-2025-0008 - WEST HYATTSVILLE - PHASE 2

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the West Hyattsville Phase 2 located at 5615 Little Branch Run in Hyattsville and has the following comments / recommendations:

1. ***Health Department permit records indicate there are 8 existing carry-out/convenience store food facilities and three markets/grocery stores within a ½ mile radius of this location.*** Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

2. The widening and illumination of the WMATA walkway should promote safe bike and pedestrian access, connection to neighboring communities and public transportation.

3. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

4. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.

Angela Alsobrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, *Fax* 301-883-7266, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

Robert S. Croslin
Mayor

Tracey E. Douglas
City Administrator

December 30th, 2025

Honorable Darryl Barnes
Chairman
Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

RE: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02)

Dear Chairman Barnes:

On Monday, December 15th, 2025, the Hyattsville City Council reviewed the application for: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02). The City Council voted in **support** of the applicant's proposed Detailed Site Plan (DSP-20053-02) application subject to conditions that we believe will provide long-term benefits to the property and its users:

The City opposes the applicant's request for the following modifications:

1. The City opposes a modification from the Building Envelope and Block standard delineating the requirement of buildings having retail on all ground floor elevations. The City recommends adherence to the permitted residential use of "multifamily dwellings with ground-floor retail uses" listed under the Preferred Land Use Plan Categories in the Table of Uses. The addition of retail on the north-west side of the building abutting the promenade along the WSSC easement would promote prosperity and economic vitality near the West Hyattsville Metro Station.
2. The City opposes a modification to the Landscaping of Building Fronts standard and recommends the installation of planters to the northwest of the building to create a cohesive and visually appealing promenade for residents, visitors, and retail customers, as is required.

The City supports the applicant's request for the following modifications:

1. The City supports the applicant's request for a modification to the TDDP Shared Parking Standard stating, "building parking areas shall be shared by multiple uses or owners", to allow for a secure, single-use parking garage for the residents.
2. The City supports the applicant's request for a modification of the Irrigation standard to not include an automated irrigation system, provided that native and drought-tolerant plant species are used, where an irrigation standard is normally required.

3. The City supports the applicant's request for a modification from the public street lighting standard for light fixtures to be LED, where incandescent, metal halide, or halogen is the requirement.
4. The City supports a modification to the Location of Mechanical Equipment as listed in the General Design Principles and Intent to allow for transformers to be located within 25 feet of the build-to line given that they are screened from view, where the standard requires they be 25 feet away from the build-to line.

The City recommends the following conditions of approval:

1. The City recommends extending the West Hyattsville Connector Trail towards the south end of Outparcel 1, at the rear of the proposed building, to connect with the Northwest Branch Trail. This extension would increase connectivity to the Metro while enabling path users to view the proposed art installation on the parking structure.
2. The City recommends the installation of wayfinding signage consistent with City of Hyattsville design standards, directing residents, bike users, and visitors to the Metro, Northwest Branch Trail, retail, Kirkwood Neighborhood Park, etc.
3. The City recommends the applicant to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.
4. The City recommends the installation of City branded bicycle racks on the northwest side of the building, along the promenade, and in front of the main entrance to the building to promote transit-oriented development.
5. The City recommends that an updated traffic impact analysis be considered to ensure that current and future conditions are adequately assessed and are aligned with the evolving needs of this community.

Note: The applicant will need a permit from the City of Hyattsville prior to work in Little Branch Run ROW.

In closing, we are supportive of this detailed site plan application and are appreciative of the applicant's intent to invest in our community. We thank the Planning Board in advance for consideration of these requested conditions and look forward to your decision.

Sincerely,

Robert Croslin
Mayor

cc: City Council
Hyattsville City Council

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

DATE: December 26, 2025

TO: James R. Hunt, MPA, Acting Planning Director

VIA: Jill Kosack, Chair, Alternative Compliance Committee

FROM: Meng Sun, Alternative Compliance Committee Member

PROJECT NAME: West Hyattsville

PROJECT NUMBER: Alternative Compliance ACL-2025-0008

COMPANION CASE: Detailed Site Plan DSP-20053-02

ALTERNATIVE COMPLIANCE

Recommendation: ____ Approval __X__ Denial

Justification: SEE ATTACHED

Meng Sun

Sun, Meng Digitally signed by Sun, Meng Date: 2025.12.31 15:41:32 -05'00'

_____

Reviewer's Signature

PLANNING DIRECTOR'S REVIEW

____ **Final Decision** ____ **Approval** ____ **Denial**

__X__ **Recommendation** ___ **Approval** __X__ **Denial**

__X__ **To Planning Board**

____ **To Zoning Hearing Examiner**

Planning Director's Signature Hunt, James Digitally signed by Hunt, James Date: 2026.01.22 14:49:47 -05'00' _____ _____

Date

APPEAL OF PLANNING DIRECTOR'S DECISION

Appeal Filed:

Planning Board Hearing Date:

Planning Board Decision: ____ **Approval** ____ **Denial**

Resolution Number:

Alternative Compliance: ACL-2025-0008
Name of Project: West Hyattsville
Companion Case: Detailed Site Plan DSP-20053-02
Date: December 26, 2025

Alternative compliance is being requested from Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), where the proposed multifamily building is adjacent to the West Hyattsville Metro Station and Metrorail lines along the eastern property line.

Location
The subject development is on Outparcel 1 on Tax Map 41-E4. It is located on the east side of Little Branch Run, approximately 900 feet west of its intersection with Ager Road, in Planning Area 68. Outparcel 1 is approximately 4.98 acres and is in the Local Transit-Oriented Core (LTO-C) Zone. This application is being reviewed under the prior Prince George's County Zoning Ordinance, which designated the subject property in Mixed Use-Transportation Oriented/Development District Overlay (M-X-T/D-D-O) Zones. To the east of the property is a metro station and rail lines owned by the Washington Metro Area Transit Authority (WMATA). The site is located within the geography previously designated as the Developed Tier and reflected on Attachment H(5) of the 2014 *Plan Prince George's 2035 Approved General Plan*, as found in Prince George's County Planning Board Resolution No. 14-10 (see Prince George's County Council Resolution CR 26-2014, Revision No. 31).

Background
Detailed Site Plan DSP-20053-02 proposes development of 342 multifamily dwelling units in one building, with associated amenities and a separate parking garage. The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the above ground West Hyattsville Metro Station and Metrorail lines along the eastern property line. Alternative compliance is being requested from the minimum requirements of Section 4.7 for the building setback, buffer width, and planting units. A Type D bufferyard is required along the entire shared property line with the high impact rail line use, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet. The applicant seeks relief from the requirements as follows:

REQUIRED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Minimum Building Setback Width	50 feet
Minimum Landscaped Yard Width	40 feet
Plant Units (160 required per 100 linear feet of property line)	904

PROVIDED: Section 4.7, Buffering Incompatible Uses, adjoining a high impact use along the eastern property line

Length of Bufferyard	565 feet
Building Setback	10–19 feet
Landscape yard	10–19 feet
Plant units	331

Justification of Recommendation

The subject application is Phase 2 of the overall development in the subdivision entitled "West Hyattsville". A similar Alternative Compliance, AC-21021, was approved from Section 4.7 along the eastern property line of Parcel 1, Phase 1 of the development. The subject Phase 2 site is a narrow site and is also an urban infill site built in the floodplain, which limits the amount of planting that can occur. There are several site constraints that prohibit planting trees within the landscape buffer, including the existing floodplain and an existing stormdrain between the proposed shrubs and the property line. The submitted proposal provides less than 50 percent of all 3 requirements, specifically, an average of 28 percent of the required building setback, an average of 35 percent of the required landscape yard, and 37 percent of the required plant units. In addition, no trees are proposed as required plantings, only shrubs are proposed. The abutting WMATA property contains only a limited number of existing trees, which do not provide adequate buffering as specified by Section 4.7 of the Landscape Manual. Due to the proposed building location, limited buffer yard width, and other site constraints, it is infeasible to provide sufficient additional planting units, especially trees, or other alternative designs such as fencing, berms, etc. The applicant offered no other justification for how the proposed design is equally effective, except that noise impacts will be mitigated by the proposed architecture.

Based on the above analysis, the Alternative Compliance Committee does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.7 of the Landscape Manual, to create a transition between incompatible uses. Therefore, the Committee concludes that the proposed alternative design solution fails to meet the approval criteria. The applicant may seek relief from these requirements by filing a departure from design standards, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance.

Recommendation

The Alternative Compliance Committee recommends DISAPPROVAL of Alternative Compliance ACL-2025-0008, for West Hyattsville, from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual.*

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-122 File No. 4-20040

R E S O L U T I O N

WHEREAS, WHPC Block 3, LLC & WHPC Block 4, LLC is the owner of an 8.1-acre parcel of land known as of Parcels 2 and 3, and part of Parcel 114, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on July 8, 2021, WHPC Block 3, LLC & WHPC Block 4, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20040 for West Hyattsville was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 7, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on October 7, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016-01, and further APPROVED Preliminary Plan of Subdivision 4-20040, including a Variation from Sections 24-121(a)(4) and 24-122(a), for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

    a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

    b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

    c. Show location of proposed access to Parcel 1.

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

   b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

   In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

   d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

   e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

   a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

   b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

   c. Bicycle fix-it station at each garage bicycle parking area.

   d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

   e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

   "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the

Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

    b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

    c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

    d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

    "This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> "This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

20. Prior to approval of a final plat:

    a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

    b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The subject site consists of Parcels 2 and 3, shown on a plat for Riverfront at West Hyattsville Metro Station, recorded in Plat Book ME 252 page 14 on June 19, 2019, and part of Parcel 114, recorded in the Prince George's County Land Records in Liber 44201 at folio 571. The subject property is 8.1 acres in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones and is subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

   This preliminary plan of subdivision (PPS) includes two parcels for mixed-use development consisting of 750 multifamily dwelling units and 15,000 square feet of commercial gross floor area. The approved development conforms to the purpose and intent of the TDDP.

   PPS 4-15020 was approved by the Prince George's County Planning Board on March 2, 2017, for 183 lots and 32 parcels, which includes the area of Parcels 2 and 3 of the Riverfront at West Hyattsville Metro Station, for mixed-use development on an overall 18.45-acre property. Parcels 2 and 3 were subsequently platted in accordance with 4-15020. The proposal to change the lot configuration and quantities of land use requires the approval of a new PPS and determination of adequacy. This PPS supersedes 4-15020 for Parcels 2 and 3 and combines them into one parcel. Approximately 5.01 acres of Parcel 114 are also included in the PPS. Parcel 114 is subject to PPS 4-05145, which was approved by the Planning Board on December 21, 2006, for mixed-use development on a gross tract area of 44.56 acres. PPS 4-05145 depicts residential use for the portion of Parcel 114 now included in this PPS. Development, as approved under 4-05145, never came to fruition. This PPS supersedes 4-05145 for a 5.01-acre portion of Parcel 114 and creates one parcel. In total, two parcels (Parcel 1 and Parcel 2) are included in this PPS approval for mixed-use development.

Two variations from the Prince George's County Subdivision Regulations are approved with this PPS. The site abuts the West Hyattsville Metro Station and its train tracks along the southeastern property boundary. Section 24-121(a)(4) of the Subdivision Regulations requires that residential lots adjacent to existing or planned transit right-of-way shall be platted with a minimum depth of 300 feet. The applicant requested approval of a variation to allow the two parcels adjacent to the Metro station to deviate from this requirement, which is discussed further in this report.

The site abuts Little Branch Run to the north and west, an existing variable width public right-of-way. In accordance with Section 24-122(a) of the Subdivision Regulations, the public utility companies require 10-foot-wide public utility easements (PUEs) to be provided along all public rights-of-way. The applicant requested approval of a variation to not provide a 10-foot-wide PUE along the property's frontage with Little Branch Run, which is discussed further in this report.

3. **Setting—**The subject site is located on Tax Map 41 in Grid E4 and is within Planning Area 68. The site is located west of the intersection of Ager Road and Lancer Drive, in the City of Hyattsville. The following development abuts the subject site and is also located within the T-D-O Zone: West Hyattsville Metro Station in the M-X-T Zone is located to the east, the right-of-way of Little Branch Run to the north and west with townhouse development in the M-X-T Zone located beyond, and parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone to the south and southwest. The properties located beyond M-NCPPC-owned parkland are also within the T-D-O Zone and are developed with commercial uses in the Commercial Miscellaneous and Commercial Shopping Center Zones.

   The entire site has been previously graded, with the northern portion currently being actively used as staging area for construction of townhomes adjoining Little Branch Run.

4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Mixed Use
Acreage	8.1	8.1
Dwelling Units	0	750 Multifamily
Gross Floor Area	0	15,000 sq. ft. Commercial
Parcels	3	2
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	Yes Section 24-121(a)(4) Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on July 23, 2021. The requested variation from Section 24-122(a) was accepted on July 8, 2021, and heard at the SDRC meeting on July 23, 2021, as required by Section 24-113(b) of the Subdivision Regulations. The requested variation from Section 24-121(a)(4) was accepted on July 28, 2021, and heard at the SDRC meeting on August 6, 2021, as required by Section 24 -113(b).

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and PPS 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The development approved under these plans was never constructed and, therefore, the conditions of these previous approvals do not apply.

On March 7, 2017, the Planning Board approved PPS 4-15020 for mixed-use development, which superseded CSP-05006 and PPS 4-05145 for a portion of the 44.57 acres. PPS 4-15020 for the Riverfront at West Hyattsville Metro Station included the area of Parcels 2 and 3 of the subject property, and approved mixed-use development for this area. Parcels 2 and 3 were subsequently platted, in accordance with 4-15020. This PPS supersedes 4-15020 for Parcels 2 and 3 and 4-05145 for Parcel 114. Approval of this PPS supersedes the previous approvals and provides an adequacy analysis based on the development evaluated herein. A new CSP approval is not required, due to the submittal requirements set forth in Section 27-290.01 of the Prince George's County Zoning Ordinance, which provides that the elements normally required with a CSP approval shall be incorporated into the detailed site plan (DSP) review.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Master Plan are evaluated as follows:

Plan 2035
Plan 2035 designates the subject site in the West Hyattsville local transit center. Local transit centers are focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

Master Plan
The TDDP recommends Greenway: Parks & Open Space, Structured Parking, Townhouses: 2-4 Stories, and Condominiums: 4–6 Stories on Parcel 114 (proposed Parcel 2).

The TDDP, as amended through the approved DSP-16029 by the District Council on April 25, 2017, approved the placement of Parcels 2 and 3 (proposed Parcel 1) in the Multifamily Preferred Land Use category.

In addition, the TDDP recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (page 9). The multifamily with limited ground floor retail and integrated parking uses meets this plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly," (page 9).

SMA/Zoning
The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T Zone and superimposed the T-D-O Zone. The M-X-T Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential, and commercial development around transit stations or stops (page 50).

Overlay Zone Conformance
The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP.

Pursuant to Section 24-121(a)(5), this PPS conforms to the purpose and intent of the TDDP because the multifamily with limited ground floor retail and integrated parking uses meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly" (page 9).

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (3816-2021-00) for the proposed development on the site is currently being reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). An unapproved copy of the SWM concept plan was submitted by the applicant. However, the grades, limit of disturbance, and impervious areas as shown on the SWM concept plan do not match the Type 1 tree conservation plan (TCP1).

The SWM concept plan shows the use of one large, submerged gravel wetland structure proposed on the southernmost section of the property. A floodplain waiver from DPIE dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain, subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan. The applicant must submit an approved SWM concept plan prior to signature approval of the PPS, and the limits of disturbance on the SWM concept plan and TCP1 must match.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. **Parks and Recreation**—Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, residential development is subject to the mandatory dedication of parkland.

Parcel 1 of this PPS was included in PPS 4-15020. Section 24-134(a)(3)(D) states that any resubdivision of property on which land was previously dedicated, or fee-in-lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision.

The applicant previously donated 4.29 acres of land south of Riverfront West Hyattsville to M-NCPPC in 1957 (this deed of conveyance is recorded in the County Land Records in Liber 2073 at folio 262). As conditioned by approval of PPS 4-15020, an additional 12,263 square feet or 0.28-acre of land adjacent to M-NCPPC parkland was dedicated, to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland.

Given the prior 4.29-acre land dedication, the mandatory dedication of parkland requirement for Parcel 1 has been met. However, Section 24-134(a) requirements are not met for Parcel 2. Based on the density of the project, land dedication of 0.89 acre would be required.

The applicant proposed private on-site recreational facilities to address the mandatory dedication of parkland requirement for Parcel 2. The adequacy of the existing and proffered recreational facilities was evaluated in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and it was found that the applicant's proposal of private on-site recreational facilities does not meet the requirements of Section 24-134(b). Based on the density of 375 multifamily dwelling units for Parcel 2, this PPS is subject to the requirement of on-site recreational facilities of a minimum value of $346,369. The applicant is proposing on-site recreational facilities of a $266,011 value, which does not meet the required dollar amount. On-site recreational facilities are appropriate for the site, however, additional on-site recreational facilities shall be required to meet the minimum value requirement.

Other Considerations

The applicant is proposing to transform a total of 2.55 acres of 100-year floodplain located on the property into a permanent developable area. The remaining 2.18 acres of the 100-year floodplain will serve as a SWM facility and provide compensatory storage. Public recreational facilities and two SWM facilities are under construction in Riverfront West Hyattsville (DSP-17044-01) in the M-NCPPC property located adjacent to the proposed SWM facility on the subject site. As the same owner for these two properties, the applicant has a maintenance agreement with M-NCPPC to provide ongoing maintenance for the two SWM facilities. Given the proximity of the proposed SWM facility in this PPS to the public recreational facilities to the north, the applicant must consider the impact of the overall design, future construction, and maintenance of these facilities to achieve a safe, accessible, and appealing riverfront park.

In the TDDP, one of the most notable natural features of the area is the existing floodplain and stream corridor of the northwest branch of the Anacostia River and two of its tributaries: Sligo Creek and Northwest Tributary 2. These streams are contained within a central public park/open space network that includes several sport and recreational features. The opportunities suggested include, but are not limited to integrated bike and pedestrian facilities, a foot/bike bridge crossing the stream channel and linking the Queenstown neighborhood with the Metro station and surrounding development; ball fields; playgrounds; preserved, created, and/or enhanced wildlife habitat; and seating, picnic, and game areas. Considering the site's southern boundary line abuts the northwest branch of the Anacostia River and Anacostia Tributary Trail, the subject property has an instrumental role in realizing the vision of the TDDP.

Given the subject property's proximate location to the public recreational facilities on the adjoining M-NCPPC parkland, the applicant should collaborate with M-NCPPC closely to ensure that the proposed SWM facility provides a holistic solution for storing floodwater and serves as a safe and well-maintained storage facility.

Given the subject property's significant location abutting North Branch Anacostia River and Anacostia Tributary Trail, the applicant should design and implement a strategy to promote the vision of the TDDP with a safe, environmentally sensitive, and appealing riverfront experience for the West Hyattsville community. These elements will be further evaluated with review of the DSP.

9. Pedestrian and Bicycle Transportation—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the TDDP, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

Previous Conditions of Approval
PPS 4-15020 was approved for the Riverfront at West Hyattsville, which includes a portion of the subject property. Conditions 5 and 24 discuss off-site bicycle and pedestrian improvements required by Section 24-104.01 and are copied below:

> **5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
>
> > **a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.**
>
> **24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

The subject property falls within the Plan 2035 West Hyattsville Metro Local Transit Center and the 2002 General Plan West Hyattsville Community Center and is subject to a finding of pedestrian and bikeway adequacy, pursuant to Section 24-124.01.

A portion of the subject property was already evaluated for pedestrian and bikeway adequacy under PPS 4-15020. The improvements associated with Conditions 5 and 24 of 4-15020 have been completed. While a portion of the subject property falls within the bounds of 4-15020 and off-site bicycle and pedestrian improvements have been made, in accordance with the prior conditions of approval of 4-15020, this PPS requires a new finding of bicycle and pedestrian adequacy, and in turn a new Bicycle and Pedestrian Impact Statement (BPIS). A BPIS was

provided and is incorporated by reference herein. The BPIS contains an exhibit displaying proposed off-site improvements (Appendix A14 and A15), as well as a table displaying the costs of the off-site improvements (Appendix B). The applicant proposed to widen a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide, and provide improved trail lighting along this stretch.

This PPS includes 750 dwelling units and 15,000 square feet of commercial use, which results in a cost cap of $230,250, which was determined by multiplying the number of dwelling units (750) by $300 per dwelling, and multiplying the square-footage of commercial development (15,000 square feet) by $0.35, as required by Section 24-104.01. The total cost of the removal and widening of the sidewalk portion (650 linear feet or 5,200 square feet) is estimated to cost $93,600. The total cost of improved lighting on this stretch is estimated to cost $76,050. The applicant has included a contingency cost of $60,600 because these improvements must be coordinated with and approved by the Washington Metropolitan Area Transit Authority (WMATA).

The underlying subdivision, 4-15020, was approved for 10,000 square feet of nonresidential uses and 483 dwelling units and had a BPIS cost cap of $148,400. Since its approval, DSP-16029 was approved for 183 dwelling units and DSP-20004 was approved for 44,362 square feet of nonresidential development. This represents approximately $70,426.70 of the previously approved cost cap. The remaining section represents 300 dwelling units minus the 34,362 square feet of nonresidential use that exceeds the originally approved 10,000 square feet. In terms of the cost cap, this is a difference of $77,973.26, which should be applied to the current application.

The base cost cap for the subject site with the credit included is $152,276.70. Once this amount is indexed for inflation using the Bureau of Labor Statistics Consumer Price Index inflation calculator to account for inflation between June 2013 (the effective date of the legislation) and today, the cost cap is $177,183.13.

As stated above, the improvements associated with the applicant's BPIS submission will require coordination and approval with WMATA. In the event that the applicant and WMATA cannot come to an agreement on the design and construction of the sidewalk facilities and improved lighting, the applicant proposed an alternate for BPIS improvements. The alternative proposal, which was provided and incorporated by reference herein, proposes to provide invasive species control along the existing Northwest Branch Trail and pedestrian improvements at nearby intersections. Specifically, the applicant proposes to remove 6-acres worth of the invasive vine commonly known as Chocolate Vine, and the invasive perennial commonly known as Japanese Knotweed. Removal of these species would improve environmental features in the immediate vicinity of the subject property while improving sight lines for pedestrians using the trail. The scope of work and right of access within M-NCPPC-owned property will be subject to approval of the Prince George's County Department of Parks and Recreation. The alternative improvements also include upgrading seven intersections with continental style crosswalks. These locations include the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue,

the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue. Lastly, the applicant proposed to upgrade ramps to Americans with Disabilities Act-compliance at four intersections. These locations include the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue. This proposal for alternative improvements is approved, in order to fulfill the requirements of Section 24-124.01.

Demonstrated Nexus Finding
The applicant has proffered to widen a 650-linear-foot portion of the West Hyattsville Metro Connector, between Ager Road and the West Hyattsville Metro Station, from 5-feet-wide to 8-feet-wide and provide improved trail lighting along this stretch. The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 mile of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant and those required herein will improve pedestrian and bicycle movement in the immediate vicinity of the subject property, while also complementing nearby development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the approved development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings, pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

The applicant proposed invasive species control over a 6-acre area and pedestrian improvements at several intersections within the immediate vicinity of the subject property as alternative improvements designed to fulfill the requirements of Section 24-124.01. The removal of invasive species would be located along the existing Northwest Branch Trail, directly south of the subject property. Intersection improvements are located to the north and southwest of the subject property. The location of the alternative improvements meets the requirements as a demonstrated nexus to provide off-site bicycle and pedestrian improvements, in relation to the subject site.

A memorandum dated September 2, 2021, received from the Prince George's County Department of Public Works and Transportation, states the following: "To improve safety and connectivity in the vicinity of the West Hyattsville Metro Station, the developer should extend the existing sidewalk along Jamestown Road to MD 500 (Queens Chapel Road). This recommendation is consistent with the Prince George's County Vision Zero efforts."

The input of outside agencies is appreciated regarding alternative off-site improvements designed to fulfill the applicant's BPIS requirements. In this case, the applicant shall provide the original proffer of widening the West Hyattsville Metro Connector from 5 to 8 feet wide and improving sight lighting along this stretch.

Master Plan of Transportation Compliance
This development case is subject to the MPOT, which recommends the following facilities:

> **Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail**
>
> As previously discussed, the applicant's BPIS proposal includes upgrading a 650-linear-foot portion of the West Hyattsville Metro Connector trail to 8 feet wide, with improved lighting on this stretch.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.***
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The MPOT also includes a goal and a series of policies for achieving a continuous network of pedestrian and bicycle facilities (page 7).

> **Goal: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.**
>
> **Policy 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.**
>
> The vehicular entrance to the subject property is located approximately 250 feet southwest of Ager Road. Access within the subject property will be provided along Little Branch Run, which is located in between the subject property and the townhouse development to the west, which was approved under DSP-17044. Little Branch Run displays an 8-foot-wide sidewalk along its western frontage and a 5-foot-wide sidewalk along a portion of its eastern frontage, which borders the subject property. The sidewalk that fronts the subject property appears to terminate just north of the existing Washington

Suburban Sanitary Commission easement and the existing stormdrain easement. The applicant shall provide a continuous 5-foot-wide sidewalk along the subject property's frontage of Little Branch Way until it reaches the point where vehicles enter the drive aisle to access the parking garage of Parcel 2 and to the Northwest Branch Trail. The applicant shall also provide a pedestrian and bicycle pathway from the west side of the property near Emerald Branch Drive to the tunnel entrance for the Metrorail station. In addition, crosswalks crossing the drive aisle at points of vehicle entry at the proposed garages are required. These facilities will contribute to meeting pedestrian and bikeway adequacy within the subdivision. These facilities shall be shown on a DSP, prior to its approval.

Bicycle and bicycle parking recommendations are displayed on pages 116–118 of the TDDP. Per Section 4–Bicycle Parking Locations:

Parking Structures: Required bicycle parking within a structure shall be located in or near man entrances or elevators to provide for pedestrian safety, visibility, and security of property.

On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50-feet of main building entrance. Bicycle parking shall not obstruct walkways.

Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.

The TDDP also provides a minimum parking ratio for bicycles on page 116. One bicycle parking space is required for every 20 motor vehicle spaces.

The applicant shall provide bicycle parking on-site or in the right-of-way for any nonresidential uses and within parking garages for residential uses. The applicant shall also provide bicycle parking consistent with the TDDP standards and should fewer motor vehicle parking spaces be provided than one space per residential unit, additional bicycle parking shall be provided in the parking garages. Moreover, outdoor bicycle parking shall be provided at a location convenient to the entrances of the nonresidential uses. Lastly, the applicant shall provide bicycle fix-it stations within both garages. At the time of DSP, the amount and location of bicycle parking shall be further evaluated.

An exhibit shall be provided illustrating the pedestrian and bicycle circulation and adequacy throughout the subdivision (on-site facilities). This exhibit shall show all proposed sidewalks, crosswalks, and bicycle parking, consistent with Section 24-124.01.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

10. Transportation—The subject property is located within Transportation Service Area 1, as defined in Plan 2035. The applicant proposes 750 multifamily dwelling units and 15,000 square feet of retail use. Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. To evaluate the impact of the proposed development, the applicant provided a traffic impact study (TIS), dated February 23, 2021. The findings and recommendations outlined below are based upon a review of this study and analyses conducted consistent with the "The Transportation Review Guidelines, Part 1" (Guidelines).

Analysis of Traffic Impacts

The table below summarizes trip generation in weekday peak hours that was used in reviewing traffic and developing a trip cap for the site:

Weekday Trip Generation Summary								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	750	Unit	62	250	312	234	126	360
Note: residential trips are 20% transit-oriented development credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	15,000	1,000 sq. ft. GFA	4	2	6	13	15	28
Note: pass-by trips per M-NCPPC guidelines (50 percent AM/50 percent PM)								
Recommended Weekday Trip Cap			**66**	**252**	**318**	**247**	**141**	**388**

The traffic study intersections include:

- MD 500 at MD 501 (signalized)
- MD 500 at Ager Road (signalized)
- MD 500 at Hamilton Street (signalized)
- Ager Road at Hamilton Street (signalized)
- Ager Road at Jamestown Road (Jamestown Road is stop-controlled)
- Ager Road at WMATA Bus Loop (WMATA Bus Loop is stop-controlled)
- Ager Road at the proposed medical office building access (the access is stop-controlled)
- Ager Road at Site Access/Lancer Drive (Site Access/Lancer Drive is stop-controlled)
- Ager Road at Nicholson Street (Nicholson Street is stop-controlled)

The subject property is located within the Developed Tier, as defined in Plan 2035. As such, the subject property was evaluated according to the following standard:

Signalized intersections: The critical lane volume (CLV) method should be used to measure the level-of-service (LOS). LOS E, with signalized intersections operating at a CLV of 1,600 or better will be acceptable.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

For two-way stop-controlled intersections a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed, (d) a CLV no more than 1,150 will be acceptable.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed, (c) a CLV no more than 1,150 will be acceptable.

Existing Traffic

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	421	799	A	A
MD 500 at Ager Road (signalized)	677	855	A	A
MD 500 at Hamilton Street (signalized)	605	1194	A	C
MD 500 at MD 501 (signalized)	651	1232	A	C
Ager Road at Nicholson Street (unsignalized)	18.7*	669	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	16.6*	20.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	N/A	N/A	N/A	N/A
Ager Road at Jamestown Road (unsignalized)	10.5*	11.3*	-	-
Ager Road at Hamilton Street (signalized)	9.3*	11.0*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

The study intersections along MD 500 are programmed for landscaped medians with sidewalk and crosswalk improvements within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program. Ager Road is included in the Prince George's County Capital Improvement Program utilizing the complete street concept. Approved but unbuilt developments were identified within the study area, and background traffic was developed. A 0.5 percent annual growth rate for a period of 6 years was assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	514	925	A	A
MD 500 at Ager Road (signalized)	738	935	A	A
MD 500 at Hamilton Street (signalized)	641	1302	A	D
MD 500 at MD 501 (signalized)	695	1301	A	D
Ager Road at Nicholson Street (unsignalized)	21.7*	723	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	18.1*	620	-	A
Ager Road at the proposed medical office (unsignalized)	10.2*	11.3*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	11.3*	12.6*	-	-
Ager Road at Jamestown Road (unsignalized)	12.1*	11.7*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges and links identified above, when analyzed with total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	638	1028	A	B
MD 500 at Ager Road (signalized)	814	1010	A	B
MD 500 at Hamilton Street (signalized)	676	1364	A	D
MD 500 at MD 501 (signalized)	737	1342	A	D
Ager Road at Nicholson Street (unsignalized)	24.0*	742	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	813	1007	A	B
Ager Road at the proposed medical office (unsignalized)	11.1*	11.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	12.8*	13.9*	-	-
Ager Road at Jamestown Road (unsignalized)	9.9*	12.9*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on the analysis results, all the signalized study intersections will operate at LOS D or better during the weekday peak hours. At the unsignalized intersections, the maximum movement delay will be less than 50.0 seconds or the maximum CLV will be no more than 1,150. Because the analysis results are fewer, in accordance with the Guidelines, the Planning Board deems the site's impact at this location to be acceptable. A trip cap consistent with the trip generation is assumed for the site.

Plan Comments

The site is not within or adjacent to any master plan facilities identified in the MPOT. The site is adjacent to WMATA Green/Yellow Line. The access is proposed from Little Branch Run.

The TIS was referred out to County and State agencies for review and comment. A memo dated September 2, 2021 (Giles to Gupta), provided DPIE's review of the TIS submitted by the applicant. The memo summarizes the additional analyses, which DPIE will require at the permitting stage of the project. Two letters dated August 11, 2021 and September 16, 2021 from the Maryland State Highway Administration (SHA) to Mike Lenhart, the applicant's traffic consultant, were also received. In these letters, some of the reviewers within SHA offered no comments, while others stated that the traffic counts used for the analyses needed to be revised. In response, it was determined that the traffic counts were taken and used in accordance with the Guidelines and departmental policy regarding traffic counts affected by the COVID-19 Pandemic.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

11. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.

12. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	750 DU	750 DU	750 DU
Pupil Yield Factor (PYF) – Multifamily	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	122	67	76
Adjusted Student Enrollment 9/30/2019	22,492	9,262	9,372
Total Future Student Enrollment	22,614	9,329	9,448
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116 percent	131 percent	111 percent

Section 10-192.01 of the Prince George's County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is $10,180 per dwelling if a building is located between I-95/I-495 (Capital Beltway) and the District of Columbia; $10,180 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by WMATA; or $17,451 per dwelling for all other buildings. This project is between I-95/I-495 and the District of Columbia; thus, the surcharge fee is $10,180. Per Section 10-192.01(c)(1)(A), this project proposes multifamily units within the approved West Hyattsville T-D-O Zone, therefore the school facilities surcharge fee may be reduced by 50 percent to $5,090. This fee is to be paid to DPIE, at time of issuance of each building permit.

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

request from Section 24-122(a) for provision of PUE along Little Branch Run and is further discussed below.

Variation from Section 24-122(a)
The PPS does not provide a PUE contiguous to Little Branch Run. Section 24-122(a) states the following:

> **(a) When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

The standard requirement of the public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

> **(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
>
> > **(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**
> >
> > The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

developments. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The subject property is adjacent to the West Hyattsville Metro Station to the east. Little Branch Run delineates the western boundary of the property, and the southern boundary is defined by M-NCPPC property which includes the northwest branch of the Anacostia River. The right-of-way for Little Branch Run Road is recorded with a 10-foot-wide PUE along the west side, and existing utilities are available to serve the townhouse community to the west. In addition, the development of this site is guided by Plan 2035 and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium- to high-density residential development, which orients buildings along street frontages. The site will be designed in accordance with these design criteria with building fronts oriented toward the public streets. However, the location of buildings, streetscape requirements, and sidewalks along street frontages limits the available area for PUEs. Therefore, the utilities required to serve the proposed development will be extended from their location within the PUE along the west side of the road. Given the site design criteria generated by Plan 2035 and TDDP, the conditions on which the variation is based are unique to this property.

A Dry Utilities Plan submitted as an exhibit, incorporated by reference herein, shows the location of existing PUEs and dry utilities for the proposed development. In the exhibit, the existing utilities running within the variable-width PUE along the west side of Little Branch Run will be extended to serve the subject site.

The subject property fronts on a public right-of-way for which utilities have already been established, and will not serve any additional properties in future; these factors are unique to the subject property and not generally applicable to other properties.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

No other known law, ordinance, or regulation is violated if this variation is approved. The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board.

Further, this request was referred to the affected utility companies and none have opposed the variation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The physical conditions of the site are such that the site is oblong, bounded by the West Hyattsville Metro Station to its east, Little Branch Run to its west, and the Northwest Branch Stream Valley Park to its south side. The property's frontage along Little Branch Run is approximately 1,500 linear feet, which contains all required utilities within a PUE along its west side. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the east side of the public street on which the parcels front, which would require modifying the street standards of the TDDP, and consequently providing a layout that is at odds with the TDDP.

The existing subdivision approvals, which have formed the development pattern in the neighborhood, and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide an additional 10-foot-wide PUE along Little Branch Run would impede on the ability to provide the streetscape along Little Branch Run as envisioned by the TDDP while serving no additional purpose since utilities have already been established, which would be a particular hardship to the owner.

(5) In the R-30, R-30C, R-18, R-18c, R-10, R-10, and R-H Zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the variation from Section 24-122(a).

15. Historic—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites

within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

16. **Environmental**—This PPS application (4-20040) and TCP1-012-2016-01 were accepted on July 8, 2021, with additional information submitted by the applicant on July 28, 2021 and July 30, 2021. Comments were provided to the applicant at the SDRC meeting on August 6, 2021, and revised plans received on August 24, 2021. The following applications have been previously reviewed for the subject site:

For area included in Parcel 1:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-002-2016	Staff	Approved	3/31/2016	NA
NA	NRI-002-2016-01	Staff	Approved	6/19/2017	NA
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
MR-1700F	NA	Planning Board	Transmitted	3/27/2017	NA
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	No. 17-43
DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

For area included in Parcel 2:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-090-2020	Staff	Approved	9/8/2020	NA
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

Proposed Activity
The current application is a PPS and revised TCP1 for the subdivision of an 8.1-acre site to two parcels for development of 750 multifamily dwellings and 15,000 square feet of commercial gross floor area.

Grandfathering
This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS.

Previously Approved Conditions
There are no relevant environmental conditions of approval associated with the previously approved CSP-05006.

MASTER PLAN CONFORMANCE

Plan 2035
The site is located within the West Hyattsville Metro Local Transit Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy (2035).

TDDP
While the TDDP for this area does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the Metro station. Current environmental regulations incorporate the TDDP concepts into the regulatory framework.

It should be noted that roughly 58 percent of the site is within the 100-year floodplain. This application proposes to fill the floodplain while providing compensatory floodplain storage on the southernmost portion of Parcel 2. Principles of low impact development or environmental site design are incorporated into the stormwater design.

Countywide Green Infrastructure Plan
The site contains regulated areas within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The mapped regulated areas are located along the southern portion of the property, which according to the approved NRI, contain previously impacted floodplain associated with the northwest branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density, in accordance with Plan 2035. The floodplain is proposed to be filled to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the site. No woodlands exist on-site. While the green infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be met on-site.

Based on the proposed layout, the PPS demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions
The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with an area of previously developed 100-year floodplain along the southern portion of the site. According to aerial imagery provided by PGAtlas, the site was fully developed in the 1960s as a drive-in movie theatre, then redeveloped in the late 1980s for the installation of the West Hyattsville Metro Station located directly east of the site. The primary management area (PMA) located and delineated on-site is entirely within the previously developed 100-year floodplain.

It was noted that there is an acreage inconsistency between the NRI Statistics Table and the General Notes of the PPS. Specifically, the gross tract area on the NRI is listed as being 8.01 acres while it is 8.10 acres on the PPS. The NRI must be revised to be consistent with the PPS. There are no other issues regarding the NRI.

Woodland Conservation
This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM) because the application is for a new PPS. TCP1-012-2016-01 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

The previously approved TCP1-012-2016 only included the area associated with Parcel 1 of this PPS application, as well as additional property located to the west of the site. A revised TCP1 was submitted to include the additional area associated with Parcel 2 to include the total land area associated with this PPS. The woodland conservation threshold for this 23.84-acre area is 15 percent of the net tract area or 0.49 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.91 acre. This requirement is proposed to be satisfied with 0.03 acre of street tree credit (existing or 10-year canopy coverage), as permitted as an option under Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements. The remainder of the requirement (0.88 acre) is proposed to be met with off-site woodland conservation credits (previously recorded with Type 2 Tree Conservation Plan TCP2-001-2017-01 under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11, for Tower Preserve Woodland Conservation Bank). Although off-site mitigation is considered a priority over the use of street tree credit; given the small amount of additional preservation required (0.03 acre), it is reasonable for the applicant to meet the remaining woodland preservation requirement by receiving credit for street trees located on or adjacent to the site. However, the locations of the street tree credit area must be identified at time of DSP review on the TCP2. If credit is taken for street trees located outside of rights-of-way for public or private streets, the applicant shall be required to place the area of tree canopy cover under a woodland conservation easement to guarantee that the trees are protected and are replaced if they die or are removed.

There is an inconsistency between the net tract area of the TCP1 with what is shown on the PPS and NRI. The net tract area is listed as being 3.28 acres on both the NRI and the PPS; however, it is only 3.26 acres on the TCP1 worksheet, despite the TCP1 covering a greater area than the PPS or NRI. The net tract area on the TCP1 should be equal to or greater than what is shown on the NRI and PPS, not less. This discrepancy must be accounted for and resolved, prior to signature approval of the TCP1 and PPS.

It appears that not all the proposed development, as reflected in the exhibits associated with the statement of justification (SOJ) for Parcel 2 are reflected on the TCP1. The proposed site improvements of the SOJ exhibits must match that of the TCP1.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils

The predominant soils found to occur on the property, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Preservation of Regulated Environmental Features
This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include 100-year floodplain associated with PMA located adjacent to the northwest branch of the Anacostia.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.
Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to regulated environmental features.
SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code.

An SOJ and impact exhibit for the proposed impact were received on July 1, 2021. The applicant proposes to impact the entire PMA on-site, which covers 4.73 acres.

Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with Plan 2035. The previously impacted floodplain is proposed to be filled, in order to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the property. No woodlands exist on-site, and the PMA has been previously developed twice, first for the construction of a drive-in movie theatre, and later for the construction of the West Hyattsville Metro Station. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be on-site, and DPIE has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Based on the level of design information available at the present time, the limits of disturbance shown on the impact exhibit, and after evaluating the applicant's SOJ for impacts to regulated environmental features, the PMA impacts are approved.

Specimen, Champion, or Historic Trees
In accordance with approved NRI-090-2020-01, no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

17. Urban Design—Conformance with the Zoning Ordinance is evaluated, as follows:

Conformance with Zoning Ordinance and the West Hyattsville Transit District Overlay Zone Standards
In accordance with the TDDP, new development in the West Hyattsville T-D-O Zone is subject to DSP review. New development must show compliance with the West Hyattsville T-D-O Zone standards in the site plan review process. For development standards not covered by the TDDP, the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirements, as stated in Section 27-548.04. The site's conformance with the appliable T-D-O Zone standards will be evaluated at time of DSP approval.

Conformance with Prior Approvals
The site has a previously approved CSP-05006, which was approved by the Planning Board on February 28, 2008. The District Council affirmed the Planning Board approval by issuing Zoning Ordinance No. 15-2008 on May 19, 2008, that approved the project with 34 conditions. The development approved under this CSP never proceeded to fruition, therefore the conditions of this previous approval do not apply. A new CSP approval is not required for the current proposed development, due to the submittal requirements set forth in Section 27-290.01, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review.

Conformance with the 2010 Prince George's County Landscape Manual
The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

18. **Noise**—The subject site is located on the northwestern side of the West Hyattsville Metro Station and the Green Line Metro tracks, which is a transit facility and a transportation-related noise generator. A study titled "Metrorail Noise and Vibration Analysis," dated May 4, 2021, was received for review. The study addresses outdoor noise from railway noise sources and considers mitigation in the form of shielding from the proposed buildings based on a preliminary site design.

No outdoor recreation areas are permitted within the area of 65+ dBA day-night average sound level (Ldn), as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. Per the noise study, the location of the unmitigated 65 dBA Ldn contour is 195 feet from the centerline of the Metrorail tracks. The study predicts that with the shielding provided by the proposed buildings, the Ldn will not exceed 65 dBA for any proposed outdoor activity, such as the pool or courtyard, and therefore no engineered noise barriers are required. To mitigate interior noise levels for the proposed buildings, ungraded windows, balcony doors, and exterior walls will be required. A Phase 2 noise report must be provided at time of DSP for the multifamily development (Parcels 1 and 2) to determine what specific mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less, and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. The building materials for the multifamily buildings on Parcels 1 and 2 must be certified, at time of permit, by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceed the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel 1 closest to the Metrorail tracks. It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/or compact surfaces subsequent to development. No recommendations were provided by the study. It is noted that the only mitigation that could be done would be to increase the setback of the buildings, which would result in the loss of buildable area. The FTA criteria for feelable vibration is 72 vibration decibels for residences and buildings where people normally sleep for frequent events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the County Code have established regulations for development as it pertains to vibration impacts. A note shall be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation from Section 24-121(a)(4)**—Section 24-121(a)(4) sets forth lot depth requirements for lots adjacent to noise generating transit, as follows:

> **(4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided**

by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.

The applicant filed a variation request from Section 24-121(a)(4), for lot depth. The PPS provides a minimum lot depth of less than 300 feet for Parcels 1 and 2, which are adjacent to the West Hyattsville Metro Station. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.
Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.
Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

This property is directly abutting the Metrorail tracks and is a long, narrow parcel. The property is located on the southeast side of Little Branch Run, approximately 250 feet west of Ager Road. The lower half of the property is located within the 100-year floodplain, with the southern property line bound by the Northwest Branch stream valley. A portion of the property will be removed from the 100-year floodplain and the remainder, abutting the stream valley, will be utilized for compensatory storage. The only access to the property is from Little Branch Run, constructed by the applicant as part of the larger Riverfront at West Hyattsville development. The property, at its widest point, is approximately 293 feet, and therefore no area of the property meets the 300-foot lot depth requirement as it currently exists. Consistent with the recommendations of the West Hyattsville TDDP, the property is to be constructed with medium- to high-density multifamily residential development with ground floor retail. These conditions, including the unusual shape of the property, are unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, in order to develop the property.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The only regulation applicable to the variation being discussed is Section 24-121(a)(4). The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. Certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to issuance of building permits, and notes shall be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The property has unique existing physical surroundings, when compared to abutting properties and located within an area with an established framework of development and roadways. These unique physical surroundings include the abutting Metrorail line, location of 100-year floodplain on the property, and prior approval of public right-of-way of Little Branch Run along the western property line, which resulted in the site's existing narrow width. The location of the rail line in the eastern part of the site and location of Little Branch Run creates an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of 750 multifamily dwelling units and 15,000 gross floor area of commercial use, which is the entire development included in this PPS. This would result in a particular hardship to the applicant, as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

(5) In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the requested variation from Section 24-121(a)(4) for Parcel 1 and Parcel 2.

20. City of Hyattsville—The subject property is located within geographical boundary of the City of Hyattsville. The PPS application was referred to the City for review and comments on July 8, 2021. The City notified staff (via an email from Powers to Gupta) that the applicant would be presenting this application to the City Council at their August 2, 2021 meeting. The case came back to City Council for discussion and action at their September 20, 2021 meeting, after which City Council comments were provided. In a memorandum dated September 22, 2021 (Ward to

Hewlett), incorporated by reference herein, the City Council expressed support for the PPS and the applicant's variation request so long as conditions that address the impact of noise and vibration on the dwellings are included. The findings and conditions included in this resolution address both noise and vibration.

21. Washington Metropolitan Area Transit Authority—The subject property is located adjacent to the West Hyattsville Metro Station, which is owned and operated by WMATA. This PPS application was referred to WMATA for review and comments on July 19, 2021. No referral or correspondence was received from WMATA.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 7, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of October 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: October 21, 2021

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
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PGCPB No. 2021-144 File No. DSP-20053

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on December 16, 2021, regarding Detailed Site Plan DSP-20053 for West Hyattsville - ETOD, the Planning Board finds:

1. **Request**: The subject detailed site plan (DSP) is for approval of a vertical mixed-use development consisting of 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 and infrastructure only on proposed Parcel 2.

2. **Development Data Summary:**

	EXISTING	**APPROVED**
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Multifamily and commercial retail
Gross Acreage	8.09	8.09
Commercial Gross Floor Area	0	3,213
Total Multifamily Dwelling Units	0	293
Studio	0	6
1-Bedroom Unit	0	164*
2-Bedroom Unit	0	119**
3-Bedroom Unit	0	4

Notes: * 1-Bedroom units include junior 1-BR, 1-BR, and 1-BR plus den types.
** 2-Bedroom units include 2-BR and 2-BR plus den types.

Parking

With 0.25 mile of West Hyattsville Metro Station	**MAX. PERMITTED***	**APPROVED**
Commercial at 2.0 spaces per 1,000 sq. ft of gross leasable area	7	-
Residential at 1.5 spaces per dwelling unit	440	-
Total	**447**	**298****
Of which Standard handicap-accessible spaces		7
Handicap-accessible van spaces		1

Notes: *There is no minimum number of off-street parking or loading spaces within the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone,* only a maximum number of surface parking spaces, as specified on page 118.

**Total off-street parking spaces are in a garage, which is surrounded by the mixed-use building on three sides. An amendment to change the standard parking space size from 9.5 by 19 feet to 8.5 by 18.5 feet is required and discussed in Finding 7 below.

Loading

	REQUIRED	APPROVED
Loading Spaces*	2	2

Note: *The Transit District Overlay Zone does not prescribe a minimum number of loading spaces. The requirement is in accordance with the Prince George's County Zoning Ordinance.

Bicycle Parking Spaces

	REQUIRED BY TDOZ	PROVIDED
Residential (293 Units @ 1 space/20 Units)	15	34 (in garage)
Commercial/Retail (1 space/per 20 off-street parking spaces)	1	5 (outdoor)
Total	**16**	**39**

3. **Location:** The project is located on the east side of Little Branch Run, west of the West Hyattsville Metro Station and Washington Metropolitan Area Transit Authority (WMATA) rail lines, and southwest of the intersection of Ager Road and Little Branch Run, in Council District 2 and Planning Area 68. The site is also within the municipal boundary of the City of Hyattsville.

4. **Surrounding Uses:** The elongated site has frontages on Little Branch Run, the Northwest Branch of the Anacostia River stream valley park, and WMATA rail lines. The site is within the Northern Park Neighborhood, which is one of three distinct neighborhoods of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP). The site is bounded to the east by the WMATA rail lines and the West Hyattsville Metro Station in the Mixed Use-Transportation Oriented (M-X-T) Zone, to the west by the right-of-way of Little Branch Run and beyond with a townhouse development in the M-X-T Zone, which is under construction, and to the south and southwest by parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone.

5. **Previous Approvals:** The West Hyattsville TDDP retained the subject property in the Transit District Overlay (T-D-O) and M-X-T Zones.

The site was the subject of a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and Preliminary Plan of Subdivision (PPS) 4-05145, approved by the Prince George's County Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. That project was the result of a public/private joint venture between WMATA and the applicant in that case; however, the project never came to fruition. The conditions of the previous approval do not apply. A new CSP approval is not required due to the submittal requirements set forth in Section 27-290.01 for Expeditated Transit Ordinated Development, of the Zoning Ordinance, which provides that the elements normally required with a CSP approval should be incorporated into the DSP review.

On March 7, 2017, the Planning Board approved PPS 4-15020 (PGCPB Resolution No. 17-42), which supersedes the previous approvals and provides an adequacy analysis based on the development proposed herein.

DSP-16029 for infrastructure for 183 townhouse lots and rough grading for a future multifamily building was approved by the District Council on April 25, 2017, for the overall 18.45-acre property, including the subject parcel.

DSP-17044, which is an umbrella architecture DSP, was approved by the Planning Board on July 19, 2018 (PGCPB Resolution No. 18-69), for 183 single-family attached (townhouse) dwelling units for development across Little Branch Run to the west of the subject site. A revision to this approval, DSP-17044-01, to adjust the approved townhouse models, was approved administratively.

DSP-20004 was approved by the Planning Board on May 28, 2020 (PGCPB Resolution No. 2020-88), for a 44,362-square-foot medical office building, for a site that is on the eastern side of the WMATA rail lines and in the southwest quadrant of the intersection of Little Branch Run and Ager Road.

On October 7, 2021, the Planning Board approved PPS 4-20040 (PGCPB Resolution No. 2021-122) for the subject site that includes the existing Parcels 2, 3, and 114. The new PPS subdivides the three parcels into proposed Parcels 1 and 2 that are included in this DSP.

The site also has an approved Stormwater Management (SWM) Concept, 3816-2021-00, which was approved on October 13, 2021, and is valid through October 13, 2024.

6. Design Features: This DSP application proposes to develop a vertical mixed-use building consisting of 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 and general grading and a compensatory SWM facility on Parcel 2.

The proposed mixed-use building will occupy the entire Parcel 1, with a parking garage in the middle of the building. The main residential entrance to the building is located in the middle of

the length fronting on Little Branch Run that also includes the access to the proposed parking garage and a drop-off area serving as the main entrance plaza. A public art theme used on the eastern elevation has also been featured in the main entrance area. An internal loading and trash area is located to the south of the main entrance plaza and is also accessed off of Little Branch Run. The commercial retail space is located on the first floor of the building at the southwestern corner, fronting Little Branch Run and a future central plaza and pedestrian walkway.

Architecture
The subject site is in close proximity to the West Hyattsville Metro Station, which offers an opportunity to create a sense of place and identity for this developing area of Hyattsville. The 293-unit, 5-story, flat-roof building complex is designed around a 4-level parking structure and constitutes Phase I of a two-phase project. The two phases, when complete, will form a plaza with public activities and retail around it that has direct connection to the West Hyattsville Metro Station to solidify the intent of the West Hyattsville TDDP to create a vibrant community center for this emerging area.

The architecture and massing of the building is calculated to enhance the feeling of interest activity and excitement. Bright, open, street-level visual interest, articulated roof line, lush landscaping, and colorful accents will make this an attractive place to live, adjacent to a Metro station, but also emphasizing the connection to the park and river (stream valley park owned by M-NCPPC) to the south that will result in a dramatic combination of urban living and natural amenities.

Great attention has been paid to building a contemporary building of high-quality construction and materials along the entire frontage of Little Branch Run to create a coherent and harmonious architectural expression on both sides of this public street. The building articulation includes vertical divisions of the massing to match that of the 4-story townhouses to the west, the selection of a matching color scheme, and a combination of brick and cementitious panels that results in a uniform development of high quality.

The eastern elevation, along the Metro rail lines, shows a different treatment from the main elevation along Little Branch Run. The parking garage occupies a large portion of this elevation and features precast concrete panels that are decorated with artwork that creates a colorful accent similar to that on the main entrance plaza. The rest of the elevation carries the typical residential architectural treatments, including fenestration and building materials, of the main elevation.

Lighting
A photometric plan has been included in this application that shows the foot-candle readings of the entrance areas, as well as the immediate surrounding outdoor areas of the building with three types of light fixtures, including pole light, bollard, and wall mount. All of the proposed light fixtures are light-emitting diode (LED) and full cutoff optics. Sufficient lighting has been provided. Due to different ways of calculating foot-candle reading, on a point-by-point base, a limited number of locations on the site will not meet the very specifically prescribed foot-candle requirements of the West Hyattsville TDDP. The applicant requests an amendment to the standard, and the Planning Board approves the amendment, as discussed in Finding 7 below.

Signage
A uniform signage plan (shown on Sheets A060 and A061) has been submitted with this DSP that includes signs for residential and commercial retail uses and wayfinding signage for both vehicle and bicycle parking. The specific signs have been shown on each elevation of the building complex and specific sign face areas have also been provided. A summary sign face area calculation table has been provided that shows a total of 690 square feet of signage for the entire project.

The proposed signs are consistent with the applicable T-D-O Zone signage standards, except for the method of illumination for certain blade signs that the applicant has requested amendments for, and the Planning Board approves the amendment, as discussed in Finding 7 below.

Recreational Facilities and Amenities
This application for the development of Parcel 1 is not required to provide on-site private recreational facilities because Parcel 1's requirements for mandatory dedication of parkland have been met by previous land dedication pursuant to PPS 4-15020, as part of the townhouse development across the street of Little Branch Run to the west, known as the Riverfront at West Hyattsville development.

On-site private recreational facilities and amenities have been provided by the applicant in this DSP to serve future residents, including fitness spaces, an outdoor kitchen, and an outdoor pool area with seating in two courtyards. The northern courtyard features landscaping and a walking path with seating and other outdoor amenities. The large, southern courtyard includes a swimming pool that will be accessible to residents and will be connected to the promenade as one of the important destinations on-site. The pedestrian promenade varies in width from 20 to 60 feet, creating an inviting pedestrian space that provides direct access from the townhouse and multifamily neighborhood to the pedestrian tunnel under the West Hyattsville Metro Station.

The Planning Board has evaluated the proffered recreational facilities, in accordance with the Prince George's County *Park and Recreation Facilities Guidelines* and finds that the applicant's proposal of on-site recreational facilities is acceptable.

Green Building Techniques
The West Hyattsville project will employ a comprehensive and integrative approach to sustainability by incorporating, at a minimum, the green building strategies of site design, resource efficiency, energy efficiency, water efficiency, indoor environmental quality and operation, maintenance, and building owner education, as follows:

a. Site Design

- Complete environmental remediation of infill brownfield site.
- Encourage multimodal transportation through Metro access, bicycle parking, rideshare, and electric vehicle charging stations.
- Install gravel wetlands system for SWM.
- Provide greenspace with native or regionally appropriate plantings to restore natural vegetation on-site.
- Provide fitness and recreation areas.

b. Resource Efficiency

- Incorporate building materials with recycled content.
- Recycle construction waste.
- Provide easily accessible space for occupants to store recyclables.
- Select durable and long-life building materials.

c. Energy Efficiency

- Install EnergyStar roofing system to reduce heat island effect and heat load.
- Durably seal building thermal envelope to limit air and moisture infiltration.
- Use high-efficacy lighting in dwelling units and common spaces.
- Build thermal envelope with improved insulation.
- Provide high Seasonal Energy Efficiency Ratio/Heating Seasonal Performance Factor Heating Ventilation and Air Conditioning (HVAC) systems.
- Provide high Uniform Energy Factor hot water heaters.
- Use EnergyStar lighting, appliances, and bath fans.
- Install automatic lighting controls in multifamily common areas and parking garage.
- Meter and monitor energy consumption.

d. Water Efficiency

- Use high-efficiency irrigation system to reduce potable water consumption.
- Install water conserving dishwashers.
- Install low-flow plumbing fixtures in dwelling units and common spaces.
- Meter and monitor water consumption.

e. Indoor Environmental Quality

- Include moisture control measures in design and construction.
- Select flooring with low emission levels.
- Specify low or no Volatile Organic Compound paints, sealants, and adhesives.
- Provide Minimum Efficiency Reporting Value 8 or better air filters.
- Protect HVAC systems and ductwork from moisture, dust, and other contaminants during construction.
- Locate all plumbing and ductwork within conditioned space to prevent condensation.

f. Operation, Maintenance, and Building Owner Education

- Implement an Integrated Pest Management plan.
- Monitor energy data with Environmental Protection Agency EnergyStar Portfolio Manager.
- Develop Building Operations and Maintenance Manuals and training building operations staff.

COMPLIANCE WITH EVALUATION CRITERIA

7. 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone: The West Hyattsville TDDP envisions three distinct neighborhoods in the West Hyattsville Transit District: Hamilton Square, North Park, and Queenstown. The subject site is located within the North Park neighborhood, which is located just north of the Metro tracks. The main character and attributes

of the North Park neighborhood include, but are not limited to, a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. Small, neighborhood-focused retail should be at the intersection of the primary internal streets, within two blocks of the Metro station.

In order to implement the land use vision of the TDDP, a set of T-D-O Zone standards has been prescribed for the transit district, including standards governing the building envelope, streetscape, architecture, and parking. The subject DSP has been reviewed for conformance with the T-D-O Zone standards and has been found to be in compliance, except for those standards below, to which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Zoning Ordinance.

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

The applicant has provided a statement of justification (SOJ) to discuss the reasons for amending the specific T-D-O Zone standards, as follows:

BUILDING ENVELOPE AND BLOCK STANDARDS:

MODIFICATION 1: **Ground Floor Retail (page 67)**

6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., … commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.

In accordance with the applicant's SOJ, a total of 3,213 square feet of commercial retail space is proposed and needed for this project. Retail is not proposed on all ground floor elevations, but only in the southernmost portion of the building, adjacent to the pedestrian promenade on the southeast side of the

building. The retail space is focused on this area with the highest foot traffic and is designed to serve pedestrians and bicyclists going to and from the West Hyattsville Metro Station, as well as community residents. More extensive retail space is not supportable, due to the lack of vehicular access. This small-scale retail presence in this project is consistent with the TDDP vision for small neighborhood-focused retail in this neighborhood. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 2: **Shared Parking (page 68)**

8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.

Off-street parking is provided in a parking garage accessed directly from Little Branch Run. The parking garage is exclusively used by the residential tenants and will not be shared with the public. The parking garage is intended to be a secure facility, which will only be accessible by the residents and staff of the residential building. A small amount of retail use is located along the southern façade of the building but is primarily intended to serve residents of the development and pedestrians and bicyclists utilizing the trail system being incorporated into the project. It is anticipated that only a small number of the general public will utilize vehicles to patronize the retail spaces.
However, there are on-street parking spaces available on Little Branch Run that will be available to the general public. This amendment request to not share the parking garage with the general public will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 3: **Residential Street (page 75)**

1. Building Street Façade: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.

Proposed Parcel 1 has approximately 841.24 feet of frontage on Little Branch Run. The building is constructed at the build-to line for 538.24 feet along this frontage, which occupies 64 percent of the frontage on this road. The street façade is in a single plane, but façade jogs of greater than 24 inches are included that makes this design difficult to follow the build-to line. The main entrance to

the building is set back between 28 feet to 49.5 feet from the right-of-way, for 135 linear feet. The purpose of this arrangement is to accentuate the location of the entrance and provide a visual break in the building, which occupies a substantial length along the roadway. The final length, where the building does not occupy the build-to line, is at the southern end where existing easements prevent the building from being closer to the right-of-way. Given the smaller massing of the townhouses across the street, this design provides a transition space between the taller multifamily building and the existing shorter townhouses. The result is a smooth visual transition between the two developments while a human-scale complete street is achieved. This amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 4: **Residential Street (page 75)**

2. Maximum Block Length: Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).

Proposed Parcel 1 will create a block length of 743 feet, greater than the 400 feet in length allowed by this standard. The shape of the property is unusual in that it curves along Little Branch Run for approximately one-third of its length. This curvature makes dividing the property into two separate and distinct blocks more complicated. In addition, the subject site is bounded to the east by WMATA train tracks that make any road connection to the eastern side of the train tracks impossible. Given the unique shape of the site, the amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 5: **Residential Street (page 75)**

5. Rear Yard Line: On sites with no alley access, there shall be a 12-foot setback from the rear yard line.

The building backs up to the right-of-way of WMATA Metro train tracks, which curves along the rear property line to the east. In most locations, the building is set back between 13 to 28 feet from the right-of-way of the train tracks. In one location, however, where a corner of the garage is closest to the right-of-way, the setback is only 10.5 feet. The parking garage is a rectangular structure, and as noted above, the property line is not straight. At the southern end of the garage, it is 27.8 feet from the right-of-way, but the curvature of the right-of-way brings the garage closer at its northeast corner. In all other locations, the 12-foot setback is provided. Given the amendment is limited to a portion of the garage only, it will benefit the proposed development and the transit district

and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

STREETSCAPE STANDARDS:

MODIFICATION 6: **Landscaping of Building Fronts (page 82)**

7. Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.

The applicant is not proposing planters and window boxes within 2 feet of the building. However, landscaping is provided along the building base area fronting the streetscape of the entire Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 7: **Location of Mechanical Equipment (page 82)**

9. Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street…air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.

As noted on the DSP, the transformers are located within 25 feet of the build-to line to conform to Potomac Electric Power Company standards. The transformers will be attractively screened to ensure that they are not prominently visible from the streetscape. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 8: **Streetscape (page 83)**

2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.

Lead walks are provided from the building entrance to the sidewalks. In lieu of brick or precast pavers, the DSP proposes to utilize stamped concrete to be constructed to the City of Hyattsville standards. Compared with brick or pavers, stamped concrete requires less maintenance and has the same visual effect that

meets the intent of the West Hyattsville TDDP. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 9: **Public Street Lighting (page 89)**

2. Lighting levels shall be:

a. Minimum public/private space light levels shall be:

(1) 1.25 foot-candles for building façades.
(2) 5.0 foot-candles for building entries.
(3) 2.0 foot-candles for walkways.
(4) 0.5 foot–candles for trails.
(5) 1.25 foot-candles for all other outdoor areas.

b. Maximum public/private space lighting levels shall not exceed:

(1) 2.0 foot-candles for building façades.
(2) 5.0 foot-candles for building entries.
(3) 2.0 foot-candles for walkways.
(4) 1.25 foot-candles for trails.
(5) 1.5 foot-candles for all other outdoor areas.

A photometric study has been provided with this DSP that shows sufficient lighting has been provided throughout the site. However, as the applicant stated in Exhibit A, even though most of the site exceeds the lighting requirements, some locations are not in strict conformance in a point-by-point calculation. Fixture locations are limited due to underground utilities. The proposed lighting will produce a wider range of light levels than the requirements that well serve the proposed development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 10: **Public Street Lighting (page 90)**

6. Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.

As the cost of LED lighting has lowered, it became the common replacement for old-fashioned incandescent lighting, because LED lights not only last much

longer, but also use far less electricity than standard lighting. LED lighting is proposed for all fixtures in this project. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 11: **Blocks and Alleys (page 91)**

3. Block Size: Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.

As discussed previously, due to the shape of the property and its location adjacent to the WMATA train tracks, it is impossible to create any vehicular connection to the properties east of the train tracks. The proposed Parcel 1 will create a block length of 743 feet, which is greater than 400 feet. However, a pedestrian promenade between proposed Parcels 1 and 2 has been designed to provide a pedestrian connection to the West Hyattsville Metro Station. This pedestrian pathway will provide through access from the North Park neighborhood to the Metro station. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 12: **Blocks and Alleys (page 91)**

4. Alleys: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.

Due to the narrow and elongated shape of the property, and the presence of the WMATA train tracks to the east, no alleys are proposed with this DSP. There is no adjacent development which could access or benefit from providing an alley. The site is oriented toward Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 13: **Blocks and Alleys (page 91)**

5. Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer

shall dedicate the alley right-of-way within the rear setback to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:

a. Sodding and providing routine landscape maintenance to the area.

b. Keeping the area clear of debris, litter, stored materials, and vehicles.

As discussed above, no alley is proposed, nor alley right-of-way is dedicated to the rear of the proposed building, because the site is too narrow to physically accommodate it. Limited landscaping is proposed between the building complex and the right-of-way of the WMATA train tracks. In the previously approved DSP-16029, the District Council approved an amendment to remove the requirement for an automatic irrigation system provided that native plant species be used. This DSP is proposing drought resistant native species that require less or no irrigation. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 14: **Sod, Groundcover and Mulch (page 93)**

4. Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.

For the same reason as discussed above, an irrigation system is not proposed for sod or groundcover areas. However, native species will be used throughout the development. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

ARCHITECTURE STANDARDS:

MODIFICATION 15: **Windows/Doors and Entrances (page 106)**

1. All Windows:

- **Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner).**

  Windows have been placed on the building elevations based on functional furniture layout and to allow maximum daylight for healthy living. Some windows are closer than 30 inches to exterior building

corners. The proposed building is attractive and well-functioning to serve future residents. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 16: **Windows/Doors and Entrances (page 106)**

2. Ground Floor Windows:

- **Single panes of glass shall not be larger than six feet high by four feet wide.**

- **Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet.**

  Residential window sizes are typically 6.125 feet wide by 6 feet high, and 8.125 feet wide by 6 feet high. Each window is divided in 2-3 panels; no panels are larger than 6 feet by 3 feet. Windows will have clear insulated low thermal emissivity glass for better thermal performance. While 60 percent of the surface view of the building allows for a depth of at least 20 feet in the lobby and retail areas, it does not allow for this depth in the residential units. This amendment to the above standard is limited to those ground floor areas occupied by residential uses only. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 17: **Windows/Doors and Entrances (page 106)**

3. Upper-Story Windows:

- **Windows shall be double-hung, single-hung, awning, or casement windows.**

  Single-hung windows have been proposed, in accordance with prevailing industrial standards, as shown in applicant's Exhibit C. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 18: **Windows/Doors and Entrances (page 106)**

4. Doors/Entrances:

- **Roll-down security gates, door, and windows shall be prohibited.**

  Roll-down security gates, doors, or windows are not being proposed for the primary building entrances. Roll-down doors are utilized on the garage and loading entrances for security and screening. The Planning Board agrees that the garage doors selected in this DSP are attractive and opaque to block views into the garage and loading areas. The parking lot will be a secure facility and the garage doors will ensure that access is limited. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 19: **Signage (page 107)**

1. Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration.

The signage package for the proposed building is intended to enhance the visual appeal of the project and promote pedestrian accessibility and safety without contributing to visual clutter. The location of the retail uses along the southern façade of the building, accessible to pedestrians and bicyclists, requires adequate signage. The retail signs will be internally illuminated so that the space is easily identifiable. Visibility from the Metro is also desired for placemaking purposes, as the building is not readily accessible from Ager Road. As a result, some blade signs will also be internally illuminated. Some of the blade and retail signs have low level internally illuminated graphics. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

PARKING STANDARDS:

MODIFICATION 20: **Parking Standards (page 109)**

5. Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:

c. Off-Street Parking Structures

- **Landscaping shall be provided along parking structure foundation facades that front the public realm.**

- **Landscaping shall be provided at the rate of one tree (2.5-inch caliper) and three shrubs (24-inch height) per ten linear feet of parking façade.**

- **Planting beds shall be a minimum of 5 feet in width and a minimum of 5 feet in depth.**

The garage is fully screened from the view of Little River Run by liner residential units. The garage is visible from a pedestrian trail and the Metro train tracks to the east. Landscaping provided along the rear of the parking structure does not provide the density of plant units specified, due to the narrowness of this area. Instead, limited landscaping is provided, and alternative compliance is also requested. Part of the garage façade will be painted with artwork to provide visual interest. The landscaping treatment between the garage and the Metro train tracks is appropriate and functional. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 21: **OFF-STREET PARKING (page 112)**

Materials:

The following is a list of permitted and prohibited material:

1. **Permitted: Brick and tile masonry; Native Stone (or synthetic equivalent); Precast masonry (for trim and cornice elements only); Gypsum Reinforced Fiber Concrete (for trim elements only); Metal (for beams, lintels, trim elements and ornamental only); Wood lap siding (horizontal configuration), smooth or rough-sawn finish; Hardie-plank equivalent or better siding.**

2. **Prohibited: Stucco/EIFS (cementitious finish); Split-faced block; Concrete (except for parking deck surface); Concrete Masonry Units; Faux wood grain.**

3. **Façade Treatments for Parking Structures: Parking structure façades that are visible to the public realm shall consist of high-quality material such as brick, brick with concrete banding, brick with glass block banding, or other material as specified in the permitted materials list above. All parking**

structure exteriors shall be architecturally designed to integrate and be compatible with adjacent building materials. Parking structures on corner lots shall provide street-frontage quality architectural façades along both the front and side streets.

Three sides of the parking garage will be surrounded by the residential building with no visible elevations and only one side is visible to the public. The only parking garage elevation that is visible to the public views is oriented toward the WMATA Metro train tracks to the east. That elevation will be constructed of precast concrete to be painted with artwork to provide visual interest and tie into the other colorful elements of the building. The base of the garage is constructed of gray masonry blocks which will also be painted to match the finish materials of the main building. In addition, landscaping is also provided along the entire length of the eastern property line. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 22: **OFF-STREET PARKING (page 113)**

4. Parking Structure Fenestration: Parking structure openings shall provide a minimum of 75 percent transparency to provide visibility for pedestrian safety. Ground floor building façade fenestration shall be 75 percent of each building façade along its street frontage. Blank wall façades shall not exceed 25 percent of any street frontage in accordance with the approved West Hyattsville TDDP conceptual site plan.

The parking garage is integral to the building and will be fully screened from the street, except for the entry doors and on the eastern elevation, which will be visible from the WMATA train tracks. The parking structure will be a secure facility only utilized by the residential tenants of the proposed building. Given the elongated shape of the property, the DSP takes full use of the site's frontage along Little Branch Run to provide access to the building complex including the parking garage. The main entrance area is designed to allow vehicles to safely enter the garage and also provides a drop-off venue so that delivery vehicles and rideshare services such as Uber/Lyft drivers do not block the traffic. The entrance to the garage will be a secure and decorative roll up door with material selection that resembles semitransparent windows. With the proposed design of the parking garage, which cannot meet the minimum openings of 75 percent transparency, an amendment to this rigid standard is necessary. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 23: **OFF-STREET PARKING (page 114)**

8. Parking Structure Entrances and Exits (Multifamily/Nonresidential): Parking structure entrances and exits within multifamily residential or nonresidential areas shall not exceed 16 feet clear height and 24 feet clear width and shall not be sited within 100 feet of the block corner or another garage entry on the same block. Garage entry portals may be set back up to 24 inches behind the surrounding façade. Parking access shall consist of a single location point for entry/exit purposes to minimize curb cuts. Vehicle access from the street frontage shall be prohibited.

The garage door conforms with the 16-foot clear height and 24-foot clear width requirements and there are no other garage entrances. The subject property is not a corner lot, so the entrance is not within 100 feet of a block corner. The garage is set back 82 feet from the surrounding façade. A single point of access to the garage is provided, but from the street frontage. The layout of the entrance and exit of the proposed building complex and parking garage is functional and appropriate. Given the unique shape and location of the subject property, the vehicular access to the property can only be provided from Little Branch Run. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 24: **OFF-STREET PARKING (page 114)**

9. Parking Structure Stairwells: Parking structure stairwells shall provide up-lighting with a minimum of 2.0 foot-candles and a maximum of 5.0 foot-candles. Glass façades shall be provided for high visibility and openness to enhance pedestrian safety. Steps shall provide open riser construction to increase visibility for pedestrian security.

The parking structure is part of the proposed building complex. Illumination of the stairwells will comply with standards. The design of the stairwells will be in conformance with the governing building and fire codes. However, the steps are precast and are not open risers. Given that additional building code review will be carried out prior to issuance of the building permit, the Planning Board defers this issue to the later review.

MODIFICATION 25: **OFF-STREET PARKING (page 114)**

10. Parking Structure Elevators: Parking structure elevators shall be lighted to a minimum of five foot-candles at the entrance to the elevator car door in accordance with the ADA standards. Elevators shall be constructed of glass walls to provide an open view to provide pedestrian safety and enhanced visibility.

Residential units and the private parking garage share a common elevator. The illumination level of the elevator will comply with this standard. However, the elevator will not be glass enclosed. As discussed above, the entire design of the building complex, including the parking structure and vertical transportation inside the building, will be in conformance with the governing building and fire codes. Given that additional building code review will be carried out prior to issuance of the building permit, the Planning Board defers this issue to the later review.

MODIFICATION 26: **OFF-STREET PARKING (page 115)**

11. Parking Structure Lighting: Lighting for all multifamily and nonresidential parking structures shall provide up-light fixtures and shall meet foot-candle requirements as specified below:

a. One-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

b. Two-way pendant uplight fixture, 30- to 72-inch stems, recessed "J" box-style hung from parking structure ceiling

c. Perimeter or core uplight wall fixture

d. 250W metal halide

e. 10-foot 6-inch parking structure ceiling

f. Reflectance: 80 percent ceiling (shall use matte white paint), 40 deck (concrete construction), and 0 percent walls

The parking structure will provide adequate lighting to meet the above standards. The parking structure ceiling is designed to allow each level of the parking garage to access a residential floor in the mixed-use building. The gross ceiling heights in the garage comply with the 10-foot 6-inch minimum requirement and are designed in accordance with the prevailing practices in the areas. However, after deducting the structural elements, the clear height in the garage for vehicles is 9 feet on the first floor and 8 feet on all other levels of the garage. In fact, the governing building code (Section 406.22, Clear Height, International Building Code) limits the clear height of each floor level in vehicle and pedestrian areas to no less than 7 feet. The proposed 8 and 9 feet are above the minimum clear height required by the building code. The amendment will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

MODIFICATION 27: **Parking Space Size in Parking Garage**

Section 27-558(a) of the Zoning Ordinance governs the size of surface parking spaces and provides that nonparallel standard parking spaces shall measure 9.5 feet by 19 feet, but permits up to one-third of the required spaces to be compact measuring 8 feet by 16 feet. This DSP proposes the use of 8.5 feet by 18.5 feet parking spaces within the garage for all 298 spaces, excluding handicap-accessible parking spaces. No compact parking spaces are proposed.

The subject property is located within the West Hyattsville T-D-O Zone. In a T-D-O Zone, Section 27-548.06(d)(1) provides that "the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a Transit District unless otherwise specified within the Transit District Standards." The West Hyattsville Transit District Standards contain specific requirements related to parking, and do not specify that the provisions of Part 11 are otherwise applicable. Transit district standards do not modify the size of parking spaces. Section 27-548.06(2) further states that "if a Transit District Development Plan does not contain specific parking requirements, the requirements shall be determined at the time of Detailed Site Plan review by the Planning Board in accordance with the regulations of Part 11." However, Section 27-548.08(c)(3), states the following:

(3) The applicant may ask the Planning Board to apply development standards which differ from mandatory requirements in the Transit District Development Plan, unless the plan provides otherwise. The Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which may be amended by the District Council under procedures in Part 10A, Division 1. The Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

The difference between the required standard parking space measurement and the 8.5 foot by 18.5-foot space that the applicant is proposing is insignificant because there will be no compact spaces. However, the use of the universal size spaces allows for a more efficient function within a pre-cast parking garage, as proposed in this DSP. Furthermore, the use of a universal-sized parking space has become more common in modern zoning ordinances.

The use of the universal size parking space allows the applicant to place the required number of parking spaces in the structure (see also the applicant's Exhibit D attached to the SOJ). The amendment to the regular parking space size within the parking garage to utilize a universal size will benefit the proposed development and the transit district and will not substantially impair implementation of the TDDP. The Planning Board approves this amendment request.

8. Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the M-X-T and T-D-O Zones and the requirements for Expedited Transit-Oriented Development (ETOD) Projects of the Zoning Ordinance, as follows:

a. The proposed multifamily residential and commercial/retail uses are listed on the Table of Permitted Uses in the M-X-T Zone within the West Hyattsville TDDP, as amended by DSP-16029, and are consistent with the land use vision of the approved TDDP.

b. In accordance with Section 27-107.01(a)(242.2)(A) of the Zoning Ordinance, the DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where:

(A) the subject property is located entirely within a Transit District Overlay Zone ("TDOZ"),

The subject site is located entirely within the T-D-O Zone.

Section 27-290.01 sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and District Council, and the time limit for both Planning Board and District Council actions. Specifically, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects, as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The subject application is located within 0.25 mile of the West Hyattsville Metro Station platform. This mixed-use building is considered high-density development.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

The overall Riverfront at West Hyattsville development, which includes this proposed mixed-use building, provides a mixture of uses that that allow multiple trips to take place within the community. Landscaping, pedestrian pathways, and building architecture create a quality streetscape along Little Branch Run, and this DSP includes no new surface parking. The building is connected to the Metro station via a pedestrian promenade full of amenities and public art that encourages walking and bicycling.

(C) Minimizing building setbacks from the street;

The building is proposed as close to the street as possible, behind the sidewalk and public utility easements. There are increased setbacks at the main entrance plaza and along the building façade to allow for variations in the elevation, which the Planning Board finds improves the streetscape design.

(D) Utilizing pedestrian scale blocks and street grids;

The subject site is located at the easternmost of the North Park neighborhood right against the WMATA Metro train tracks that makes it not practical to create any vehicular connection to the east of proposed Parcel 1. However, this DSP creates a high-quality promenade leading to the existing tunnel to the entrance of the West Hyattsville Metro Station. The design of the promenade focuses on human scale that makes it comfortable for pedestrians.

(E) Creating pedestrian-friendly public spaces; and

The public spaces in this DSP include two courtyards and a pedestrian promenade that connects the neighborhood to the West Hyattsville Metro Station. The promenade allows the general public to access the Metro station through the proposed project. The courtyards are limited to residents of the proposed building complex. All those spaces are pedestrian friendly and full of amenities.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 of the Zoning Ordinance has general design principles of urban centers as stated below:

(a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.

(b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.

(c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.

(d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.

(e) Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.

(f) Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.

(g) In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.

(h) Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.

(i) Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.

The development proposed in this DSP contains two complementary uses. The DSP occupies the entire block of Parcel 1 and designs two attractive elevations with the main one fronting Little Branch Run. The building is sited closely to, and follows the curvature of, the street where possible. The building design takes into the consideration the massing and style of the existing townhouse community to the west and makes the shared street of Little Branch Run a complete street while proportionally arranging the vertical divisions of the multifamily family elevation. Sufficient architectural articulation, color, and elements are utilized to make an attractive and pedestrian friendly streetscape. The eastern elevation is conceived as a secondary elevation, but features artsy elaboration that strengthens the identity of the place.

The design of the public spaces in this DSP integrates human scale with safety consideration by providing “eyes on the street” with windows and clear territorial demarcation. The pedestrian promenade is full of amenities and is designed to be inviting to encourage pedestrian traffic.

The storage of vehicles is concealed, so are other site-serving utilities. The parking garage is in the middle of the mixed-use building complex and is surrounded on three sides by the residential units. The screening of the mechanical equipment is also functional and is consistent with the applicable regulations.

(2) Provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,

The plans propose residential and retail uses that are envisioned for this area by the West Hyattsville TDDP.

(3) Not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):

(A) Adult entertainment;

(B) Check cashing business;

(C) Liquor store;

(D) Pawnshop or Pawn Dealer;

(E) Cemetery;

(F) Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);

(G) Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);

(H) Industrial;

(I) Amusement park;

(J) Strip commercial development (in this Section, "Strip commercial development" means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);

(K) Sale, rental, or repair of industrial or heavy equipment;

(L) Any automobile drive-through or drive-up service;

(M) Secondhand business (in this Section, a "Secondhand business" is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);

(N) Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;

(O) Beauty supply and accessories store (in this Section, a "Beauty supply and accessories store" is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or

(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

None of the above uses are included on this DSP.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

(c) Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and the creation of a harmonious design around these necessary elements and the proposed development. The plans do not reflect public utility structures or uses on the subject property, but only require private utilities to serve this project.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

This DSP is generally compatible with the governing TDDP requirements, and where it deviates, the applicant has filed amendment requests, in accordance with the requirements in the T-D-O Zone. The alternative standards benefit the development and the development district, and will not substantially impair implementation of the TDDP, as discussed in Finding 7 above.

(6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

c. Section 27-546(d), Site Plans, of the Zoning Ordinance includes required findings that must be made by the Planning Board, as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a) of the Zoning Ordinance, as follows:

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The site is within 0.25 mile of the West Hyattsville Metro Station. The property is in the West Hyattsville Metro local transit center, as stated in the Prince George's County Growth Policy Map of the *Plan Prince George's 2035 Approved General Plan.* Local Transit Centers are smaller-scale, mixed-use centers that are well connected by transit. Many of these areas are integrated with an established street grid and

offer local-serving retail and limited office uses, to which this project conforms.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

The West Hyattsville TDDP recommends a mix of townhouse, four- to six-story condominiums, and mixed-use residential on the subject property. The TDDP identifies the subject property as part of the North Park neighborhood, described as follows:

"Located just north of the Metro tracks, this will be a primarily residential neighborhood with a diverse mix of housing types. Its residents will enjoy a direct connection to the Metro station and convenient access to the Northwest Branch stream valley park. It will contain several LID streets designed to contain and minimize stormwater runoff into the adjacent Northwest Branch. North Park will also contain a number of neighborhood and smaller 'pocket' parks --one acre or less in size --that will be designed for active use by younger children and their parents. Small, neighborhood-focused retail will be at the intersection of the primary internal streets, within two blocks of the Metro station. Three taller residential buildings at the edge of North Park will offer outstanding views and surveillance of the stream valley park, increasing the safety of the park."

The subject development will ultimately fulfill the vision of the area, as described above.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

The proposed development plan takes full advantage of the development pattern in the M-X-T Zone on the area proposed for the mixed-use building. For the overall site, as envisioned by the TDDP and the previously approved PPS, more development is anticipated. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation that a person may not need an automobile, due to the convenient access to the Metro station. The proposed site layout further facilitates walking and bicycling and transit use.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The proximity of the site to the West Hyattsville Metro Station, proposed medical office building, parkland, and the future anticipated additional multifamily residential and retail development will encourage activity in the area by the future residents, as they conduct their everyday business and leisure activities that will contribute to a 24-hour environment.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

The proposed layout of the development occupies the entire Parcel 1 with a vertical mixed-use building. A promenade at the southern edge of the parcel will provide a spatial transition to the future phase that will blend harmoniously with the proposed development on the subject site.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

This DSP shows a vertical mixed-use project with a distinctive visual character that will create a memorable place adjacent to the West Hyattsville Metro Station.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

This DSP represents the first phase of a two-phase development that features high-density, compact, urban development around the West Hyattsville Metro Station. The site design of the subject DSP and future development will result in a mix of uses that will promote optimum land utilization.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The subject application is proposing a mixed-use development that was envisioned by the West Hyattsville TDDP. This development will further rejuvenate the area on the west side of the West Hyattsville Metro Station and create the neighborhood as planned by the West Hyattsville TDDP.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The applicant has requested a number of amendments to the West Hyattsville TDDP that the Planning Board supports to give the applicant freedom of architectural design.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The West Hyattsville TDDP retained the subject property in the T-D-O/M-X-T Zones. Therefore, this requirement is not applicable to the subject project, notwithstanding the fact that the proposed development does conform to the development concept set forth in the TDDP.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development is the first phase of a two-phase development that is oriented mainly toward Little Branch Run, with the second phase also fronting on M-NCPPC parkland. A promenade is provided between the two phases that provides direct access from the larger community to the West Hyattsville Metro Station. In accordance with the section above, the ultimate development of the property will have front façades oriented toward Little Branch Run to provide an outward orientation, which will integrate and catalyze the development of the

surrounding neighborhood. The appearance of the project from the Metro rail line is equally important, and a very lively appearance has been achieved through the application of artwork.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

This DSP for a multistory building has been designed to be compatible with the existing townhouse community by use of a common contemporary style, color scheme, and building finish materials.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The multifamily and retail uses will complement the existing townhouse community to the west, and the office use and Metro station to the east. The pedestrian promenade provides a direct connection to link the two communities on both sides of this project that will create a cohesive larger community, as envisioned by the West Hyattsville TDDP.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

The DSP is itself the first phase of a two-phase development. The proposed development in this phase has 293 multifamily units of various sizes and small, ground-level retail space designed as a self-sufficient entity that will allow effective integration with the future phase.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

This project is designed to be pedestrian-friendly with sidewalks along the Little Branch Run frontage with street trees and a pedestrian promenade full of amenities that closely links the larger community to the West Hyattsville Metro Station and the office use to the east. The pedestrian system will connect to existing streets to create convenient access to the Metro station and the entire transit district.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other

amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The site will have a main pedestrian path, which will be well-landscaped and includes site amenities, such as benches and bike racks, and function as a promenade, leading to the West Hyattsville Metro Station. The pavement of the promenade and the surrounding buildings has been designed to pay adequate attention to human-scale and pedestrian friendly elements with sufficient visual interests and colorful artwork. The buildings will have a clear change in building materials to create a masonry water table and strong elevations.

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

This finding does not apply to the DSP.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

The governing PPS 4-20040 was approved on October 7, 2021, pursuant to PGCPB Resolution No. 2021-122, in which an adequacy finding was made, and this proposal is consistent with that approval.

(11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

The subject site is not a proposed mixed-use planned community.

d. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

(a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

Section 27-544 of the Zoning Ordinance is modified by the West Hyattsville TDDP and the provisions of an ETOD project, as stated specifically in Section 27-290.01(a)(1) and discussed above.

Section 27-547. - Uses permitted.

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

Section 27-290.01(a)(1) and (2) states that the requirements above are overridden and allows an application to include a mix of uses on-site or in the adjacent areas. The subject site is surrounded by a mix of uses, existing or proposed, including residential uses across Little Branch Run and a medical office use to the east of the WMATA train tracks. Regardless, the subject DSP application includes both residential and commercial uses.

Section 27-548. M-X-T Zone.

(d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposal.

(g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

The subject DSP includes two parcels that have direct frontage on Little Branch Run, which is a public street.

e. Pursuant to Section 27-548.08(c)(2), the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

(A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;

The subject DSP consists of a mix of multifamily residential and commercial retail uses and is consistent with the land use vision of the North Park neighborhood, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the West Hyattsville Metro Station to provide significant residential opportunities and appropriate retail space. The DSP includes one, 5-story, multifamily building, with limited first floor retail space around the main entrance area plaza and the southwest end of Parcel 1 where the pedestrian promenade starts. The DSP conforms to most of the mandatory requirements of the TDDP, except for those standards to which the applicant has requested amendments, in order to achieve a superior development, in accordance with the prescribed procedure allowed by the Zoning Ordinance in Section 27-548.08(c)(3). As discussed in Finding 7 above, the requested modifications will benefit the proposed development and the transit district and will not substantially impair the implementation of the West Hyattsville TDDP.

(B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;

The subject site is within the North Park neighborhood of the West Hyattsville TDDP that is also within the walking distance of the West Hyattsville Metro Station, and the development proposal is consistent with the development standards and guidelines for the North Park neighborhood.

(C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones, unless an amendment to the applicable requirement or regulation has been approved;

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying M-X-T Zone and applicable T-D-O Zone standards, except for amendments that the Planning Board approves, as discussed above. The Planning Board concludes that the subject DSP meets the requirements of both the T-D-O and M-X-T Zones.

(D) The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;

The proposed mixed-use building is surrounded on two sides by Little Branch Run and WMATA Metro train tracks. The main entrance is oriented toward Little Branch Run, with various design focuses on this elevation. The eastern elevation, fronting the WMATA train tracks, will have an exposed elevation of the parking garage and the rest of the multifamily units. This elevation is decorated with artwork that creates a lively and energetic appearance, which can be seen from the passing Metro trains. The façade design of the building incorporates many contemporary, multifamily residential, architectural design elements that correspond to the buildings surrounding the site. The two courtyards, where all outdoor amenities including a swimming pool are located, are surrounded by the residential units on all sides, except for the southern courtyard, which is open to the promenade on the south side. The entire site design maximizes safety and efficiency and adequately meets the purposes of the T-D-O Zone.

(E) Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development; and

The subject DSP is for a vertical mixed-use building on the property that is part of a larger mixed-use development within walking distance of the West Hyattsville Metro Station in the North Park neighborhood of the West Hyattsville TDDP. This high-quality development will improve the appearance of the area

significantly and reinforce a high-quality standard for all future adjacent developments.

(F) Requests for reductions from the total minimum required parking spaces for Transit District Overlay Zones pursuant to Section 27-548.09.02 of the Zoning Ordinance, meets the stated location criteria and are accompanied by a signed Memorandum of Understanding between a car sharing corporation or company and the applicant.

The T-D-O Zone has a maximum allowed parking requirement for this site. There is no required minimum number or ratio of off-street parking spaces in the West Hyattsville TDDP. According to the applicant, the proposed parking is below the maximum allowed and will satisfy the parking demand of this project.

f. **Conceptual Site Plan:** Section 27-290.01(a)(1) allows for the following:

(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed-Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.

In this case, the applicant has not filed a new CSP, due to the exemption above. In addition, pursuant to Section 27-548.08(c)(2), a DSP in a transit district does not have to conform to a previously approved CSP.

9. Preliminary Plan of Subdivision 4-20040: The property is the subject of PPS 4-20040, which was approved by the Planning Board on October 7, 2021 (PGCPB Resolution No. 2021-122), including two parcels of 8.1 acres for the development of 750 multifamily dwelling units and 15,000 square feet of commercial space, subject to 23 conditions. This subject DSP proposes 293 multifamily dwelling units and approximately 3,213 square feet of commercial retail space on proposed Parcel 1 only. The conditions that are relevant to the review of this DSP warrant the following discussion:

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

The development shown with the DSP is within the development limits of the approved PPS. The table below summarizes trip generation in weekday peak hours for the site:

Weekday Trip Generation Summary: DSP-20053: West Hyattsville								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	293	Unit	23	99	122	92	49	141
Note: residential trips are 20% TOD credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	3,213	1,000 sq. ft. GFA	1	1	2	3	3	6
Note: pass-by trips per M-NCPPC guidelines (50% AM/50% PM)								
Total Trip			**24**	**100**	**124**	**95**	**52**	**147**
Trip Cap – 4-20040 PPS			**66**	**252**	**318**	**247**	**141**	**388**

As evidenced above, the uses proposed on this site plan are within the PPS trip cap.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

The subject DSP proposes development in accordance with the approved PPS, and there is no substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings. A new PPS is not required at this time.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

The applicant has submitted an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicycle facilities approved with PPS 4-20040.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel2 and to the Northwest Branch Trail.

b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

c. Bicycle fix-it station at each garage bicycle parking area.

d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

The 5-foot-wide sidewalk shown on the DSP extends to the vehicle entry point on Parcel 2, but does not extend to the Northwest Branch Trail. This will need to be shown with the DSP for full development of Parcel 2. Bicycle parking in the parking garage is shown and labeled. However, bicycle fix-it stations are not labeled on the DSP. Crosswalks crossing the drive aisle at points of vehicle entry are provided. Pedestrian and bicycle access near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station have been provided. Appropriate conditions regarding these items have been included herein.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

> **"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."**

The DSP is in general conformance with Type 1 Tree Conservation Plan TCP1-012-2016-01. The Planning Board finds that the submitted TCP2-001-2017-02 is consistent with the previously approved TCP1.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

The DSP is in general conformance with SWM Concept Plan 3816-2021-00.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

The applicant has provided a Phase II noise report that demonstrates that the interior of all buildings can be mitigated to 45 dBA Ldn or less through installation of certain Sound Transmission class rated soundproof windows, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less. Building permits will have to demonstrate conformance to these noise requirements, as conditioned by the PPS.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

The proposed development is located on Parcel 1 and no improvements other than general grading and a SWM facility have been shown on the Parcel 2. Additional on-site recreational and amenities (see above Finding 6) have been proposed on Parcel 1 within the courtyards of the building complex that are acceptable.

10. 2010 Prince George's County Landscape Manual: The proposed mixed-use development is within the West Hyattsville TDDP that is subject to the standards as contained under the Landscape Section of the TDDP. However, for those landscaping requirements not covered by the standards, the applicable 2010 *Prince George's County Landscape Manual* (Landscape Manual) regulations govern. The DSP demonstrates conformance to the applicable requirements, except for Section 4.7, Buffering Incompatible Uses, for which Alternative Compliance AC-21021 has been submitted and reviewed, as follows:

The development is subject to Section 4.7, Buffering Incompatible Uses, of the Landscape Manual because the proposed multifamily building is adjacent to the Metrorail lines along the eastern boundary area. Alternative compliance is being requested because the building setback and the width of the landscape yard do not meet the minimum requirements. The applicant is seeking approval to reduce both the minimum building setback and the width of the landscape yard to a range between 10.5 and 37.2 feet.

REQUIRED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1, adjacent to the WMATA rail lines

Length of Bufferyard	498 feet
Minimum building setback	50 feet
Minimum landscape yard	40 feet
Plant units (160 per 100 linear feet)	796

PROVIDED: Section 4.7, Buffering Incompatible Uses, along the eastern property line of proposed Parcel 1 adjacent to the WMATA rail lines

Length of bufferyard	498 feet*
Building setback	10.5–37.2 feet*
Landscape yard	10.5–37.2 feet*
Fence or wall	No
Plant units	210*

Note: *The linear feet of buffer strip, building setback, landscape yard widths, and number of provided plant units are not correct on the landscape plan and need to be corrected to match the plan and be inclusive of the proposed shrubs.

Justification
The applicant is requesting alternative compliance from Section 4.7, Buffering Incompatible Uses, ofthe Landscape Manual, along the eastern side of the property adjacent to the WMATA rail lines. A Type D bufferyard, which includes a 50-foot-wide building setback, and a 40-foot-wide landscape yard to be planted with 160 plant units per 100 linear feet, is required along this property line. The site is unusually shaped and is also an urban infill site built in the floodplain, which limits the amount of grading that can occur. The Metrorail lines are located underground at the Little Branch Run right-of-way and are below grade at the northeast end of the building and are not at grade until the southern end. The proposed parking garage is located along a portion of the eastern property line (approximately 200 feet), providing a structural buffer from residential units. There is a pedestrian trail that runs on WMATA's property abutting the site, and safety concerns limit the possibility of dense landscaping or walls along this edge.

The applicant is proposing a minimum building setback and landscape yard of 10.5 to 37.2 feet and approximately 210 plant units, including a mix of shade and ornamental trees.
However, the building setback and landscape yard widths are not listed correctly in the schedule and the 210 plant units do not include the proposed shrubs. These corrections need to be made to the landscape plan, but there are still opportunities for even more plantings along this edge that will enhance the buffer. In addition, the landscape and site plan seem to show a proposed fence line along most of the eastern property line, however this is not labeled, and no detail is provided. A fence, even if it is not sight-tight, will provide some enhanced buffering between these uses,

so a condition has been included herein to label this on the plan and provide a detail. A noise and vibration study was submitted to address the impacts of the rail lines on the residential units and states that the building materials will reduce the interior noise levels below 45 dBA. The study stated that the vibration levels conform to the Federal Transportation Administration standards.

The Alternative Compliance Committee finds that given the specific site conditions, parking garage and adjacent pedestrian trail locations, the reduced building setback and landscape yard, planting units, and building materials will sufficiently meet the objectives of a Section 4.7 bufferyard. The Committee finds the proposed alternative design equally effective as normal compliance with Section 4.7(c)(3)(4), for the eastern property line, if revised as conditioned herein.

The Planning Board adopts the Planning Director's APPROVAL of Alternative Compliance AC-21021 from the requirements of Section 4.7, Buffering Incompatible Uses, of the 2010 *Prince George's County Landscape Manual*, along the eastern property line of proposed Parcel 1, adjacent to the Washington Metropolitan Area Transit Authority rail lines, subject to four conditions that have been included in this resolution.

11. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This site is subject to the provisions of the 2010 Woodland and Wildlife Habitat Conservation Ordinance and the Environmental Technical Manual, because the property has previously approved tree conservation plans. TCP1-012-2016-01 was approved with PPS 4-20040 and TCP2-001-2017-02 was submitted with the subject application.

a. The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. The NRI covers both Parcel 1 and Parcel 2. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. Although a good portion of the area covered by this NRI is associated with an area of previously developed 100-year floodplain within Parcel 2, no existing floodplain or associated primary management area (PMA) exists on-site within the scope of this DSP application on Parcel 1. The DSP is consistent with the NRI.

b. The initial PPS was not phased, but this DSP is creating a phased development broken down into three separate phases. Phase 1 is the previously developed area located to the west of the site associated with DSP-16029 and TCP2-001-2017, Phase 2 is the proposed development associated with this DSP application on Parcel 1, and Phase 3 is for rough grading required to support the development of Phase 2 SWM on Parcel 2. The area within this application was previously approved for rough grading under DSP-20004 and TCP2-001-2017-01.

The site has an overall woodland conservation threshold of 15 percent or 0.54 acre. According to the TCP2 worksheet, no existing woodlands are present on Phase 2. No net tract woodland is associated with any of the phases. A total of 0.42 acre of woodlands was present in the floodplain for all phases, all of which was previously cleared under

grading permits for Phase 1. The cumulative woodland conservation requirement for Phase 2 is 0.96 acre for all phases of development. The TCP2 proposes to meet the requirement of Phase 2 through a combination of 0.88 acre of previously recorded off-site preservation recorded under Phase 1 with DSP-16029 and TCP2-001-2017; 0.03 acre of existing street tree credit approved with DSP-20004 and TCP2-001-2017-01 (four willow oaks at the intersection of Ager Road and Little Branch Run); and 0.05 acre of fee-in-lieu with this DSP application.

Since the street trees credited towards meeting woodland preservation under DSP-20004 and TCP2-001-2017-01 were not placed into a woodland preservation easement as required prior to permit, the landscape credit must be removed from the plan and shown as additional fee-in-lieu.

There are several additional minor revisions that need to be addressed on the TCP2. These revisions are specified in the conditions in this resolution.

12. **Prince George's County Tree Canopy Coverage Ordinance:** A 10 percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This DSP covers a total of 8.09 acres of land; however, the proposed development is only on the proposed 3.05-acre Parcel 1. The applicant has applied this calculation only to Parcel 1 (3.05 acres), as it is shown for full development, and the remaining acreage is shown only for grading impacts. The subject application provides a schedule showing that the TCC requirement has been met through the proposed on-site tree planting.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

a. **Community Planning**—The Planning Board adopts a memorandum dated November 17, 2021 (Benton to Zhang), incorporated herein by reference, which stated that pursuant to Section 27-548.08(c)(3), this DSP application includes requests for amendments to the mandatory requirements of the T-D-O Zone that benefit the proposed development and the transit district and does not substantially impair the TDDP.

b. **Historic Preservation**—The Planning Board adopts a memorandum dated November 12, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, which stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any designated Prince George's County historic sites or resources.

c. **Transportation Planning**—The Planning Board adopts a memorandum dated November 18, 2021 (Yang to Zhang), incorporated herein by reference, which provided the following discussion:

Access is proposed via Little Branch Run. The driveway to the garage has a minor offset from existing Kirkwood Place. While the offset should be corrected, if at all possible, given that Kirkwood Place is not a through street and serves a limited number of residences, the offset is not deemed to be an issue for this case, and is determined to be acceptable.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the findings required for a DSP, as described in the Zoning Ordinance.

d. **Subdivision Review**—The Planning Board adopts a memorandum dated November 15, 2021 (Heath to Zhang), incorporated herein by reference, which provided a review of this DSP's conformance with the applicable conditions attached to the approval of PPS 4-20040, and concluded that the proposed DSP is within the development limits of the approved 4-20040.

e. **Bicycle and Pedestrian**—The Planning Board adopts a memorandum dated November 12, 2021 (Ryan to Zhang), incorporated herein by reference, which analyzed the DSP for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone* to provide the appropriate pedestrian and bicycle transportation recommendations. The proposed development is in conformance with the pedestrian and bicycle transportation recommendations of the West Hyattsville TDDP.

The Planning Board also reviewed the DSP's conformance with the requirements of the Zoning Ordinance and the applicable conditions attached to PPS 4-20040, which is the governing PPS, and concluded that the proposed DSP meets the applicable requirements and conditions.

The Planning Board concludes that the pedestrian and bicycle transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, the relevant design guidelines for transportation, and the conditions of approval for the subject PPS, and finally the submitted DSP is deemed acceptable from the standpoint of bicycle and pedestrian transportation.

f. **Environmental Planning**—The Planning Board adopts a memorandum dated November 16, 2021 (Juba to Zhang), incorporated herein by reference, which stated that they have reviewed the revised DSP, TCP2, and associated information, and provided the following summarized comments:

Preservation of Regulated Environmental Features
At time of review of PPS 4-20040 and TCP1-012-2016-01, the Planning Board reviewed and approved impacts to the entire PMA on-site, which covers 4.73 acres to raise the

proposed development out of the floodplain. Compensatory floodplain storage will be provided on the southern part of the property.

The Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Since no further impacts to on-site regulated environmental features are proposed, the Planning Board finds that the regulated environmental features have been preserved and/or fully restored in a natural state to the fullest extent possible, in accordance with the requirement of Subtitle 24-130(b)(5).

Stormwater Management
The site has an approved SWM Concept Plan 3816-2021-00, which is valid until October 13, 2024. According to the Final Plan Best Management Practices Summary Table on the approved Concept Plan, one submerged gravel wetland structure is proposed on the southernmost section of the property. According to the approval letter, the concept for Buildings A and B have been combined into this approval (see Concept 11905-2016-01 for previous approvals on Building A). A floodplain waiver from DPIE, dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan.

The Planning Board approves DSP-20053 and TCP2-001-2017-02, subject to two conditions that have been included in this resolution.

g. **Prince George's County Fire/EMS Department**—At the time of the writing of this resolution, the Fire Department did not offer comments on the subject application.

h. **Prince George's County Department of Parks and Recreation**—The Planning Board adopts a memorandum dated November 15, 2021 (Yu to Zhang), incorporated herein by reference, in which the Prince George's County Department of Parks and Recreation (DPR) provided comments on the possible impact of the proposed compensatory facility on Parcel 2 on the adjacent stream valley park to the south and west of the subject property, summarized as follows:

The subject property's compensatory storage on Parcel 2 abuts M-NCPPC's property to the west. The proposed grading of the compensatory storage will disturb the embankment in M-NCPPC's property; therefore, right of entry will be required during the construction phase.

The DSP did not address how the outfall from the compensatory storage facility will impact the existing embankment on M-NCPPC land. A further study is needed to investigate the impact of joining three outfalls into one confluence and rip-rap outfall.

Due to high visibility of the outfall improvements at the subject property, an aesthetic treatment of the headwall and weir wall should be considered.

The subject DSP proposes development only on Parcel 1. Parcel 2 is included in this DSP as the site for future development and rough grading. A compensatory facility, which was approved by DPIE for flood control, is located in the southernmost part of the site on Parcel 2 abutting the M-NCPPC property. Given no additional improvements are proposed on Parcel 2 in this DSP, DPR's concerns raised in this memorandum will be addressed at time of a full DSP for Parcel 2.

i. **Prince George's County Police Department**—At the time of the writing of this resolution, the Police Department did not offer comments on the subject application.

j. **Prince George's County Health Department**—The Planning Board adopts a memorandum dated November 2, 2021 (Adepoju to Zhang), incorporated herein by reference, in which the Health Department provided five comments on the subject application that have been transmitted to the applicant. Two comments on limiting construction noise and particle pollution during the construction phases of this project have been included in this resolution.

k. **Prince George's County Department of Permitting, Inspections and Enforcement**—At the time of the writing of this resolution, DPIE did not offer comments on the subject application.

l. **City of Hyattsville**—The Planning Board adopts a letter dated November 16, 2021 (Mayor Ward to Chair Hewlett), in which the Mayor of the City of Hyattsville stated that the Hyattsville City Council reviewed this DSP on November 15, 2021, and voted in support of DSP-20053, affirming the applicant's request for certain modifications to the development standards of the West Hyattsville TDDP, given that technology and design standards have evolved substantially since adoption of the West Hyattsville TDDP in 2006. Specifically, the City supports the applicant's request for modifications to the Ground Floor Retail standard, maximum block length, block size, and rear yard line standards, requirement for an automatic irrigation system, off-street parking standards, location of mechanical equipment, universal parking space sizes of 8.5 feet by 18.5 feet in the parking structure, use of LED lighting, and signage standards for internally illuminated signs and graphic heavy wayfinding signage in both English and Spanish.

The City also stated requests for three conditions, as follows:

1. The City recommends that off-street parking be provided in the proposed parking garage for employees of the retail space to reduce pressure on

on-street parking. The City requests the Planning Board require that property owners and developers unbundle, or separate, the cost of off-street parking from the costs of housing or commercial space.

The proposed off-street parking in the parking garage includes parking spaces for the retail space. However, those spaces are not clearly demarcated on the site plan. A condition has been included in this resolution requiring the applicant to clearly mark those parking spaces for retail use, prior to certification of this DSP. The issue of unbundling the cost of off-street parking spaces is operational in nature and outside the purview of the Planning Board.

2. **The City supports the applicant's request for incorporating EV charging stations within structured parking garage with capacity for conversion of additional charging stations should demand increase. The City requests that the locations of EV charging stations shall be detailed in the applicant's exhibit(s).**

The Planning Board supports this request, and the applicant also agrees to provision of the electric vehicle charging stations in the parking garage. A condition has been included in this resolution requiring the applicant to clearly show electric vehicle charging stations on the floor plan, prior to certification of this DSP.

3. **The City requests the applicant significantly increase bike storage proposed by the applicant, given the property's proximity to Metro and the Anacostia Tributary Trail System. The requests the applicant achieve a minimum of a 5 (RDU) – 1 (dedicated bicycle parking space) ratio, which may include a combination of vertical bike storage included in an indoor bike room and secured outdoor bicycle storage. Staff recommends the applicant consider additional covered bike storage outside building with private fob entry, integration of double-deck bike racks to increase capacity, and basic bike repair stand like the College Park Metro Bike Facility. In addition, the City recommends wayfinding and an assistive door device at the street-level pedestrian entrance to the garage to ensure safety and ease of access for cyclists utilizing bike parking within the structure parking garage.**

The West Hyattsville TDDP standards require 1 bicycle parking space for every 20 vehicular parking spaces. This DSP is required to provide 16 bicycle parking spaces based on this ratio. Currently, the proposed plans show 34 bicycle spaces and a bicycle fix-it station in the parking garage which exceed the requirements.

In addition, 4 racks (8 bicycle parking spaces) will be provided in the plaza area of the pedestrian promenade. After receiving the comments from the City, the applicant proffered to increase the total bicycle parking in the parking garage from 34 spaces to 60 spaces. The Planning Board welcomes this increase in

bicycle parking capacity of the project and included a condition in the resolution to require the applicant to update the bicycle parking information, prior to certification of this DSP.

Finally, the City Council also stated two considerations, as follows:

4. The City requests that the Planning Board to refer to back to Prince George's County DPW&T a request for an evaluation of pedestrian and cyclist safety adequacy at crossings of Ager Road at both Lancer Drive and Nicholson Street, along with all other intersections evaluated in the applicant's Traffic Impact Study.

This request from the City to evaluate the pedestrian and cyclist safety within the adjacent public rights-of way that are beyond the boundary of this DSP is outside the purview of the Planning Board. At the time of PPS 4-20040 approval, an adequate public facility test, including the test for adequate transportation, bicycle and pedestrian facilities to serve the proposed development, was performed and found to be sufficient for this project.

During the Public Hearing for this DSP on December 16, 2021, the Planning Board supported the City's request, and further encouraged the City to reach out to operational agencies, including DPIE and DPW&T, to request those agencies to look into the issues of pedestrian and cyclist safety.

5. The City of Hyattsville encourages the applicant to pursue opportunities to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.

This consideration has been transmitted to the applicant, who will pursue the opportunities as appropriate.

m. **Washington Metropolitan Area Transit Authority**—At the time of the writing of this resolution, WMATA did not offer comments on the subject application.

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 APPROVED Type 2 Tree Conservation Plan TCP2-001-2017-02 and APPROVED Alternative Compliance AC-21021, and further APPROVED Detailed Site Plan DSP-20053 for the above described land, subject to the following conditions:

A. APPROVE Alternative Transit District Overlay Zone Standards, as follows:

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground floor retail only in the southernmost portion of the building, adjacent to the pedestrian trail, on the southeast side of the building.

2. **Shared Parking (page 68):** To allow the proposed parking garage not to be shared with the general public or other users outside of the multifamily residential use.

3. **Residential Street - Build-to line (page 75):** To allow various building plane setbacks from the curb line of Little Branch Run and a frontage occupancy of less than 75 percent, as shown on the detailed site plan.

4. **Residential Street - Maximum Block Length (page 75):** To allow a block length longer than 400 feet, as shown on the detailed site plan.

5. **Residential Street - Rear Yard Line (page 75):** To allow a corner of the proposed parking garage to be set back only 10.5 feet, as shown on the detailed site plan.

STREETSCAPE STANDARDS

6. **Landscaping of Building Fronts (page 82):** To allow landscaping of the building front to be provided along the building base area for the entire frontage of Little Branch Run, as shown on the Landscape Plan, instead of in planters and window boxes.

7. **Location of Mechanical Equipment (page 82):** To allow the location of transformers, in accordance with the Potomac Electric Power Company standards to be less than 25 feet from the build-to line, as shown on the detailed site plan.

8. **Streetscape (page 83):** To allow the sidewalks to be constructed to the City of Hyattsville standards by using stamped concrete with a brick appearance.

9. **Public Street Lighting (page 89):** To allow the proposed lighting level to be in accordance with the submitted photometric study for the proposed development.

10. **Public Street Lighting (page 89):** To allow light-emitting diode lighting fixtures to be used throughout this project.

11. **Blocks and Alleys (page 91):** To allow the block length to be greater than 400 feet, as shown on the detailed site plan.

12. **Blocks and Alleys (page 91):** To allow no alley that will provide access to the rear of the proposed building, as shown on the detailed site plan.

13. **Blocks and Alleys (page 91):** To allow no alley nor alley right-of-way to be provided, and no automatic irrigation system to be installed, provided that native planting species be used in the areas between the proposed building complex and the Washington Metropolitan Area Transit Authority Metro rail tracks.

14. **Sod, Groundcover and Mulch (page 93):** To allow no automatic irrigation system to be installed, provided that native planting species be used throughout the development.

ARCHITECTURE STANDARDS

15. **Windows/Doors and Entrances (page 106):** To allow some windows to be placed closer than 30 inches to the exterior building corners.

16. **Windows/Doors and Entrances for Ground Floor Windows (page 106):** To allow ground floor residential windows to have less than 60 percent surface view for a depth of 20 feet, and use smaller single panels as shown on the submitted architectural elevations.

17. **Windows/Doors and Entrances (page 106):** To allow single-hung windows to be used on the residential units, as shown on the submitted architectural elevations.

18. **Windows/Doors and Entrances (page 106):** To allow the proposed garage doors, as shown on the submitted architectural elevations.

19. **Signage (page 107):** To allow some blade signs to be internally illuminated, as included in the signage package of this detailed site plan.

PARKING STANDARDS

20. **PARKING STANDARDS (page 109):** To allow the landscaping treatment between the rear of the parking garage and the Washington Metropolitan Area Transit Authority train tracks, as shown on the landscape plan.

21. **OFF-STREET PARKING - Parking Structure Material (page 112):** To allow the elevation of the parking garage facing the Metro train tracks to be finished with precast concrete, to be painted with artwork, as shown on the architectural elevations.

22. **OFF-STREET PARKING - Parking Structure Fenestration (page 113):** To allow the openings of the proposed parking garage to be less than the minimum 75 percent transparency, as shown on the architectural elevations.

23. **OFF-STREET PARKING - Entrance and Exit (page 114):** To allow the entrance and exit to the parking garage to be located 82 feet from the surrounding façade and to be accessed directly from Little Branch Run, as shown on the detailed site plan.

24. **OFF-STREET PARKING - Stairwells (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.

25. **OFF-STREET PARKING - Elevators (page 114):** To allow conformance with this standard to be deferred to building code review, at time of building permit.

26. **OFF-STREET PARKING - Ceiling Height (page 115):** To allow the parking structure with varied clear ceiling heights of 8 and 9 feet, as shown on the architectural elevations.

27. **PARKING SPACE SIZE WITHIN THE PARKING GARAGE:** To allow universal parking space size of 8 feet 6 inches by 18 feet 6 inches in the proposed parking garage, as part of the mixed-use building complex.

B. APPROVE Detailed Site Plan DSP-20053, for West Hyattsville, including Type 2 Tree Conservation Plan, TCP2-001-2017-02, and Alternative Compliance AC-21021, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

      "The applicant shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

      (2) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2.

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

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.

* * * * * * * * * * * * *

DSP-20053-02 & DPT-2025-0003_Backup 277 of 277

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 16, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of December 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

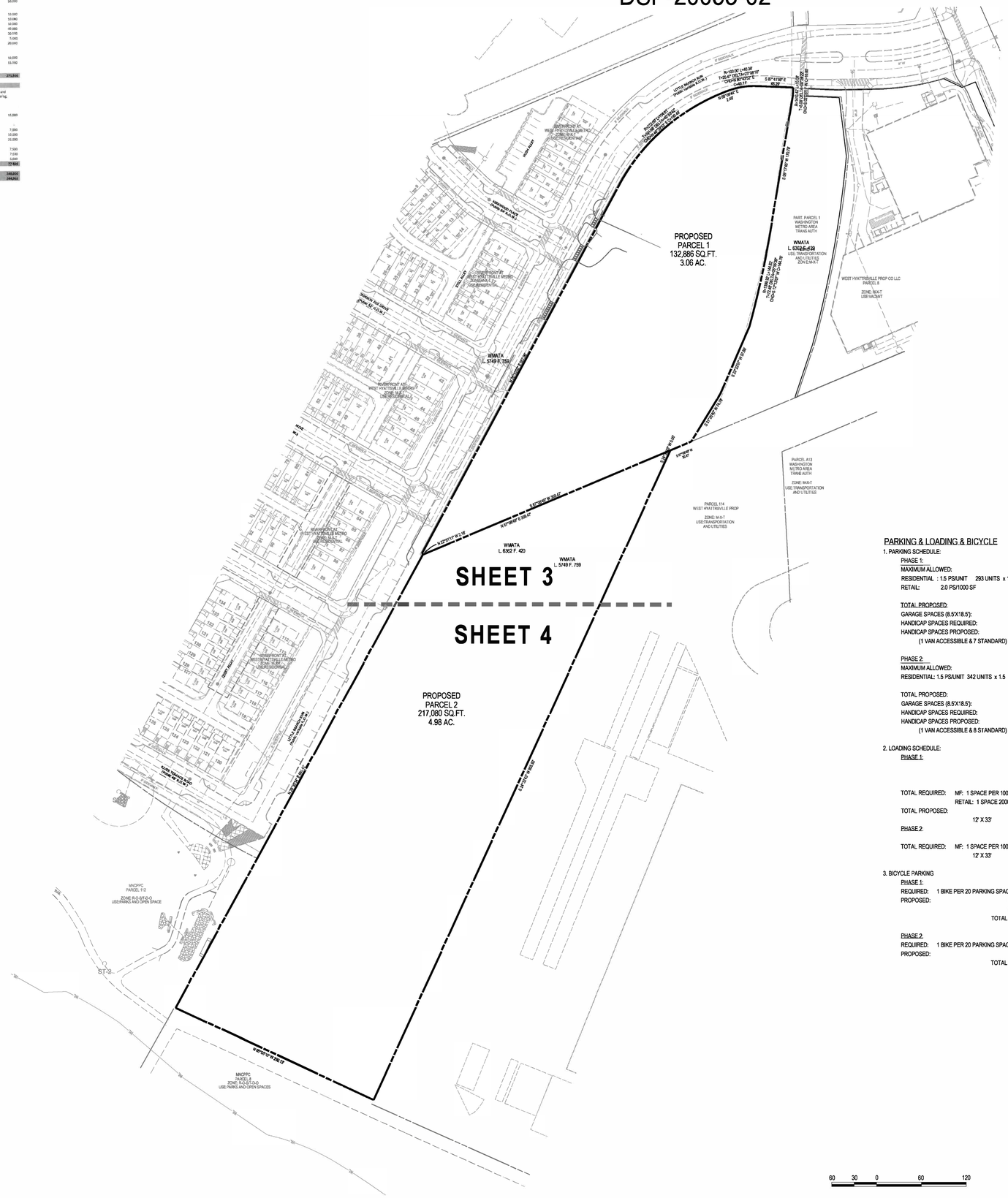
EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: December 17, 2021

WEST HYATTSVILLE
DETAILED SITE PLAN - PHASE II
DSP-20053-02

Amenity	Size/Count	$/SF, Cost	Est. Cost
Indoor			
Indoor amenities include a fitness center, club room, and 5th floor lounge. The fitness center will include a variety of cardio and strength training equipment. Additionally, the fitness center will provide spin and yoga for residents and a kettle bring studios. The group class studio is a multi-use room that will be a space for entertaining and working. The club room will provide furniture for fun/active social gatherings (gaming, media, TV, and fireplace) and bar-style equipment for hosting events as well as a space for work. From the one (1) story, private offices and conference spaces. On the 5th floor lounge will provide a variety of furniture for gathering and working.			
Fitness Center Equipment	1,425		$ 12,000
Storage / Water / Audio Visual			$ 34,000
Treadmill	3	$ 6,000	$ 18,000
Elliptical	2	$ 7,500	$ 15,000
Bike	2	$ 7,500	$ 5,000
Rower	1	$ 5,000	$ 90,000
Strength Training (varies)			
Club Room	1,346		$ 10,000
Art			$ 10,000
Equipment (juice, refrigerator, microwave)			$ 10,000
Gaming/Etc(ample - arcade, ping pong, pool table, chess/deuce)			$ 49,000
Soft Seating			$ 30,000
Work and Conference Tables			$ 5,000
Accessories			$ 20,000
Audio Visual			
5th Floor Lounge	588		$ 10,000
Seating			$ 15,000
Work and Conference Tables			
Total Indoor			**$ 271,000**
Outdoor			
The property will have two, private courtyards for exclusive use by residents and guests. Our primary courtyard will be designed for activity and includes grill stations and a bar for use by residents and for building-wide events. The bar will be a permanent structure and will provide seating, shelving, and solar shade. Additionally, a 5th floor terrace will have a variety of seating and gathering spaces.			
Grill Stations	2	$ 7,500	$ 15,000
Event/Entertainment Area	922		$
Seating			$ 7,500
Lighting			$ 10,000
Bar Structure			$ 25,000
5th Floor Terrace Furniture	848		
Seating			$ 7,500
Tables			$ 7,500
Lighting			$ 5,000
Total Outdoor			**$ 72,500**
Total Recreational Facilities Requirement			**$ 343,500** **$ 344,000**


PROPOSED PARCEL 1 132,886 SQ.FT. 3.06 AC.
PROPOSED PARCEL 2 217,080 SQ.FT. 4.98 AC.
SHEET 3
SHEET 4
WMATA L. 5749 F. 759
WMATA L. 6362 F. 420
WMATA L. 5749 F. 759
WMATA L. 6362 F. 420
WEST HYATTSVILLE PROP CO LLC PARCEL 6
ZONE: M-X-T USE: VACANT
PARCEL A13 WASHINGTON METRO AREA TRANS AUTH
ZONE: M-X-T USE: TRANSPORTATION AND UTILITIES
PARCEL 114 WEST HYATTSVILLE PROP
ZONE: M-X-T USE: TRANSPORTATION AND UTILITIES
PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH
WMATA L. 6362 F. 420 USE: TRANSPORTATION AND UTILITIES (ON E-MUST)
MNCPPC PARCEL 112
ZONE: R-O-S/T-D-O USE: PARKS AND OPEN SPACE
MNCPPC PARCEL 113
ZONE: R-O-S/T-D-O USE: PARKS AND OPEN SPACES
ST-2
N 67°39'00" E 208.47'
S 22°21'11" W 2.18'
N 67°39'00" E 208.47'
S 22°21'11" W 2.18'
S 67°39'00" W 208.47'
S 67°39'00" W 208.47'
N 22°21'11" E 2.18'
N 22°21'11" E 2.18'
S 67°39'00" W 208.47'
S 67°39'00" W 208.47'
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N 67°39'00" E 208.47'
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S 22°21'11" W 2.18'
S 22°21'11" W 2.18'
N 67°39'00" E 208.47'
S 67°39'00" W 208.47'
N 22°21'11" E

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE PROPERTY
DSP-20053

The resolution for this Detailed Site Plan was approved on December 16, 2021, in conjunction with Alternative Compliance AC-21021, by the Prince George's County Planning Board, in accordance with Subtitle 27, Part 3, Division 9, of the Prince George's County Code. The official decision of this case is embodied in Prince George's County Planning Board Resolution No. 2021-144, which contains the conditions listed below:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   a. Obtain signature approval of Preliminary Plan of Subdivision PPS 4-20040, and revise the DSP accordingly, if necessary.

   b. Provide the following site plan notes:

      "The applicant shall conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code."

      "The applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control."

   c. Revise the Type 2 tree conservation plan (TCP2), as follows:

      (1) Remove all references to street tree credit on the plan and the TCP worksheet. Update the TCP worksheet with additional fee-in-lieu credit, as necessary.

      (2) Add the additional standard TCP2 notes regarding the use of fee-in-lieu onto the TCP2.

   d. Clearly mark those parking spaces for retail use on the parking garage floor plan.

   e. Show the location of the proposed electric vehicle charging stations and bicycle fix-it stations on the parking garage floor plan. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   f. Show an additional 4 racks (8 bicycle parking spaces) in the promenade area.

   g. Identify the location of pet waste stations along the perimeter of the building complex on the DSP.

   h. Update the bicycle parking information in the parking garage to 60 spaces and identify the location of the spaces on the floor plan of the parking garage. Add a note stating that the location can be modified, provided that the number of each facility is not reduced.

   i. Revise the landscape plan and the associated Section 4.7 schedule to include the correct linear feet of bufferyard, provided building setback, provided landscape yard, and number of proposed plant units.

   j. Provide an additional 10 percent more plant units along the eastern property line, mostly within the northern portion where feasible.

   k. Clearly show and label the proposed fence along the eastern property line and provide a detail for a minimum 6-foot-high fence, with gates as appropriate.

This approval includes:

1 Cover Sheet
1 Approval Sheet
2 Detailed Site Plans
5 Detail Sheets (including signage)
12 Landscape Plans
10 Architectural Floor Plan and Elevation Sheets
5 Type 2 Tree Conservation Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

This Detailed Site Plan is valid for 6 years, until December 16, 2027, or as provided for in Section 27-27-548.08 (TDOZa) of the Prince George's County Zoning Ordinance.

CERTIFIED ON: 02/25/22 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Jill Kosack Digitally signed by Jill Kosack Date: 2022.02.25 15:04:54 -05'00'
Jill Kosack, Acting Supervisor, Urban Design Section
Development Review Division

CERTIFICATE OF APPROVAL

WEST HYATTSVILLE
DSP-20053-01

This amendment to a Detailed Site Plan was approved on October 15, 2024 by the Development Review Division, as designee of the Planning Director, in accordance with Subtitle 27, Part 3, Division 9, of the prior Prince George's County Code.

The purpose of this amendment is to increase the face area on one of the approved wall signs, from 30 square feet to 54 square feet, and to add solar panels to the roof of the parking garage.

The Planning Director's approval of this Detailed Site Plan is consistent with the required findings in Section 27-289 of the prior Prince George's County Zoning Ordinance. The conditions of the original approval, dated December 16, 2021, shall remain in full force and effect.

This approval includes:

1 Cover Sheet
1 Approval Sheet
4 Detailed Site Plans
4 Detail Sheets
1 Architectural Elevation
2 Signage Plans

Any departure from this plan shall be resubmitted to the Planning Board for approval.

CERTIFIED ON: 10/17/2024 **BY AUTHORITY OF:**
The Prince George's County Planning Board

Signed: Lakisha Hull 10/17/2024 10:07 EDT
Lakisha Hull, AICP, LEED AP BD+C
Planning Director
Prince George's County Planning Department

SOLTESZ, LLC
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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAM. DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND · DAVID JOHN BOGE · NO. 3436 · LANDSCAPE ARCHITECT

12/12/2025

APPROVAL SHEET

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" =	DATE: APRIL, 2021
SHEET 2 OF 4	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S, VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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REFERENCE GRID A B C D E F G H I J K L M N O

SCALE: 1" = 30'

LITTLE BRANCH RUN (Public variable R.O.W.)

AGER ROAD (Public variable R.O.W.) PRINCE GEORGE'S CO. RW PLAT NO 517

KIRKWOOD PLACE (Public 54' R.O.W.)

CRIMSON FOX DRIVE (Public 52' R.O.W.)

HUSH ALLEY

STILL ALLEY

HISPER ALLEY

PROPOSED PARCEL 1
132,886 SQ.FT.
3.06 AC.

5 STORY BLDG HTS = 59'-4"
343 MF UNITS
3,213 SF RETAIL
FFE= 47.0

PARKING GARAGE
79,560 GFA

MEDICAL OFFICE BUILDING
FFE=47.03
44,362 GFA

AMENITY COURTYARD

AMENITY AREA

PLAZA AREA

PET WASTE STATION

BIKE STORAGE (3M)

BIKE RACKS (6 SPACES)

DIRECTIONAL SIGNAGE FOR BIKE STORAGE

(2) LOADING 12'x 33'

PR. ENTRANCE SIGN LOCATION SEE LANDSCAPE PLANS FOR DETAILS

PROP FENCE

METRO PEDESTRIAN TUNNEL LOCATION

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH L. 06362 F. 420 ZONE: I-1 USE:TRANSPORTATION AND UTILITIES ZONE: M-X-T

WEST HYATTSVILLE PROP CO LLC PARCEL 8 L. 37453 F.103 ZONE: M-X-T USE:VACANT

EXISTING PARCEL 2 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F.103

EXISTING PARCEL 3 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F.103

PARCEL A13 WASHINGTON METRO AREA TRANS AUTH L. 05817 F. 737 ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES

PARCEL 114 WEST HYATTRSVILLE PROP L. 44201 F.571 ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES

WSSC EASEMENT L. 2482 F. 980

WSSC EASEMENT L. 2513 F. 185

MATCHLINE SEE SHEET 4

MATCHLINE SEE SHEET 4

30 15 0 30 60

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Engineering
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NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAM. DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

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CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BOGEL
NO. 2516
LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

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SHEET 3 OF 4	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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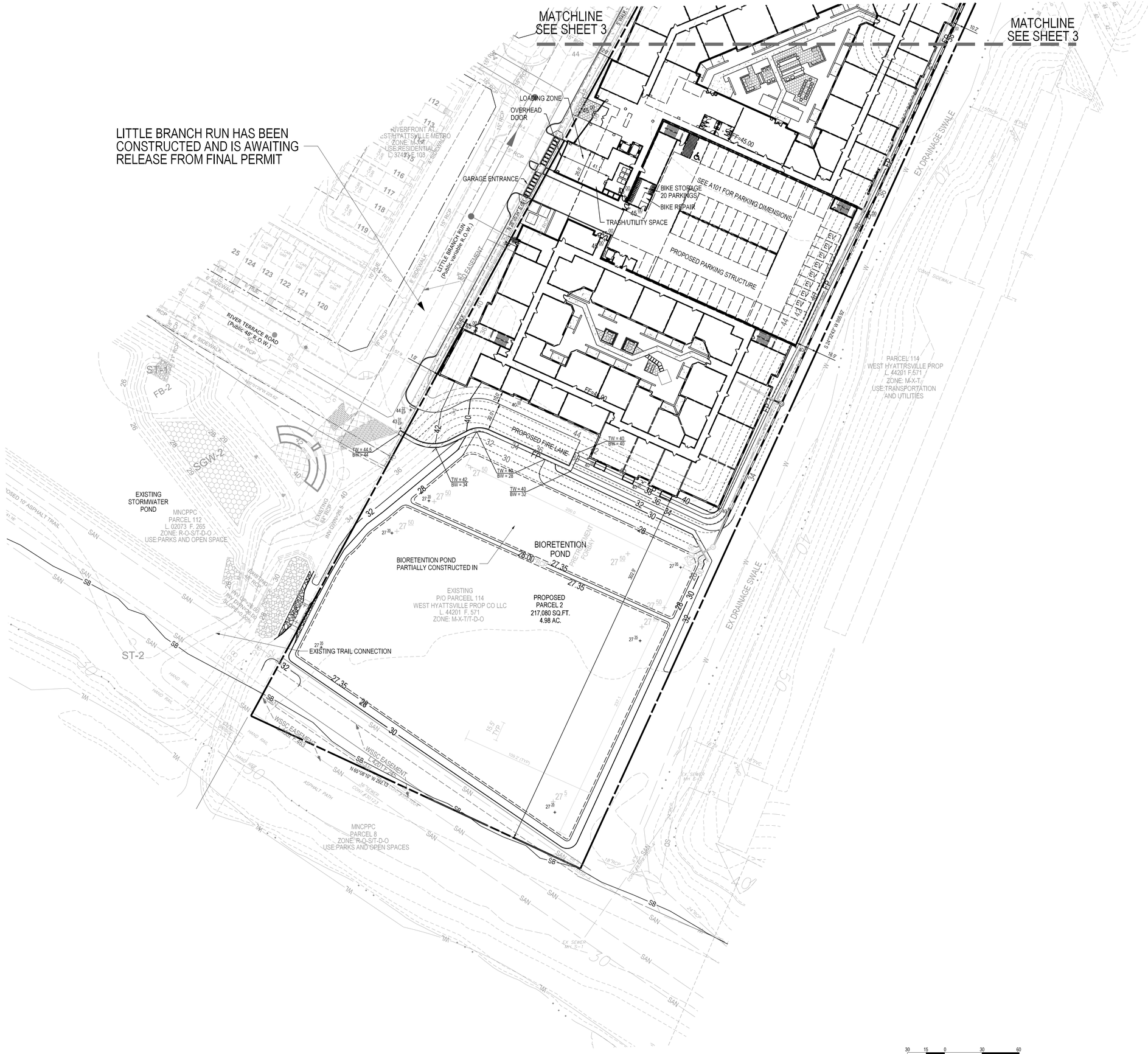

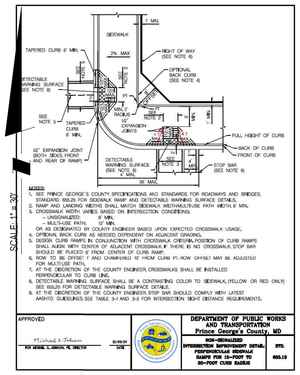

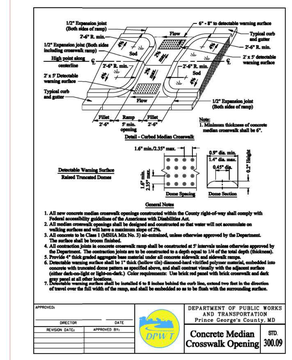
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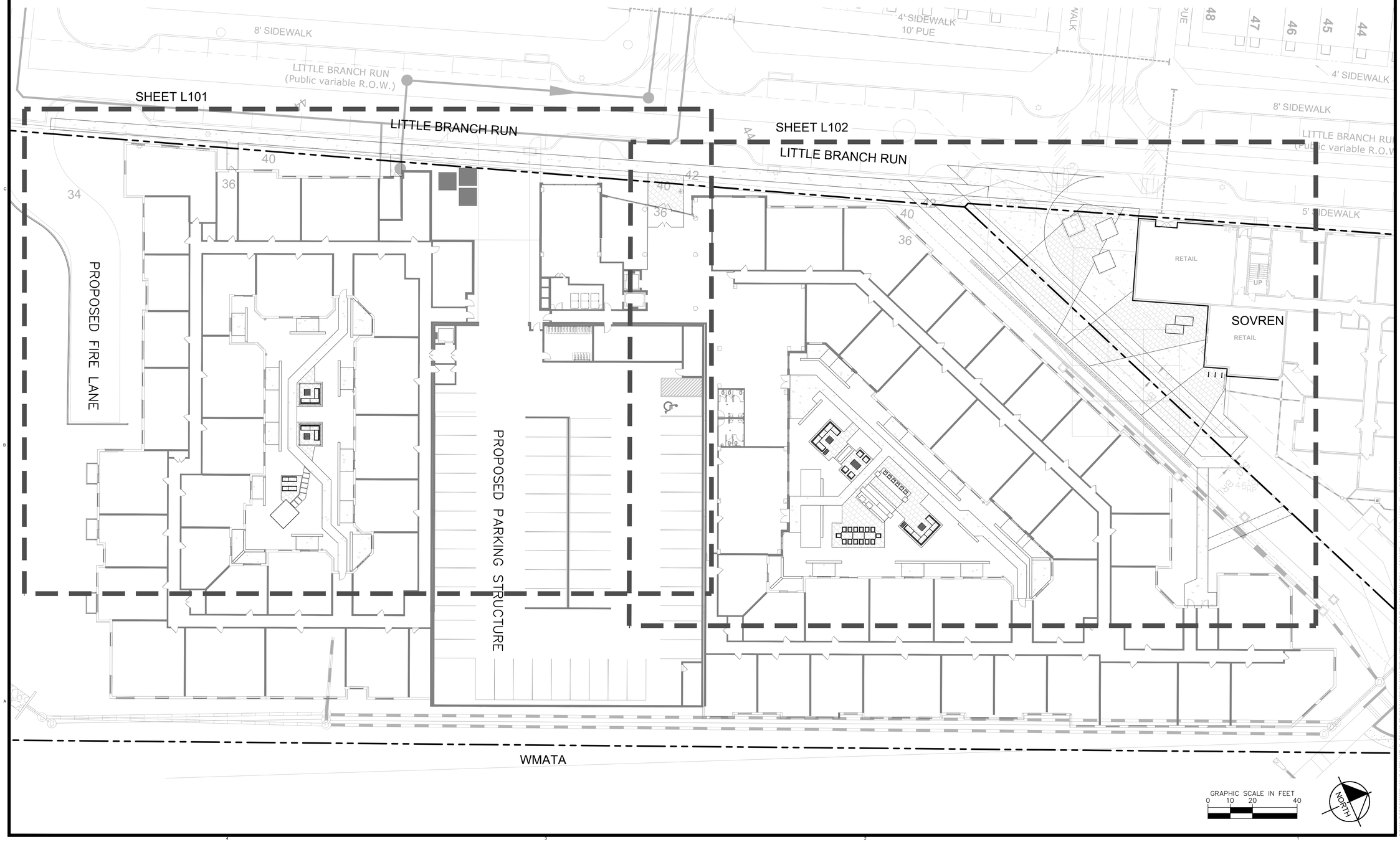
2'-0" min.
6'-0" min.
2'-0" min.
2'-0" min.
2



dcs DESIGN

DAVIS CARTER SCOTT Ltd

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Interior Architecture
Land Planning

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F 703.821.6976
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Kimley»Horn

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PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

LANDSCAPE ARCHITECT
ZACHARY A. LEVI
REG. NO. 3000-0000
EXPIRY DATE
STATE OF MARYLAND

12/12/2025

PRINT DATE 12/12/2025

ISSUE DATE

DSP SUBMISSION	5/30/2025
DSP RESUBMISSION	7/02/2025
DSP RESUBMISSION 2	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
OVERALL AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

DRAWING NUMBER
L100

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LITTLE BRANCH RUN

5' SIDEWALK

5' SIDEWALK

5' SIDEWALK

PROPOSED FIRE LANE

PROPOSED PARKING STR

MATCHLINE TO SHEET L102

PAVILION
SEATING AREA

LANDSCAPE
WALL, TYP.
SEATING AREA

PATIO, TYP.
SAUNA
4' WALK

GRAPHIC SCALE IN FEET
0 5 10 20

NORTH

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LANDSCAPE ARCHITECT
ZACHARY A. LEVY
REG. NO. 3000-0000-0000
PROFESSIONAL ENGINEER
STATE OF MARYLAND

12/12/2025

PRINT DATE 12/12/2025

ISSUE DATE

DSP SUBMISSION	5/30/2025
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REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

DRAWING NUMBER
L101

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LITTLE BRANCH RUN

(Publ

ENTRANCE PLAZA

EXISTING TREE PITS

5' S

RETAIL

UP

SOVREN

RETAIL

EXISTING PLATFORMS

EXISTING BIKE RACKS

TRANSITION TO
EXISTING 12' TRAIL

5' WALK

4' WALK

ENLOSED
FIREPLACE

SEATING AREA

30' BUILDING
OFFSET

ARTIFICIAL TURF

PAVILION

GRILLING AREA

SEATING AREA

ENTERTAINMENT
& BAR AREA

LANDSCAPE
WALL, TYP.

SEATING AREA
PATIO, TYP.

MATCHLINE TO SHEET L101

GRAPHIC SCALE IN FEET
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LANDSCAPE ARCHITECT
CHRISTOPHER M. MCGRATH
No. 3000-001-1
EXPIRATION DATE: 06/30/2026
STATE OF MARYLAND

12/12/2025

PRINT DATE 12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

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PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT
TREES					
	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	B & B	3"-3.5" Cal.
	5	Acer saccharum 'Barrett Cole'	Apollo® Sugar Maple	B & B	3"-3.5" Cal.
	5	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	B & B	3"-3.5" Cal.
	7	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	B & B	2.5" - 3" Cal
	13	Carpinus caroliniana 'J.N. Upright'	Firespire® American Hornbeam	B & B	3"-3.5" Cal.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT
SHRUBS					
	58	Aronia melanocarpa `UCONNAM165`	Low Scape Mound Chokeberry	B & B	24" HT MIN.
	47	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	B & B	24" HT MIN.
	92	Distylium x 'PIIDIST-II'	Blue Cascade® Distylium	B & B	24" HT MIN.
	73	Distylium x 'PIIDIST-III'	First Editions® Coppertone™ Distylium	B & B	24" HT MIN.
	62	Fothergilla gardenii	Dwarf Fothergilla	B & B	24" HT MIN.
	196	Ilex glabra `Shamrock`	Shamrock Inkberry Holly	B & B	24" HT MIN.
	177	Ilex glabra 'Compacta'	Compact Inkberry	B & B	24" HT MIN.
	15	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.
	134	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.
	57	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT
GROUND COVERS				
	2,550 sf	Perennials / Grasses		1 gal

EXISTING TREE TO BE RELOCATED
SD EASEMENT
EXISTING TREES TO BE REMOVED
LITTLE BRANCH RUN (Public variable R.O.W.)
PROPERTY LINE
EXISTING TREES TO BE REMOVED
EXISTING TREE (PER DSP 16029) RELOCATED DURING PHASE 1 BUILD OUT DUE TO UTILITY CONFLICTS
EXISTING TREES TO BE REMOVED
8' SIDEWALK
4' SIDEWALK
10' PUE
5' SIDEWALK
PROPOSED FIRE LANE
PROPOSED PARKING STRUCTURE
RETAIL
EXISTING TREES TO REMAIN; DSP-20053
EXISTING TREES TO BE REMOVED; DSP-20053
SD EASEMENT
WSSC EASEMENT
PROPERTY LINE
FLOOD PLAIN
565'-0"
GRAPHIC SCALE IN FEET 0 10 20 40
NORTH

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LANDSCAPE ARCHITECT — ZACHARY A. LEVY — REG. NO. 3009 — JANUARY 31, 2027 — STATE OF MARYLAND
12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE
WEST HYATTSVILLE, MD
PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE PLAN

DRAWN BY	BRB
QC CHECKED BY	ZAL
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DRAWING NUMBER
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Buffer Yard Requirements

Schedule 4.7-1

Onsite Use:	Mixed Use			
	Location	Adjacent Use / Road Type	Width	Buffer Required
Buffer A - B	North Boundary	Mixed Use	N/A	N/A
Buffer B - C	East Boundary	Transportation and Utility	40 LF	Type D
Buffer C - D	South Boundary	Stormwater	N/A	N/A
Buffer D - A	West Boundary	Private Road	N/A	N/A

Notes:
1. Alternative compliance for East Boundary Buffer approved in DSP-20053.
2. Stormwater plantings provided by others.

Buffering Incompatible Uses Requirements

LM 4.7-3

BUFFER B-C - Along Eastern Boundary

1)	General Plan Designation:	Developed Tier
2)	Use of Proposed development	Multifamily
3)	Impact of Proposed Development	Multifamily
4)	Use of adjoining development	Rail Lines at or above ground level
5)	Impact of Adjoining development	High
6)	Minimum required Bufferyard (A, B, C, D or E)	D
7)	Minimum required building setback:	50'
8)	Building setback provided:	Avg. 14'
9)	Minimum required width of landscape yard:	40 LF
10)	Width of landscape yard provided:	Avg. 14 LF
11)	Linear feet of buffer strip required along property line and right-of-way:	565 feet
12)	Percentage of required bufferyard occupied by existing trees:	0%
13)	Is a six (6) foot high fence or wall included in bufferyard?	NO
14)	Total number of plant units required in buffer strip:	**904 Planting Units**
15)	Total number of plant units provided:	

Shade Trees (1 Tree = 10 PU)	0 Trees	0 Planting Units
Ornamental/Evergreen Trees (1 Tree = 5 PU)	0 Trees	0 Planting Units
Shrubs (1 Shrub = 1 PU)	331 Shrubs	331 Planting Units
		331 Planting Units

Schedule 4.9-1

Sustainable Landscaping Requirements

LM 4.9-1

1) Percentage of Native Plant Material Required for each Category

Shade Trees	Total Provided 14	x 50% =	7	Total Native Required
		100% =	14	Total Native Provided
Minor Shade Trees	Total Provided 20	x 30% =	13	Total Native Required
		100% =	20	Total Native Provided
Evergreen Trees	Total Provided 0	x 30% =	0	Total Native Required
		#DIV/0!	0	Total Native Provided
Shrubs	Total Provided 911	x 30% =	273	Total Native Required
		82% =	746	Total Native Provided

2) Are invasive species proposed? ____ Yes ✓ No

3) Are existing invasive species on-site in areas to remain un disturbed? ____ Yes ✓ No

4) If yes is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with section 1.5; Certification of Installation of Plant Materials ____ Yes ✓ No

5) Are trees proposed to be planted on slopes greater than 3:1? ____ Yes ✓ No

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP#:	DRD Case #	Area (acres)
	M-X-T	DSP-20053	
Site Calculations:	Zone 1:		4.98
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		4.98

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
4.980	10.0%	0.50	21,693
A. TOTAL ON-SITE WC PROVIDED (acres) =		acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			4,095
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			4,095
E. TOTAL SQUARE FOOTAGE REQUIRED =			21,693
			Shortage

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75	14	1,050
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**		0
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110	7	770
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**		0
	3 - 3 1/2" = 175	13	2,275
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**		0
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		34	4,095

NOTES:
1.SEE APPROVED DSP-16029 FOR EXISTING STREET TREE INFORMATION.
2. EXISTING TREES PER DSP-16029 AND DSP-20053 NOT CREDITED ABOVE.

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT	DROUGHT TOLERANT?	NATIVE?
TREES							
AR	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	B & B	3"-3.5" Cal.	Yes	Yes
AB	5	Acer saccharum 'Barrett Cole'	Apollo® Sugar Maple	B & B	3"-3.5" Cal.	Yes	Yes
AA	5	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	B & B	3"-3.5" Cal.	Yes	Yes
AM	7	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	B & B	2.5" - 3" Cal	Yes	Yes
CJ	13	Carpinus caroliniana 'J.N. Upright'	Firespire® American Hornbeam	B & B	3"-3.5" Cal.	Yes	Yes

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT	DROUGHT TOLERANT?	NATIVE?
SHRUBS							
AMS	58	Aronia melanocarpa `UCONNAM165`	Low Scape Mound Chokeberry	B & B	24" HT MIN.	Yes	Yes
CAH	47	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	B & B	24" HT MIN.	Yes	Yes
DIS	92	Distylium x 'PIIDIST-II'	Blue Cascade® Distylium	B & B	24" HT MIN.	Yes	No
DIP	73	Distylium x 'PIIDIST-III'	First Editions® Coppertone™ Distylium	B & B	24" HT MIN.	Yes	No
FOG	62	Fothergilla gardenii	Dwarf Fothergilla	B & B	24" HT MIN.	Yes	Yes
IGS	196	Ilex glabra `Shamrock`	Shamrock Inkberry Holly	B & B	24" HT MIN.	Yes	Yes
IGC	177	Ilex glabra 'Compacta'	Compact Inkberry	B & B	24" HT MIN.	Yes	Yes
IVH	15	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.	Yes	Yes
IVS	134	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.	Yes	Yes
VDC	57	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.	Yes	Yes

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT
GROUND COVERS				
PG	2,550 sf	Perennials / Grasses		1 gal

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LANDSCAPE ARCHITECT — ZACHARY A. LEVIT — No. 3000-001-1 — STATE OF MARYLAND
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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE CALCULATIONS

DRAWN BY	BRB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

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L401

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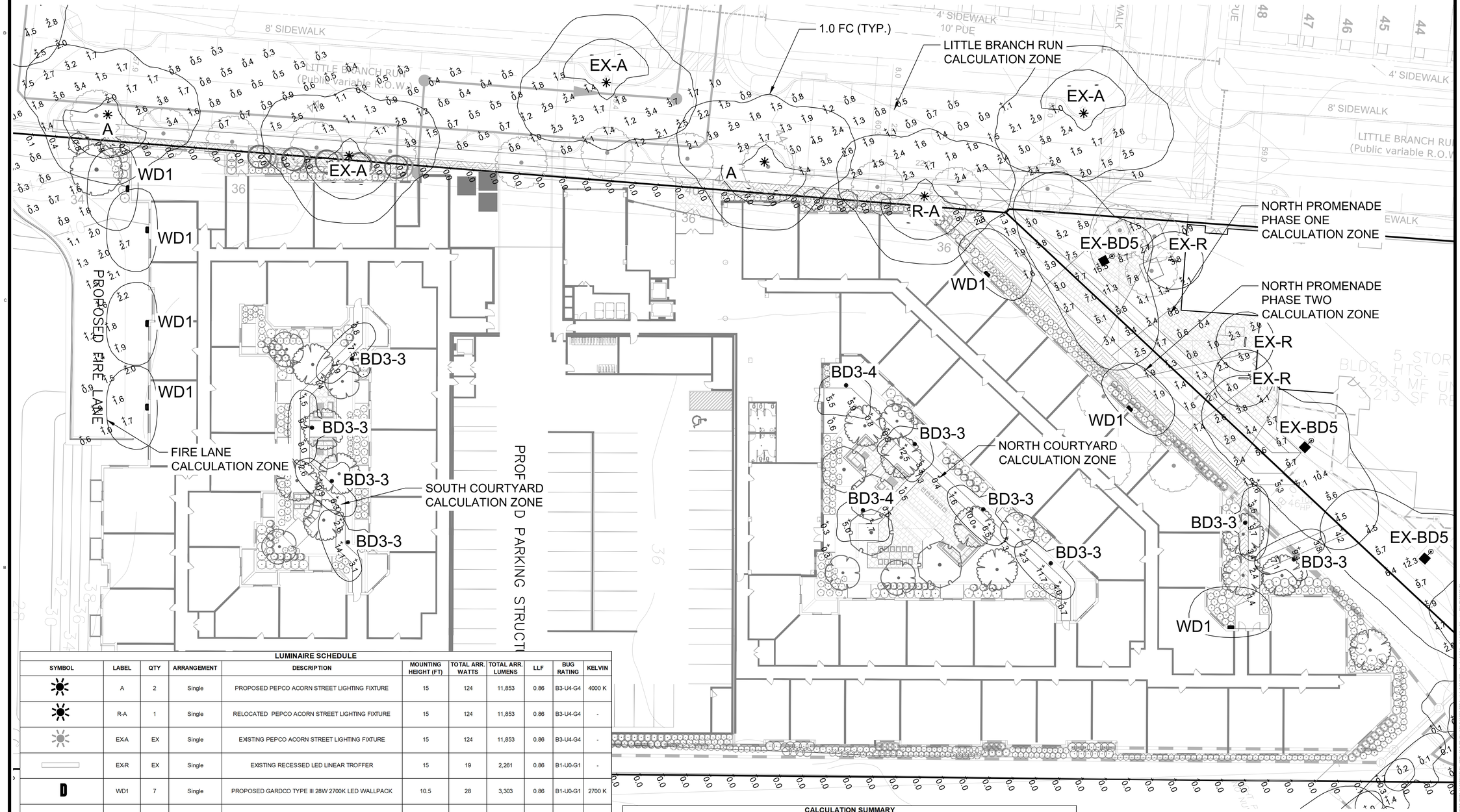

LUMINAIRE SCHEDULE

SYMBOL	LABEL	QTY	ARRANGEMENT	DESCRIPTION	MOUNTING HEIGHT (FT)	TOTAL ARR. WATTS	TOTAL ARR. LUMENS	LLF	BUG RATING	KELVIN
	A	2	Single	PROPOSED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	4000 K
	R-A	1	Single	RELOCATED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	-
	EX-A	EX	Single	EXISTING PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	-
	EX-R	EX	Single	EXISTING RECESSED LED LINEAR TROFFER	15	19	2,261	0.86	B1-U0-G1	-
	WD1	7	Single	PROPOSED GARDCO TYPE III 28W 2700K LED WALLPACK	10.5	28	3,303	0.86	B1-U0-G1	2700 K
	EX_BD-4	EX	Single	EXISTING LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0	3000 K
	EX_BD-3	EX	Single	EXISTING LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0	3000 K
	EX_BD2-4	EX	Single	EXISTING LIGMAN TYPE IV 30W 3000K LED SHOEBOX	12	54	4,983	0.86	0	3000 K
	BD3-4	3	Single	PROPOSED LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0	3000 K
	BD3-3	8	Single	PROPOSED LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0	3000 K
	EX_BD5	EX	Single	EXISTING WMATA STANDARD FIXTURE	12	159	18,960	0.86	B3-U0-G3	-

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVERAGE	TARGET AVERAGE	MAX	TARGET MAX	MIN	TARGET MIN	AVG/MIN	TARGET AVG/MIN	MAX/MIN
FIRE LANE	ILLUMINANCE	FC	1.3	1.2	2.7	N/A	0.3	N/A	4.3	N/A	9.0
LITTLE BRANCH RUN	ILLUMINANCE	FC	1.6	1.2	4.5	N/A	0.3	N/A	5.5	6.0	15.0
NORTH PROMENADE PH1 (EX)	ILLUMINANCE	FC	4.9	1.2	15.5	N/A	0.4	1.2	12.3	N/A	38.8
NORTH PROMENADE PH2	ILLUMINANCE	FC	3.3	1.2	9.7	N/A	1.3	1.2	2.6	N/A	7.5
NORTH COURTYARD	ILLUMINANCE	FC	3.6	1.2	12.5	N/A	0.3	N/A	12.1	N/A	41.7
SOUTH COURTYARD	ILLUMINANCE	FC	5.8	1.2	14.1	N/A	0.8	N/A	7.3	N/A	17.6
PROPERTY BOUNDARY	ILLUMINANCE	FC	0.0	N/A	1.3	2.0	0.0	N/A	N/A	N/A	0.0

1. Target criteria taken from Sec. 27-6700 of Prince George's County Zoning Ordinance, Subdivision Regulations, & Landscape Manual.
2. Target criteria for Little Branch Run taken from IES RP-8-00 Table 2: Roadway Illumanince.
3. Property Boundary calcuations performed using only proposed fixtures.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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LANDSCAPE ARCHITECT
CHRISTOPHER A. KLEIN
No. 3000-001-1
EXPIRY DATE: APRIL 30, 2027
STATE OF MARYLAND
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WEST HYATTSVILLE, MD
PROJECT NO. KH NO. 111123000

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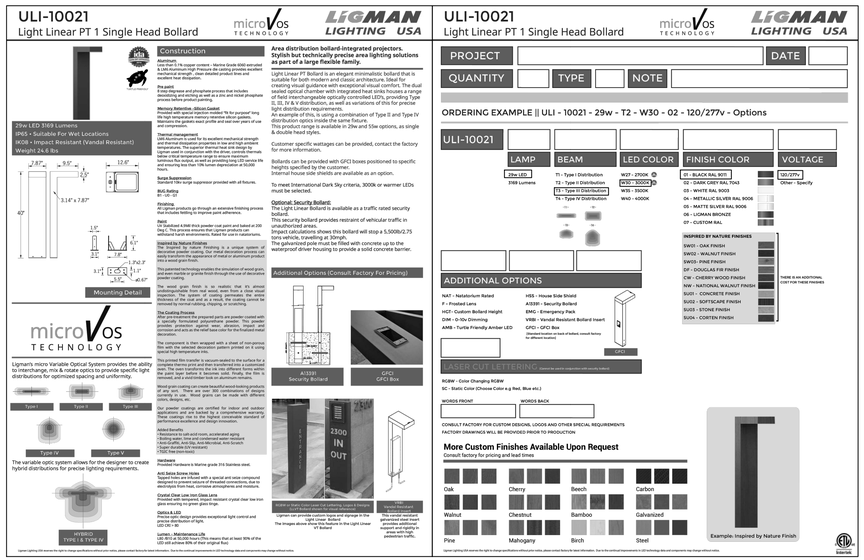
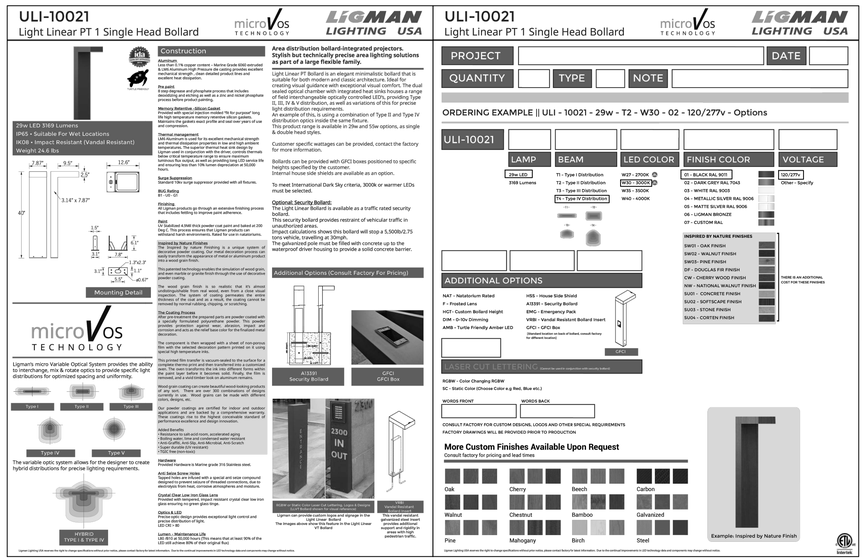
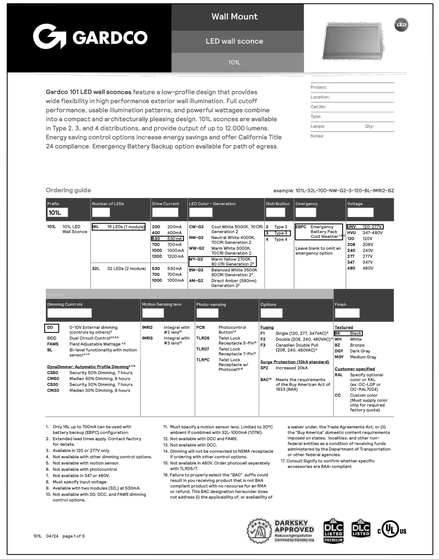


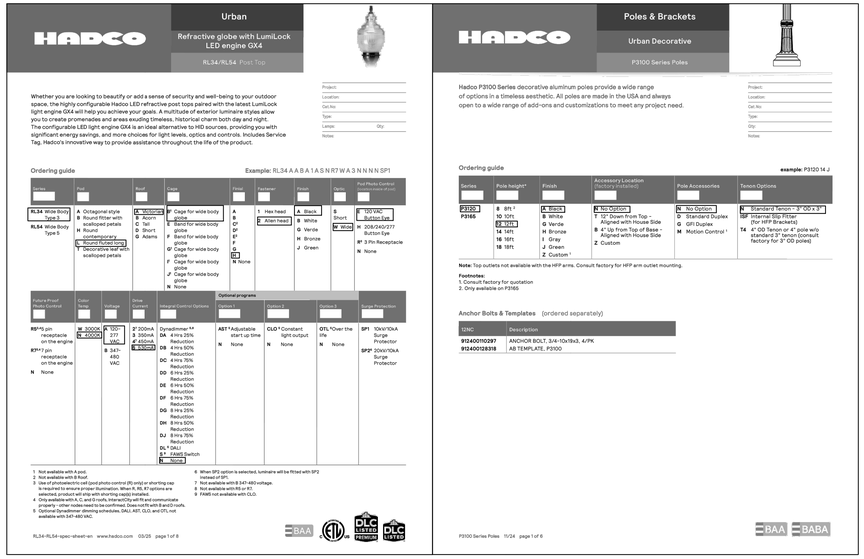
FIXTURE BD3-3



FIXTURE BD3-4



FIXTURE WD1



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PH101

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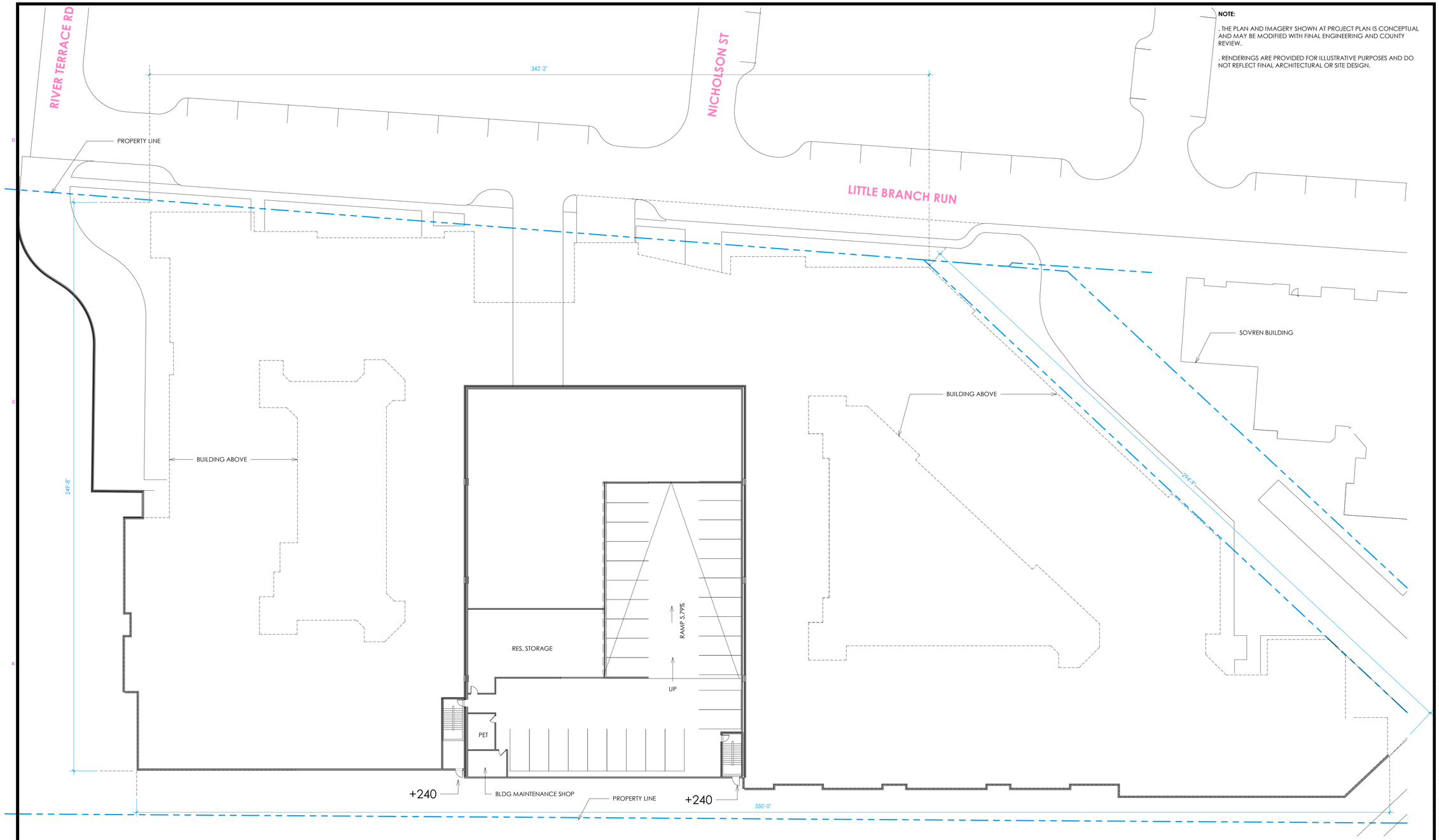

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OFF STREET PARKING SCHEDULE

LEVEL	TYPE	NUMBER	TYPE MARK
P1 LEVEL			
P1 LEVEL	01 Standard - 8'-6"	31	S
		31	
LEVEL 1			
LEVEL 1	01 Standard - 8'-6"	54	S
LEVEL 1	04 ADA Van (UD)	1	HCV
		55	
LEVEL 2			
LEVEL 2	01 Standard - 8'-6"	63	S
LEVEL 2	03 ADA (UD)	2	HC
		65	
LEVEL 3			
LEVEL 3	01 Standard - 8'-6"	63	S
LEVEL 3	03 ADA (UD)	2	HC

OFF STREET PARKING SCHEDULE

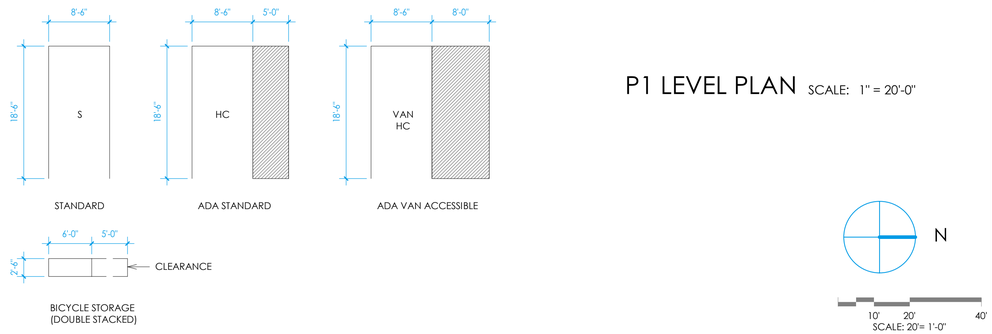
LEVEL	TYPE	NUMBER	TYPE MARK
		65	
LEVEL 4			
LEVEL 4	01 Standard - 8'-6"	63	S
LEVEL 4	03 ADA (UD)	2	HC
		65	
LEVEL 5			
LEVEL 5	01 Standard - 8'-6"	63	S
LEVEL 5	03 ADA (UD)	2	HC
		65	
ROOF			
ROOF	01 Standard - 8'-6"	33	S
		33	
TOTAL SPACES		379	

OFF STREET PARKING SCHEDULE (PROVIDED) - TOTAL

TYPE	NUMBER	TYPE MARK	PARKING DIMENSIONS
01 Standard - 8'-6"	370	S	8'-6" x 18'-6"
03 ADA (UD)	8	HC	8'-6" x 18'-6" w/ 5'-0"AISLE
04 ADA Van (UD)	1	HCV	8'-6" x 18'-6" w/ 8'-0" AISLE
TOTAL SPACES	379		

* 362 STANDARD PARKING SPACES + 8 EV-READY SPACES. REFER TO A107.

* BIKE PARKING CALCULATION:
BIKE PARKING REQUIRED: 1 PER 20 PARKING SPACES → 379 UNITS ÷ 20 = 18 SPACES REQUIRED
PROVIDED: 20 PARKINGS ON LEVEL 1



P1 LEVEL PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 LEVEL PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
A101

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UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 1		
1BR	41	67%
2BR	19	31%
3BR	1	2%
61	61	
LEVEL 2		
1BR	43	61%
2BR	26	37%
3BR	1	1%
70	70	
LEVEL 3		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	

UNIT MATRIX		
UNIT TYPE	NUMBER	UNIT MIX / LEVEL
LEVEL 4		
1BR	43	61%
2BR	27	38%
3BR	1	1%
71	71	
LEVEL 5		
1BR	42	61%
2BR	26	38%
3BR	1	1%
69	69	

UNIT MATRIX - TOTAL		
UNIT TYPE	NUMBER	UNIT MIX
1BR	212	62%
2BR	125	37%
3BR	5	1%
	342	

LEVEL 1 PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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LEVEL 2 SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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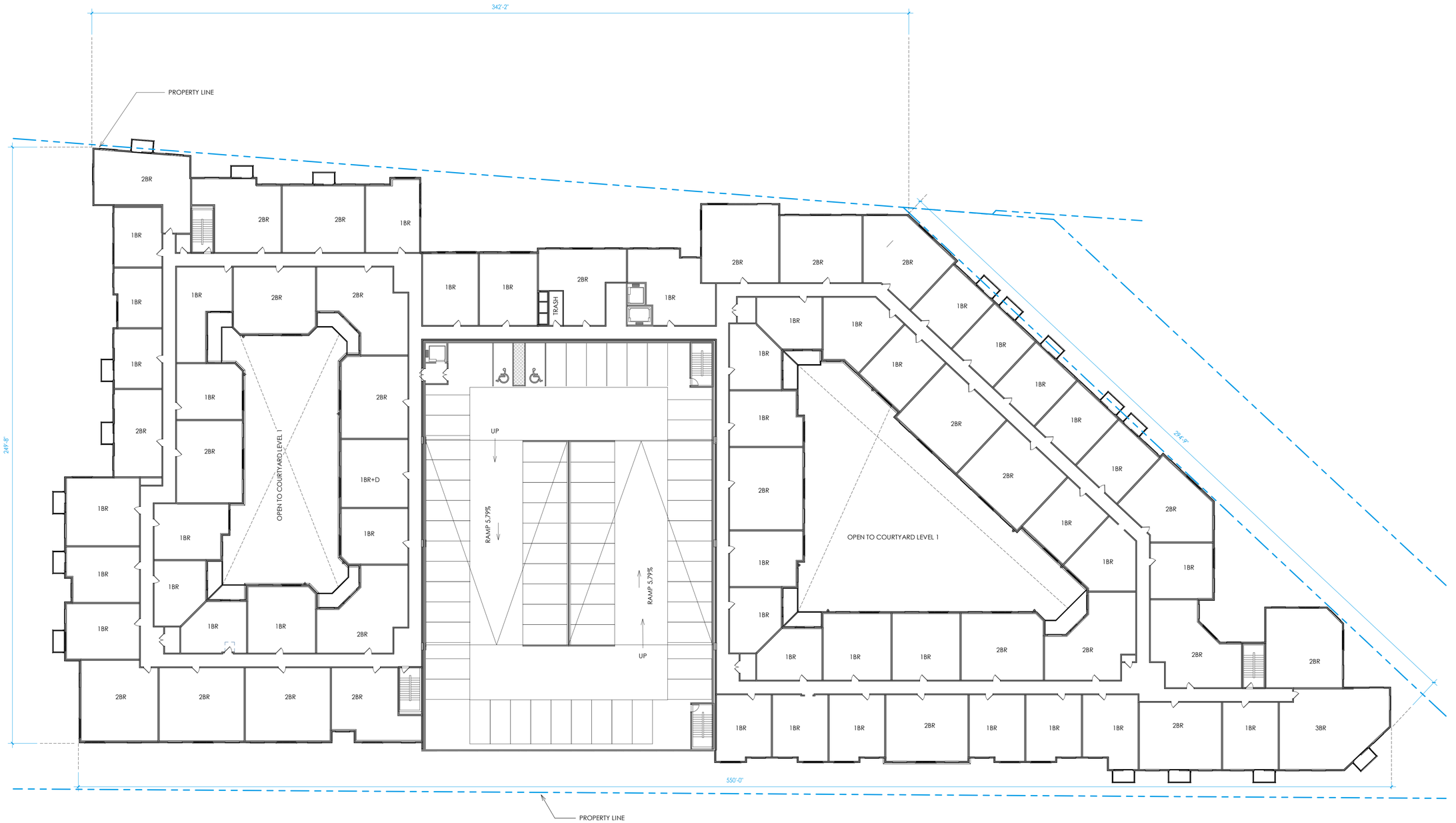

LEVEL 3 AND 4 PLAN SCALE: 1" = 20'-0"

N

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SCALE: 20'= 1'-0"

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

LEVEL 3 AND 4 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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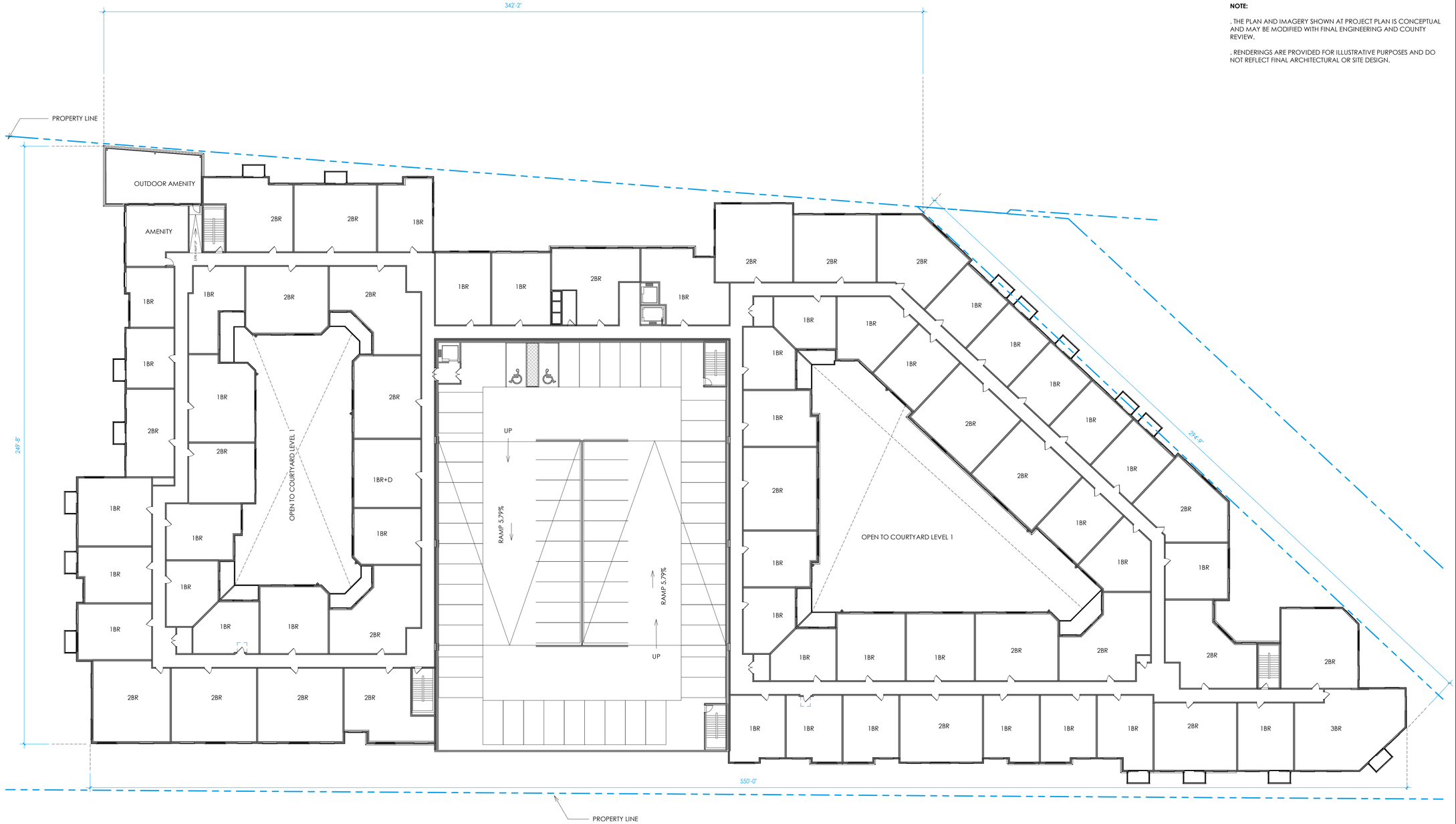

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LEVEL 5 PLAN SCALE: 1" = 20'-0"

N

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SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5 PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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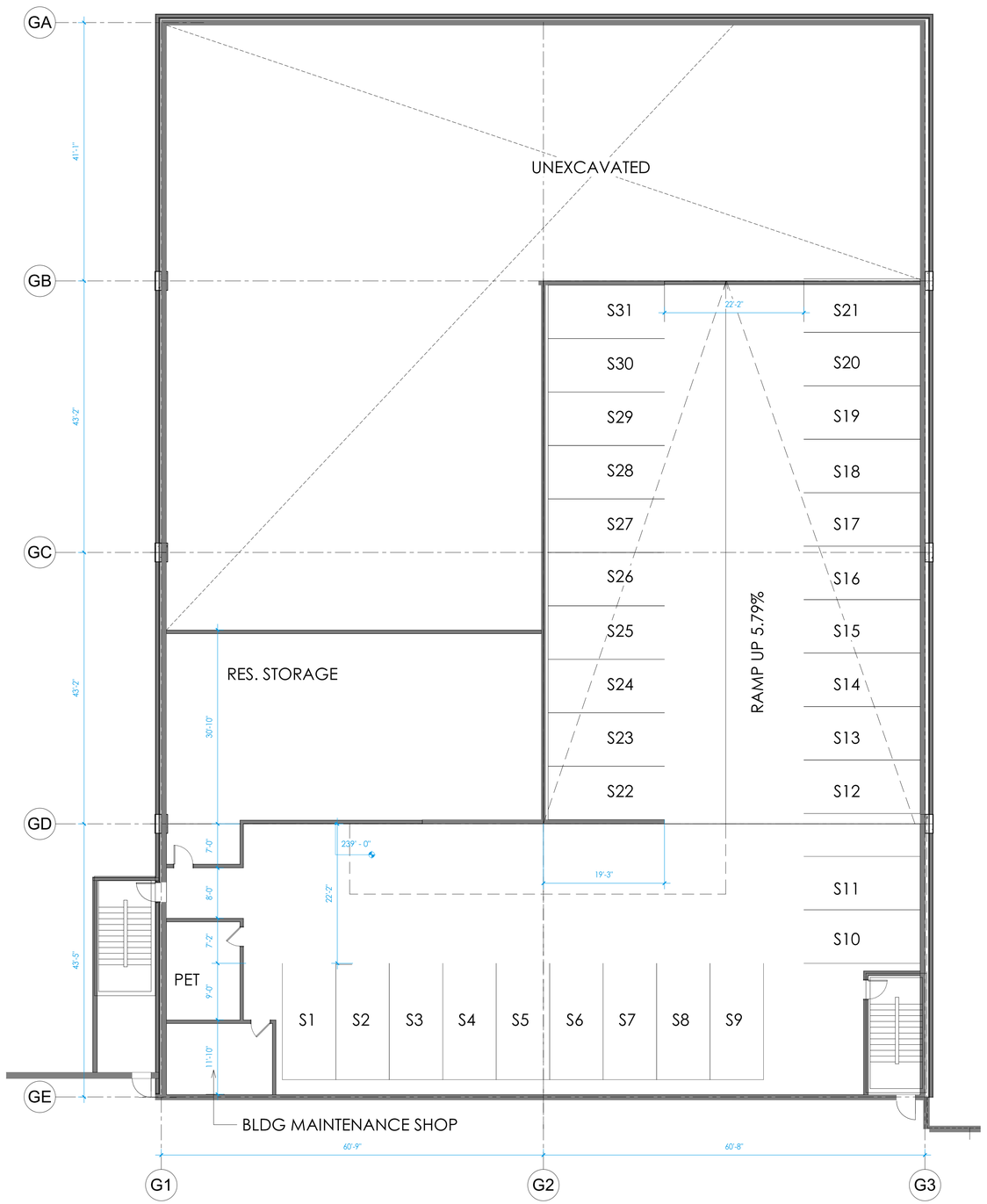

P1 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
P1 GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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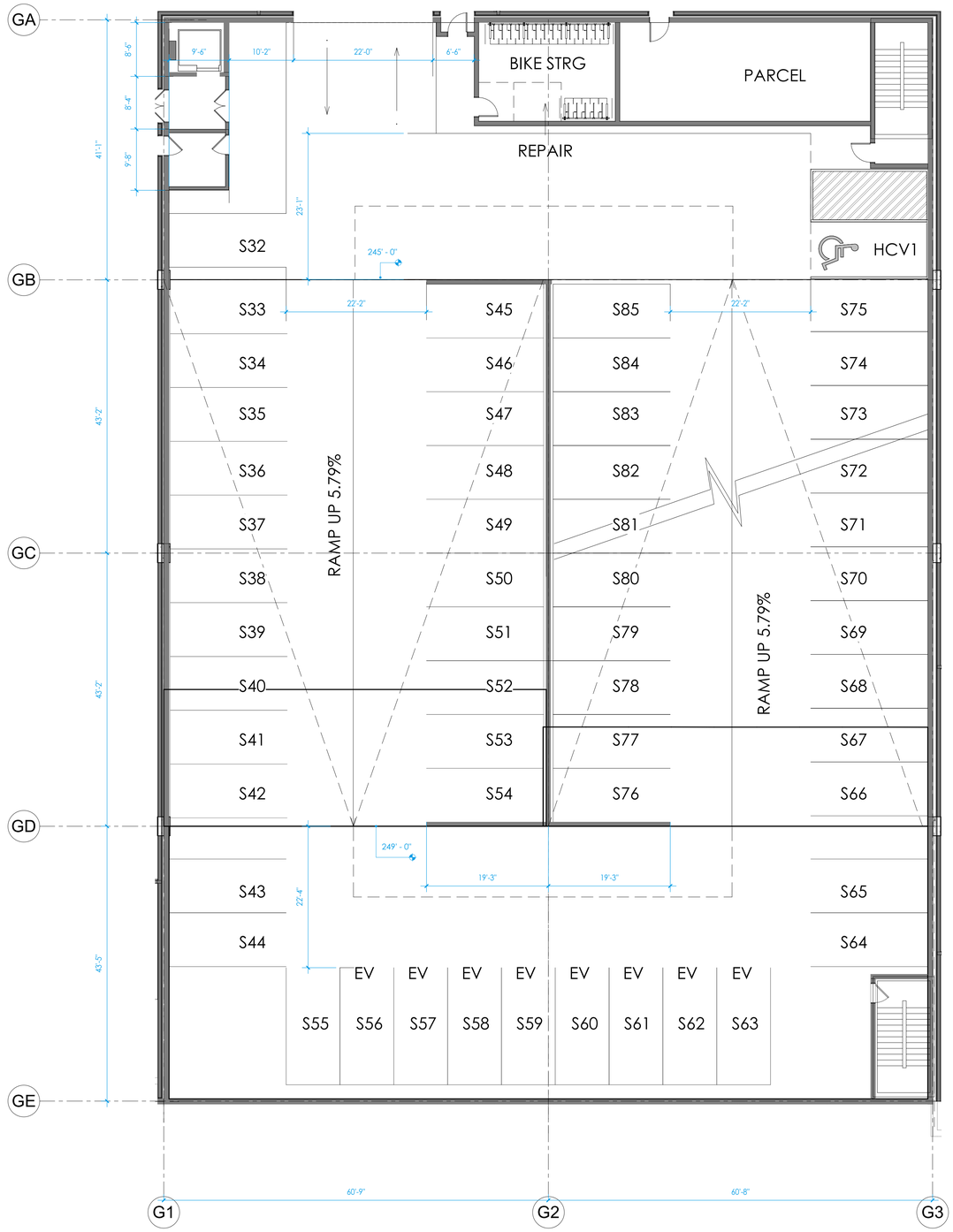

GARAGE LEVEL 1 SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 1
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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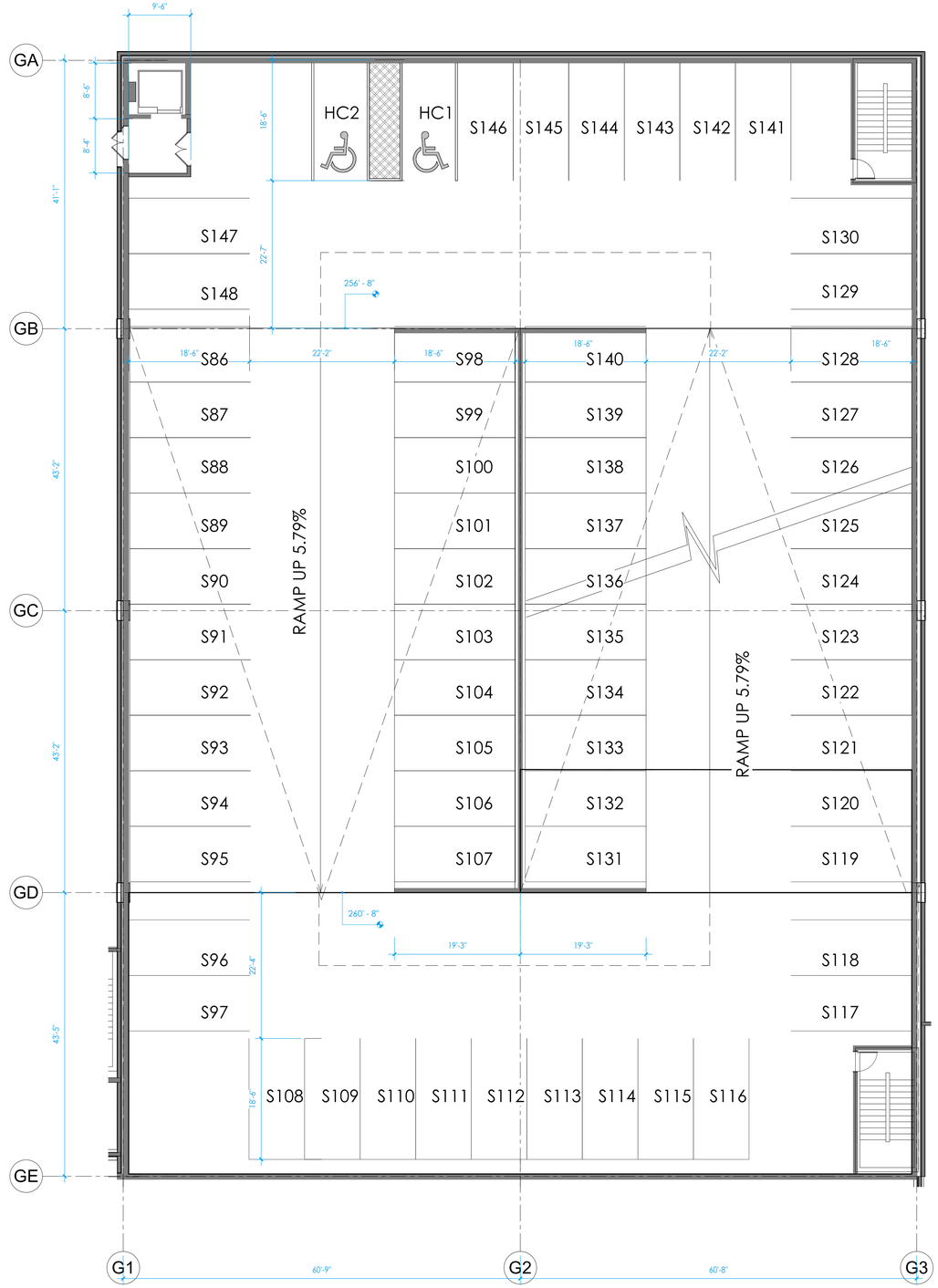

LEVEL 2 GARAGE SCALE: 1" = 10'-0"

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N

10' 20' 40'
SCALE: 20'= 1'-0"

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 2
GARAGE PLAN

DRAWN BY	TN
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CA REVIEWED BY	JH

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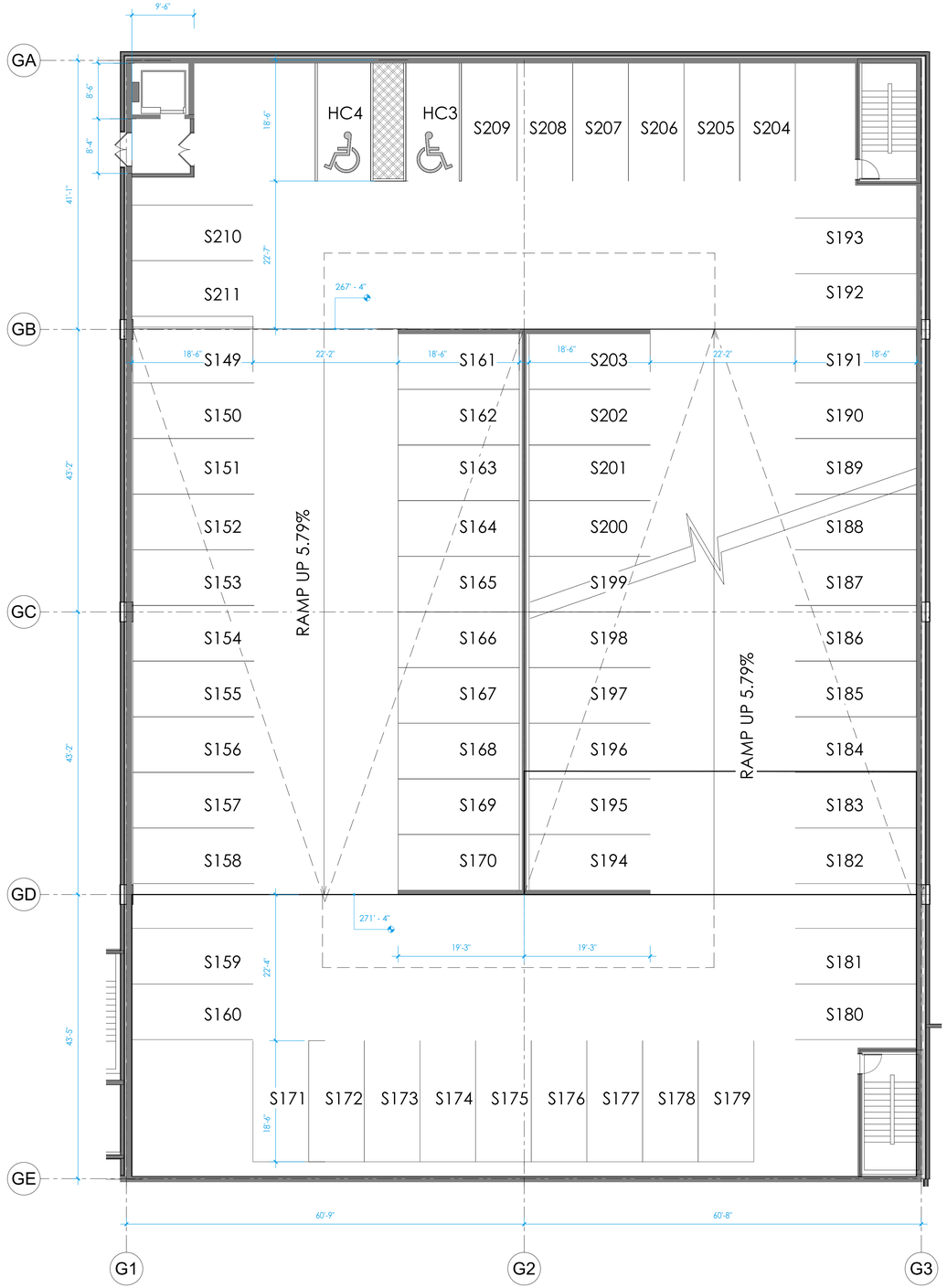

LEVEL 3 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 3
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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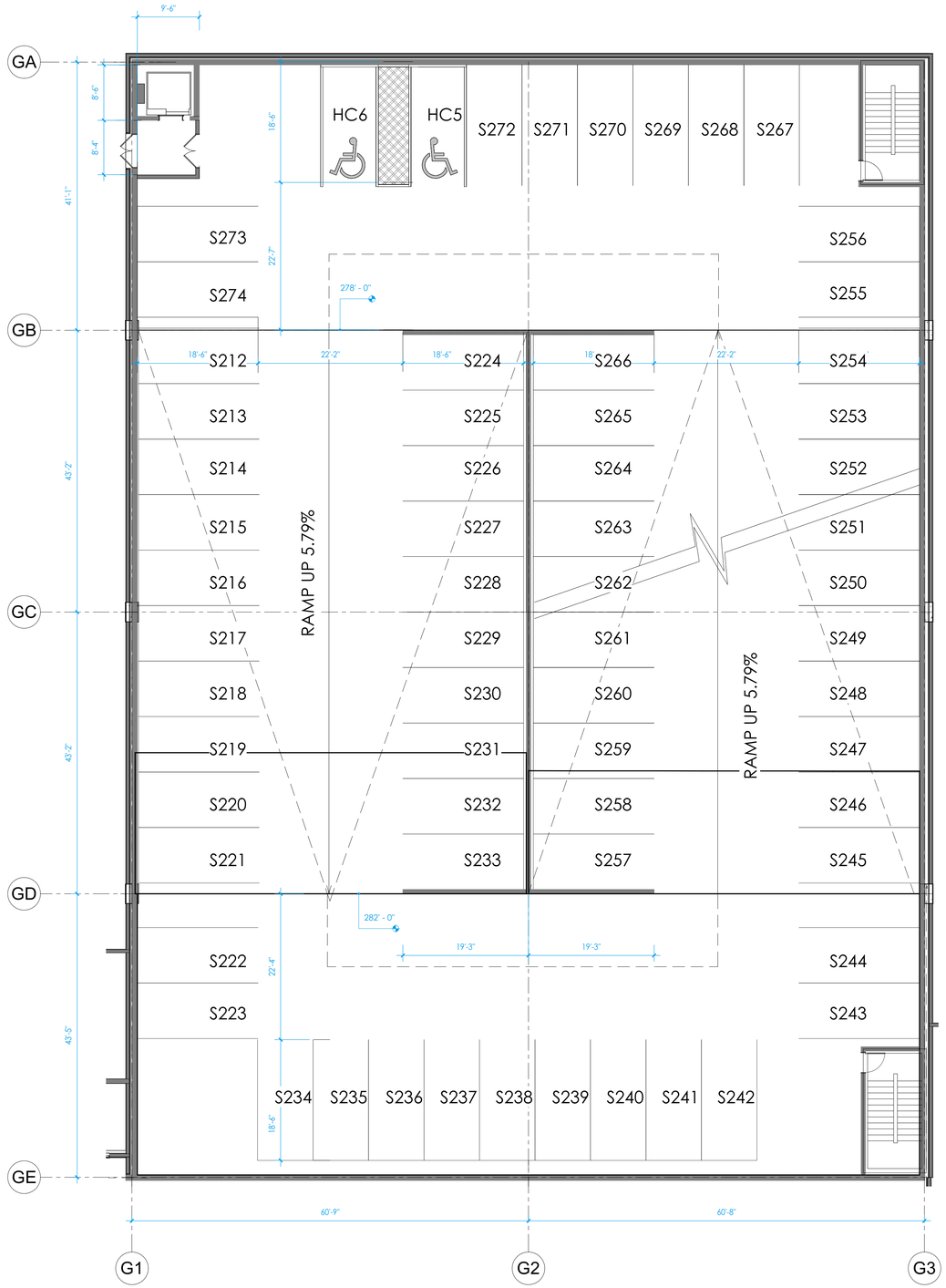

LEVEL 4 GARAGE PLAN SCALE: 1" = 10'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 4
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
A110

N

10' 20' 40'
SCALE: 20'= 1'-0"

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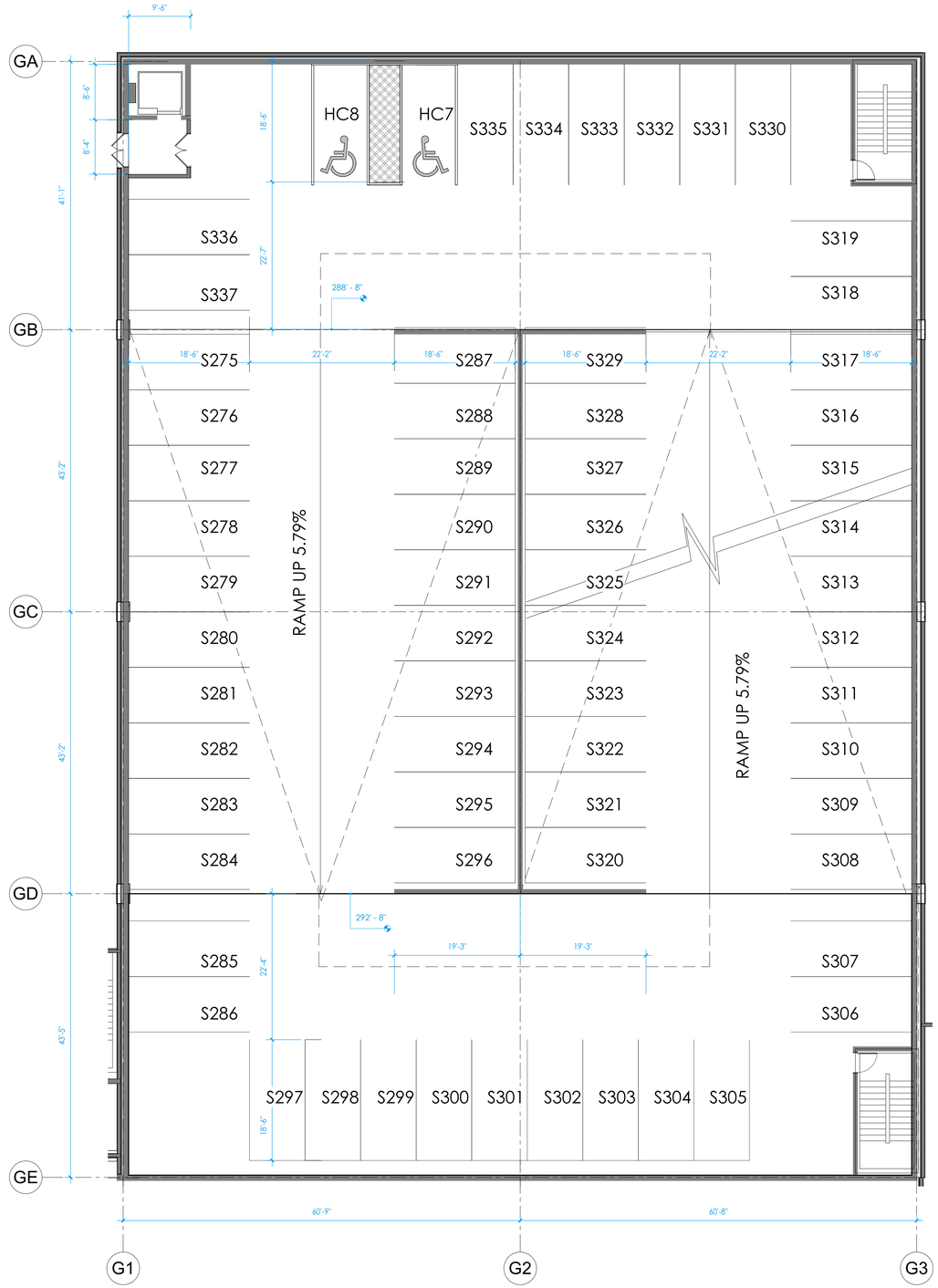

LEVEL 5 GARAGE PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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ARCHITECT DOUGLAS N. FISHER 9.19.06 STATE OF MARYLAND

12/12/2025

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DSP 2ND SUBMISSION	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
LEVEL 5
GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
A111

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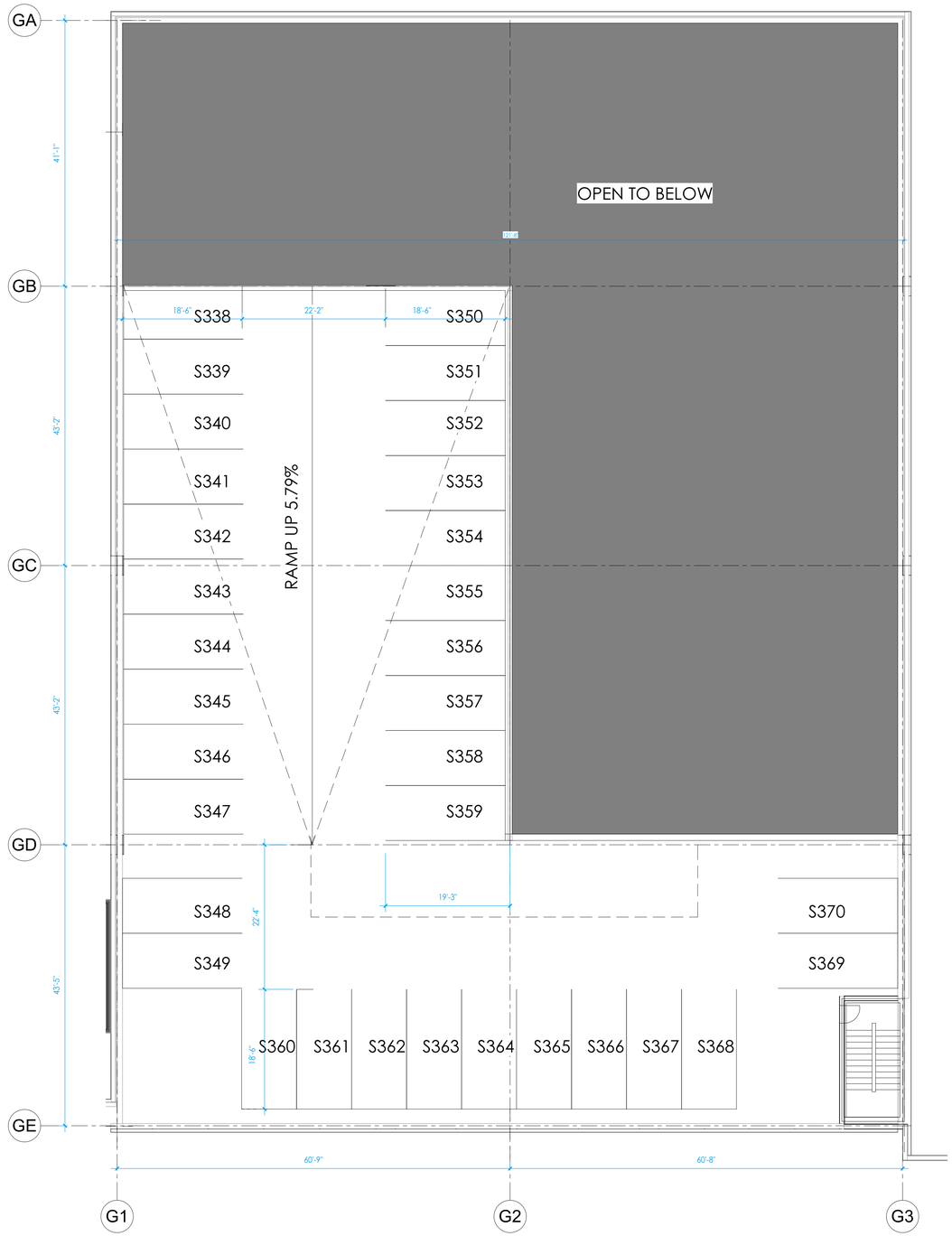

GARAGE ROOF PLAN SCALE: 1" = 10'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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ARCHITECT
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9.19.06
STATE OF MARYLAND

12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
ROOF LEVEL GARAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
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DRAWING NUMBER
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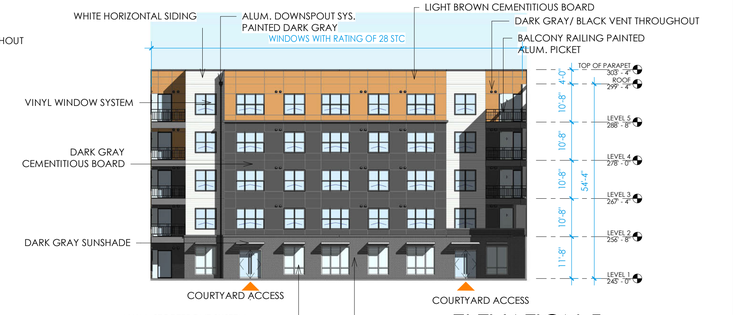

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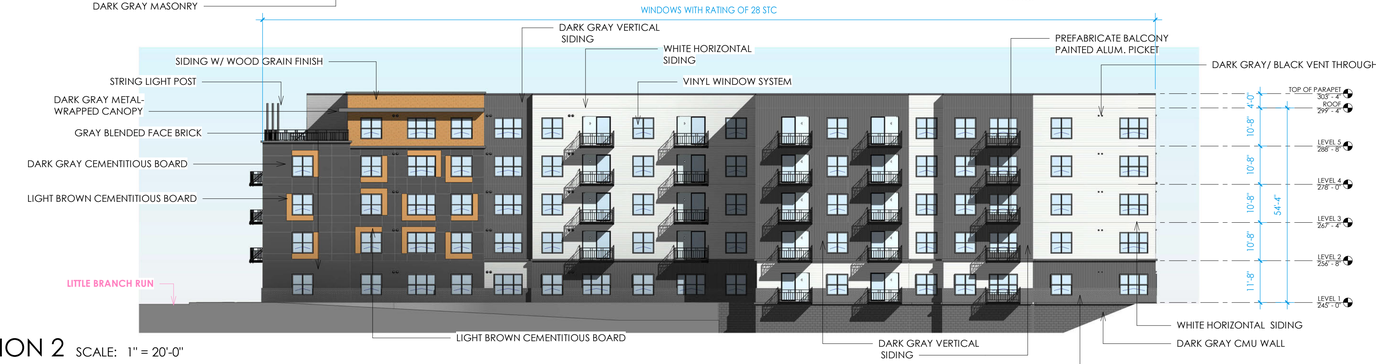

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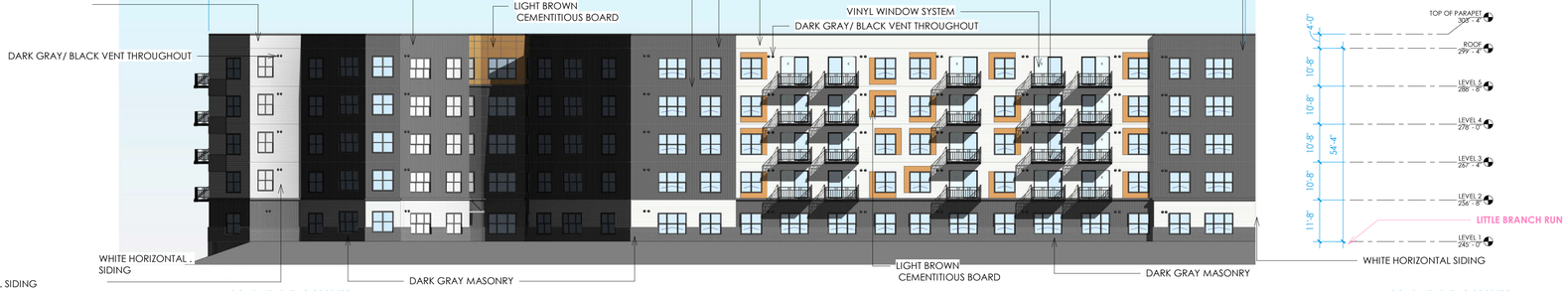

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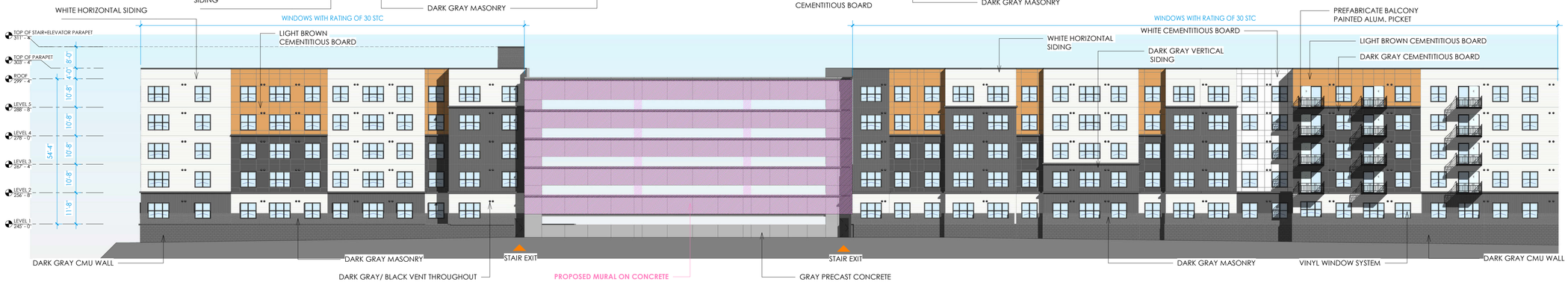

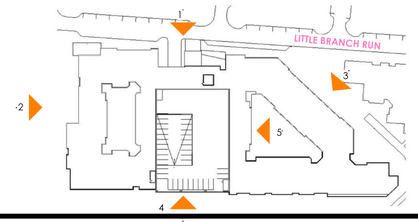

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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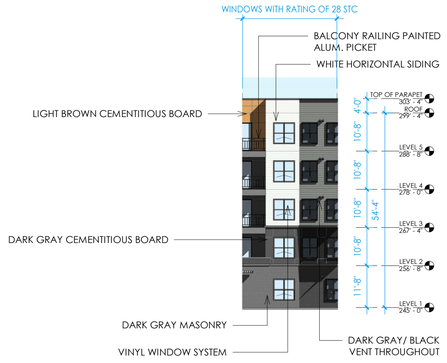

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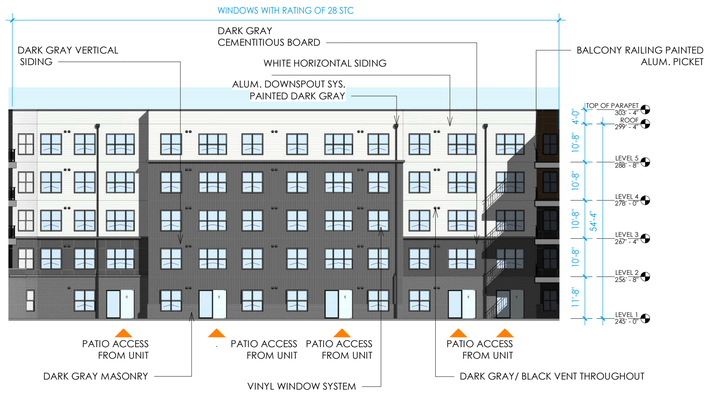

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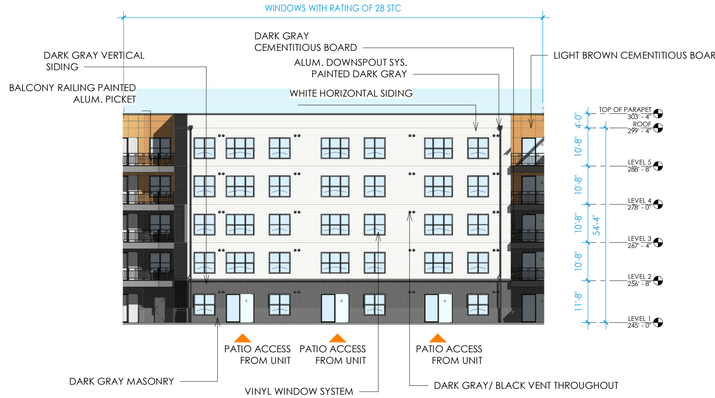

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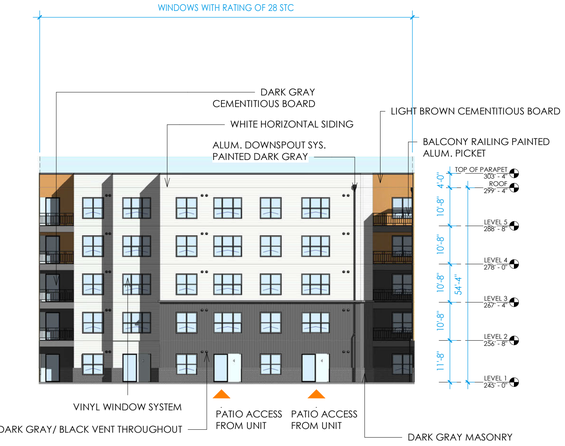

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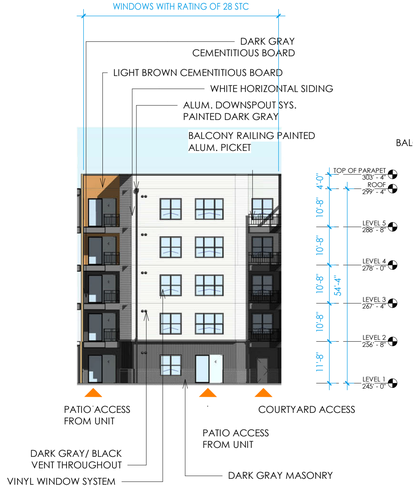

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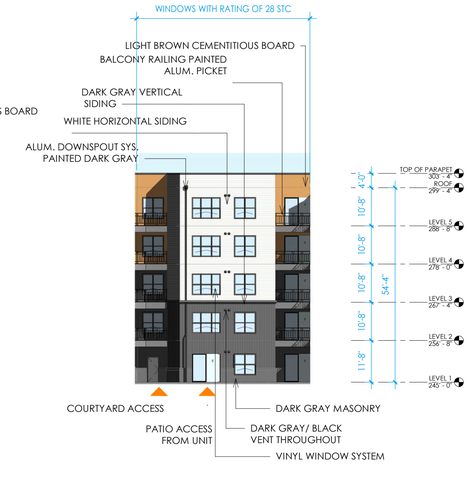
ELEVATION 11 SCALE: 1" = 20'-0"



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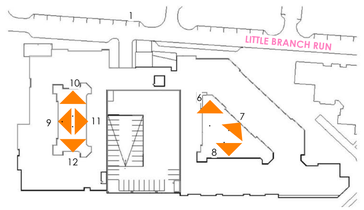

10' 20' 40'
SCALE: 20'= 1'-0"

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REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE
BUILDING ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER
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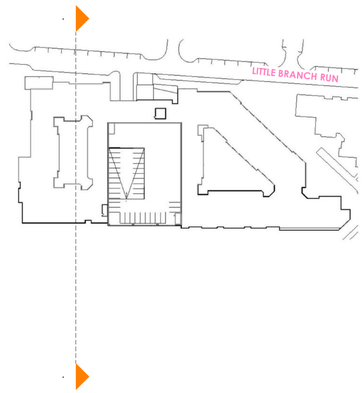

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SITE SECTION

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QC CHECKED BY	WF
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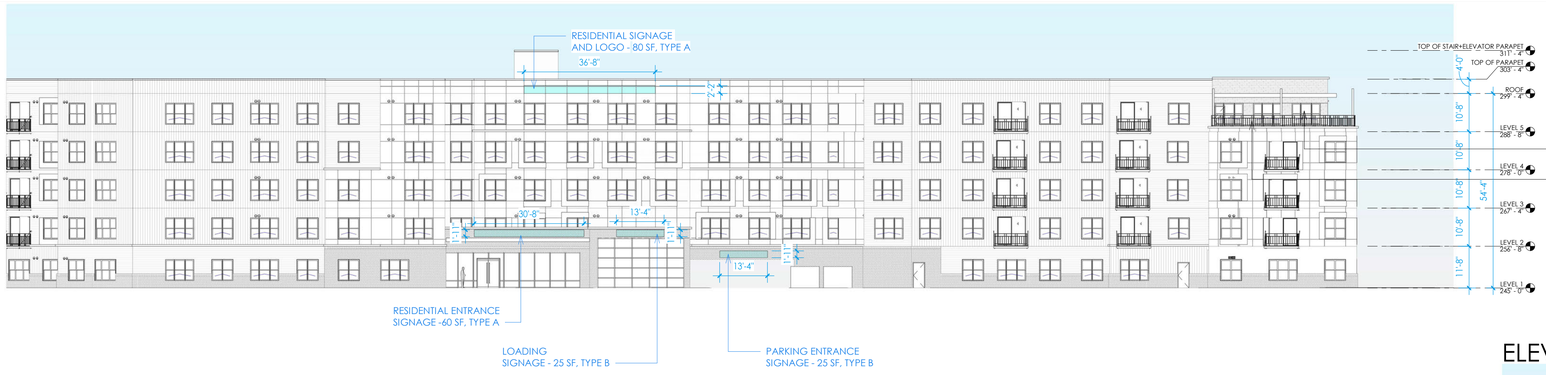
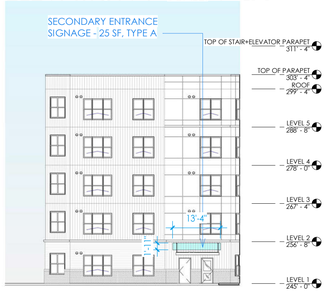


ELEVATION 1 SCALE: 1" = 20'-0"

ELEVATION 2 SCALE: 1" = 20'-0"

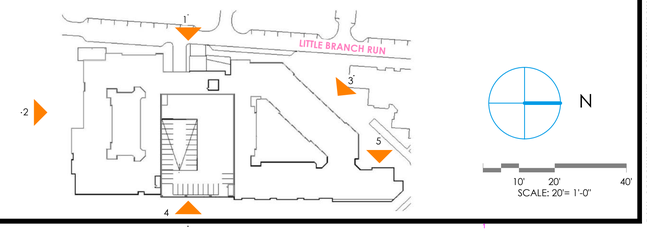


ELEVATION 5 SCALE: 1" = 20'-0"

ELEVATION 3 SCALE: 1" = 20'-0"

ELEVATION 4 SCALE: 1" = 20'-0"

SIGNAGE SCHEDULE			
SIGNAGE TYPE	DESCRIPTION	COUNT	AREA
A	LIGHTED, TRIMLESS SIGN WITH CHANNEL LETTERS	6	345 SF
B	PAINTED ALUMINUM PANELS 1" DEEP - STUD-MOUNTED ON WALL SURFACE DIMENSIONAL LETTERS WITH PAINTED FINISHES	2	50 SF
TOTAL		8	395 SF



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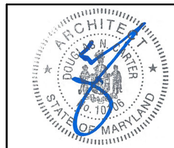

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE ELEVATIONS

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QC CHECKED BY	WF
CA REVIEWED BY	JH

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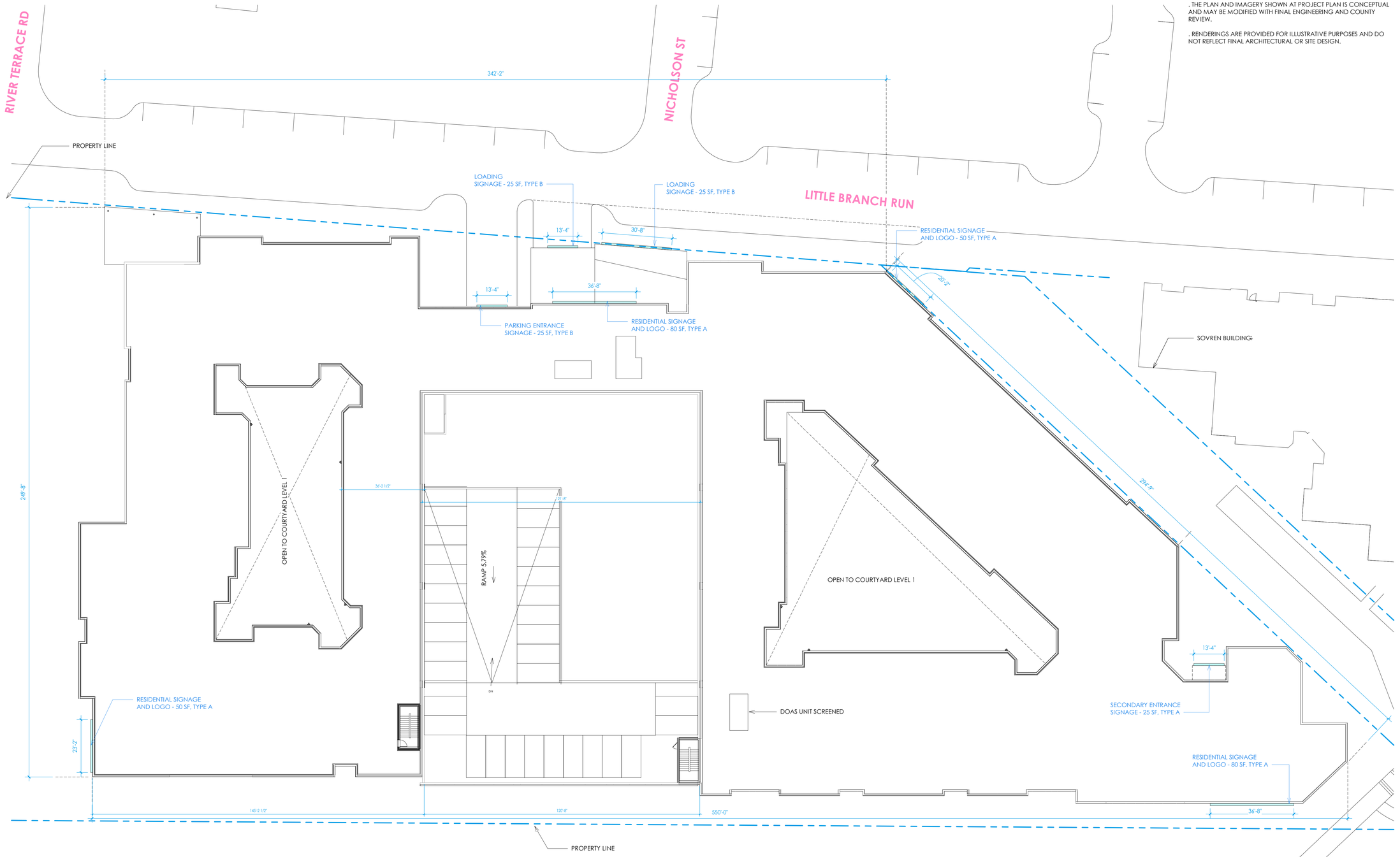

SIGNAGE PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

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PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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SIGNAGE FACE AREA SUMMARY

ELEVATION 1 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	2	140 SF
B	LOADING SIGNAGE	1	25 SF
B	PARKING ENTRANCE SIGNAGE	1	25 SF
TOTAL		4	190 SF

ELEVATION 2 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 3 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 4 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	80 SF
TOTAL		1	80 SF

ELEVATION 5 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	SECONDARY ENTRANCE SIGNAGE	1	25 SF
TOTAL		1	25 SF

TOTAL SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A		6	345 SF
B		2	50 SF
TOTAL		8	395 SF

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REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE SCHEDULE

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

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WEST HYATTSVILLE
TREE CONSERVATION PLAN TYPE II

General Notes

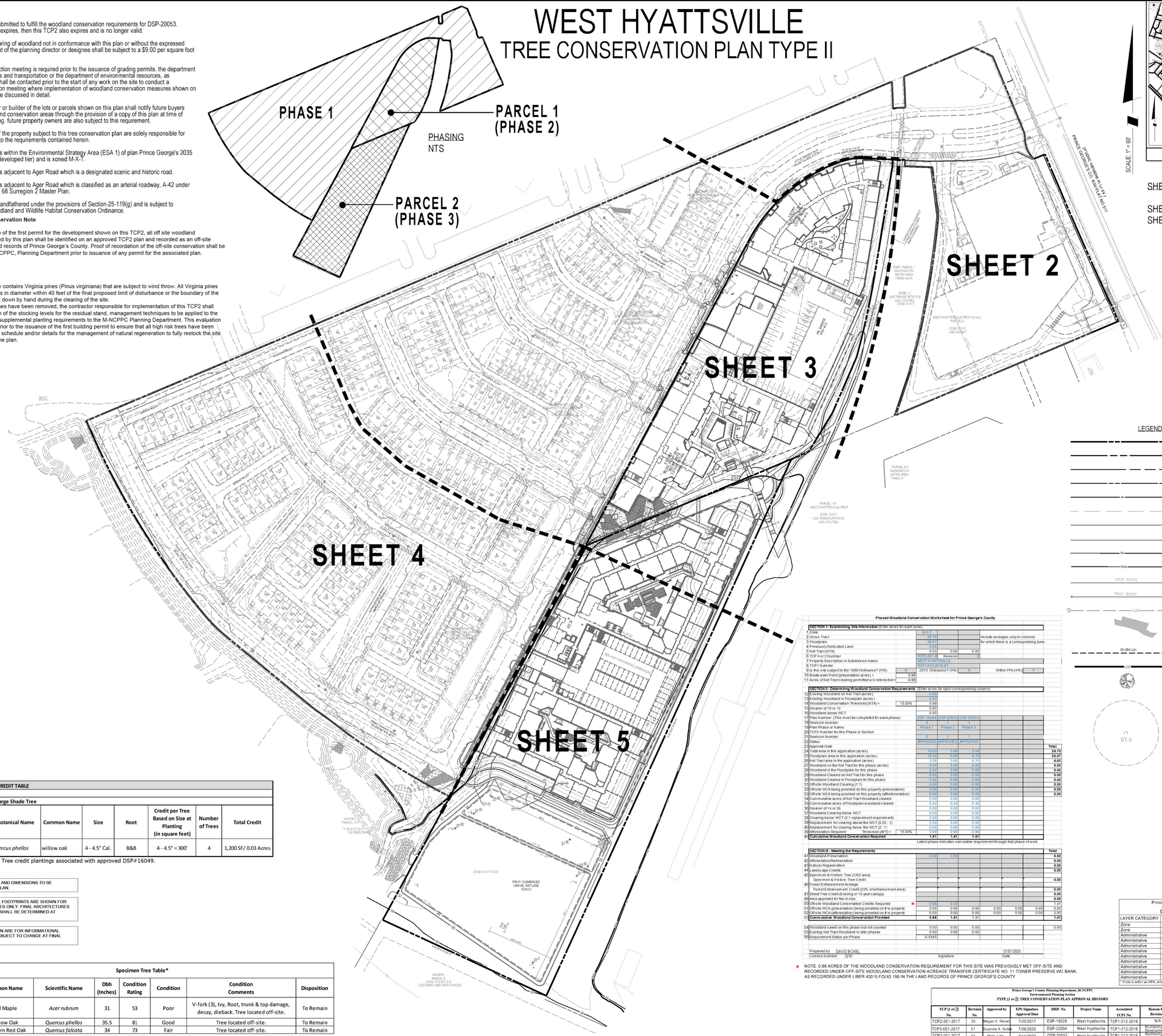
1. This plan is submitted to fulfill the woodland conservation requirements for DSP-20053. If DSP-20053 expires, then this TCP2 also expires and is no longer valid.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the planning director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. the department of public works and transportation or the department of environmental resources, as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the Environmental Strategy Area (ESA 1) of plan Prince George's 2035 (formerly the developed tier) and is xoned M-X-T.
7. The property is adjacent to Ager Road which is a designated scenic and historic road.
8. The property is adjacent to Ager Road which is classified as an arterial roadway, A-42 under Planning Area 68 Surregion 2 Master Plan.
9. This plan is grandfathered under the provisions of Section-25-119(g) and is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance.

Off-site Woodland Conservation Note

1. Prior to the issuance of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

Virginia Pine Notes

1. The subject property contains Virginia pines (Pinus virginiana) that are subject to wind throw. All Virginia pines greater than 6 inches in diameter within 40 feet of the final proposed limit of disturbance or the boundary of the property shall be cut down by hand during the clearing of the site.
2. After the Virginia pines have been removed, the contractor responsible for implementation of this TCP2 shall submit an evaluation of the stocking levels for the residual stand, management techniques to be applied to the residual stand, and supplemental planting requirements to the M-NCPPC Planning Department. This evaluation shall be submitted prior to the issuance of the first building permit to ensure that all high risk trees have been removed. A planting schedule and/or details for the management of natural regeneration to fully restock the site must be shown on the plan.



SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2-5: PLAN VIEW

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15 -OVER 25% STEEP SLOPES
- 65 dBA Ldn — NOISE CONTOUR
- LOD — LIMIT OF DISTURBANCE
- STREET TREE CREDIT
- ST-3 — EXISTING SPECIMEN TREE

Phased Woodland Conservation Worksheet for Prince George's County

SECTION 1- Establishing Site Information (Enter acres for each zone)								
1 Zone		M-X-T						
2 Gross Tract		26.70			include acreages only in columns			
3 Floodplain		20.07			for which there is a corresponding zone			
4 Previously Dedicated Land		0.00						
5 Net Tract (NTA)		6.63	0.00	0.00				
6 TCP II or 2 Number		TCP2-001-17	Revision	02				
7 Property Description or Subdivision Name		WEST HYATTSVILLE						
8 TCP1 Number		TCP1-012-2016-01						
9 Is this site subject to the 1989 Ordinance? (Y/N)	N	2010 Ordinance? (Y/N)	N		Within PFA (Y/N)	Y		
10 Break-even Point (preservation acres) =	0.99							
11 Acres of Net Tract clearing permitted w/o reforestation =	-0.99							
SECTION II - Determining Woodland Conservation Requirements (Enter acres for each corresponding column)								
12 Existing Woodland on Net Tract (acres)		0.00						
13 Existing Woodland in Floodplain (acres)		0.42						
14 Woodland Conservation Threshold (NTA) =	15.00%	0.99						
15 Smaller of 10 or 12		0.00						
16 Woodland above WCT		0.00						
17 Plan Number (This must be completed for each phase)		DSP-16049	DSP-20053	DSP-20053				
18 Revision Number		0	1	1				
19 Plan Phase or Name		Phase 1	Phase 2	Phase 3				
20 TCP2 Number for this Phase or Section								
21 Revision Number		0	1	1				
22 Status		APPROVED	APPROVED	APPROVED				
23 Approval Date								Total
24 Total area in this application (acres)		18.63	3.06	5.04				26.70
25 Floodplain area in this application (acres)		15.34	0.00	4.73				20.07
26 Net Tract area in the application (acres)		3.29	3.06	0.31				6.63
27 Woodland on the Net Tract for this phase (acres)		0.00	0.00	0.00				0.00
28 Woodland in the Floodplain for this phase		0.42	0.00	0.00				0.42
29 Woodland Cleared on Net Tract for this phase		0.00	0.00	0.00				0.00
30 Woodland Cleared in Floodplain for this phase		0.42	0.00	0.00				0.42
31 Off-site Woodland Clearing (-1)		0.00	0.00	0.00				0.00
32 Off-site WCA being provided on this property (preservation)		0.00	0.00	0.00				0.00
33 Off-site WCA being provided on this property (afforestation)		0.00	0.00	0.00				0.00
34 Cum mulative acres of Net Tract Woodland cleared		0.00	0.00	0.00				
35 Cum mulative acres of Floodplain woodland cleared		0.42	0.42	0.42				
36 Smaller of 14 or 26		0.00	0.00	0.00				
37 Woodland Clearing below WCT		0.00	0.00	0.00				
38 Clearing below WCT (2:1 replacement requirement)		0.00	0.00	0.00				
39 Replacement for clearing above the WCT (0.25 :1)		0.00	0.00	0.00				
40 Replacement for clearing below the WCT (2 :1)		0.00	0.00	0.00				
39 Afforestation Required Threshold (AFT) =	15.00%	0.99	0.99	0.99				
41 **Cumulative Woodland Conservation Required**		**1.41**	**1.41**	**1.41**				
		Latest phase indicates cumulative requirement through that phase of work						
SECTION III - Meeting the Requirements								Total
42 Woodland Preservation		0.00	0.00					0.00
43 Afforestation/Reforestation								0.00
44 Natural Regeneration								0.00
45 Landscape Credits								0.00
45 Specimen & Historic Tree (CRZ area)								
Specimen & Historic Tree Credit								0.00
46 Forest Enhancement Acreage								
Forest Enhancement Credit (25% of enhancement area)								0.00
47 Street Tree Credit (Existing or 10-year canopy)								0.00
48 Area approved for fee-in-lieu								0.00
50 Off-site Woodland Conservation Credits Required	*	0.88	0.53					1.41
51 Off-site WCA (preservation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
52 Off-site WCA (afforestation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
53 **Cumm ulative Woodland Conservation Provided**		**0.88**	**1.41**	1.41				**1.41**
54 Woodland saved on this phase but not counted		0.00	0.00	0.00				0.00
55 Existing Net Tract Woodland in later phases		0.00	0.00	0.00				
56 Requirement Status per Phase		-0.5345						

Prepared by: DAVID BICKEL 7/01/2025
License Number: 3210 Signature Date

* 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

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE II or III TREE CONSERVATION PLAN APPROVAL HISTORY

TCP II or III No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A. Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Mandatory Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Mandatory Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Mandatory Development

STREET TREE CREDIT TABLE							
Category:							
Deciduous - Large Shade Tree							
Key	**Botanical Name**	**Common Name**	**Size**	**Root**	**Credit per Tree Based on Size at Planting (in square feet)**	**Number of Trees**	**Total Credit**
QP	*Quercus phellos*	willow oak	4 - 4.5" Cal.	B&B	4 - 4.5" = 300'	4	1,200 SF/ 0.03 Acres

NOTE: Street Tree credit plantings associated with approved DSP#16049.

NOTE: FINAL LOT SIZES AND DIMENSIONS TO BE DETERMINED AT SITE PLAN.

NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURES AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT.

NOTE: UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

Specimen Tree Table*

No.	Common Name	Scientific Name	Dbh (Inches)	Condition Rating	Condition	Condition Comments	Disposition
ST-1**	Red Maple	*Acer rubrum*	31	53	Poor	V-fork (3), Ivy, Root, trunk & top damage, decay, dieback. Tree located off-site.	To Remain
ST-2**	Willow Oak	*Quercus phellos*	35.5	81	Good	Tree located off-site.	To Remain
ST-3**	Southern Red Oak	*Quercus falcata*	34	73	Fair	Tree located off-site.	To Remain

* Note: Trees were field located per approved NRI/FSD plan-002-16.
** This tree is located off-site.

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	M-X-T
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	41. E4
Administrative	WSSC Grid (Sheet 200)	207NE02; 206NE02
Administrative	Policy Analysis Zone (PAZ)	N/A
Administrative	Planning Area (Plan Area)	68
Administrative	Election District (ED)	17
Administrative	Councilmanic District (CD)	2
Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	Traffic Analysys Zone (TAZ-COG)	968, 970
Administrative	PG Traffic Analysis Zone (TAZ-PG)	968
* If site is within an APA, enter the name of the airport, if not enter "N/A"		N/A

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NO.	REVISIONS	BY	DATE

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BICKEL
NO. 3210
LANDSCAPE ARCHITECT

12/12/2025

COVER SHEET

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP:	ZONING CATEGORY:
41. E4	M-X-T
WSSC 200' SHEET	
206NE02 207NE02	
SITE DATUM	
HORIZONTAL: NAD83	
VERTICAL: NGVD1929	
1" = 60'	DATE: APRIL 2021
	DESIGNED: YOR
	TECHNICIAN: YOR
SHEET 1	CHECKED: DJB
OF 5	CAD STD'S VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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REFERENCE GRID: A B C D E F G H I J K L M N O

MATCHLINE SEE SHEET 3

RIVERFRONT AT WEST HYATTSVILLE METRO
ZONE: M-X-T
USE:RESIDENTIAL

LITTLE BRANCH RUN (Public variable R.O.W.)

AGER ROAD (Public variable R.O.W.)
PRINCE GEORGE'S CO. R/W PLAT NO 517

PROPOSED PARCEL 1
132,886 SQ.FT.
3.06 AC.

EXISTING PARCEL 2 PLAT ONE
WEST HYATTSVILLE PROP CO LLC
P.B. 252 NO. 14
L. 37453 F.103

EXISTING PARCEL 3 PLAT ONE
WEST HYATTSVILLE PROP CO LLC
P.B. 252 NO. 14/
L. 37453 F.103

PART. PARCEL 1
WASHINGTON METRO AREA TRANS AUTH
L. 06362 F. 420

ZONE: I-1
USE:TRANSFORTATION AND UTILITIES
ZONE: M-X-T

WEST HYATTRSVILLE PROP CO LLC
PARCEL 8
L. 37453 F.103
ZONE: M-X-T
USE:VACANT

PARCEL A13
WASHINGTON METRO AREA TRANS AUTH
L. 05817 F. 737
ZONE: M-X-T
USE:TRANSPORTATION AND UTILITIES

MATCHLINE SEE SHEET 3

SCALE: 1" = 30'

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE I / II / III TREE CONSERVATION PLAN APPROVAL HISTORY

TCP I/ II/ III No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Additionally Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Additionally Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Additionally Development

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NO.	REVISIONS	BY	DATE

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4,LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BORGE
NO. 3210
LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021
SHEET 2 OF 5	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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REFERENCE GRID A B C D E F G H I J K L M N O

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

LITTLE BRANCH RUN (Public, variable R.O.W.)

KIRKWOOD PLACE (Public, 54' R.O.W.)

CRIMSON FOX DRIVE (Public 52' R.O.W.)

EMERALD BRANCH DRIVE (Public 52' R.O.W.)

ELKHORN ALLEY

WHISPER ALLEY

STILL ALLEY

HUSH ALLEY

PROPOSED PARCEL 1
132,886 SQ.FT:
3.66 AC.

EXISTING PARCEL 2
PLAT ONE
WEST HYATTSVILLE PROP CO LLC
P.B. 252 NO. 14
L. 37453 F.103

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PART. PARCEL 1
WASHINGTON METRO AREA TRANS AUTH
L. 05362 F. 420
ZONE: I-1
USE:TRANSFORTATION AND UTILITIES
ZONE: M-X-T

PARCEL 114
WEST HYATTRSVILLE PROP
L. 44201 F.571
ZONE: M-X-T
USE:TRANSPORTATION AND UTILITIES

5 STORY BLDG.;175 UNITS 3,213 SF RETAIL FFE: 47.0

5 STORY BLDG.;175 UNITS 3,213 SF RETAIL FFE: 46.0

PR. GARAGE 47.0

WSSC EASEMENT 2,482 F. 360

BIKE RACKS (6 SPACES)

PET WASTE STATION

PROP. FENCE

LOD

SCALE: 1" = 30'

30 15 0 30 60

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE II TREE CONSERVATION PLAN APPROVAL HISTORY

TCP II or III No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCPI No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Subtrainby development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Preliminary development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Subtrainby Development

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STATE OF MARYLAND · DAVID JOHN BORGE · NO. 3210 · LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83; VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021
SHEET 3 OF 5	DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S, VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE [1 or 2] TREE CONSERVATION PLAN APPROVAL HISTORY

TCP [1 or 2] No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Susanne A.Nickle	7/08/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Multifamily Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Multifamily Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Multifamily Development

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CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP	ZONING CATEGORY:
41, E4	M-X-T
WSSC 200' SHEET	
206NE02 207NE02	
SITE DATUM	
HORIZONTAL: NAD83	
VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021
	DESIGNED: YOR
	TECHNICIAN: YOR
	CHECKED: DJB
SHEET 4	CAD STD'S. VERSION: V8 / NCS
OF 5	
PROJECT NO. 0706-06-00	

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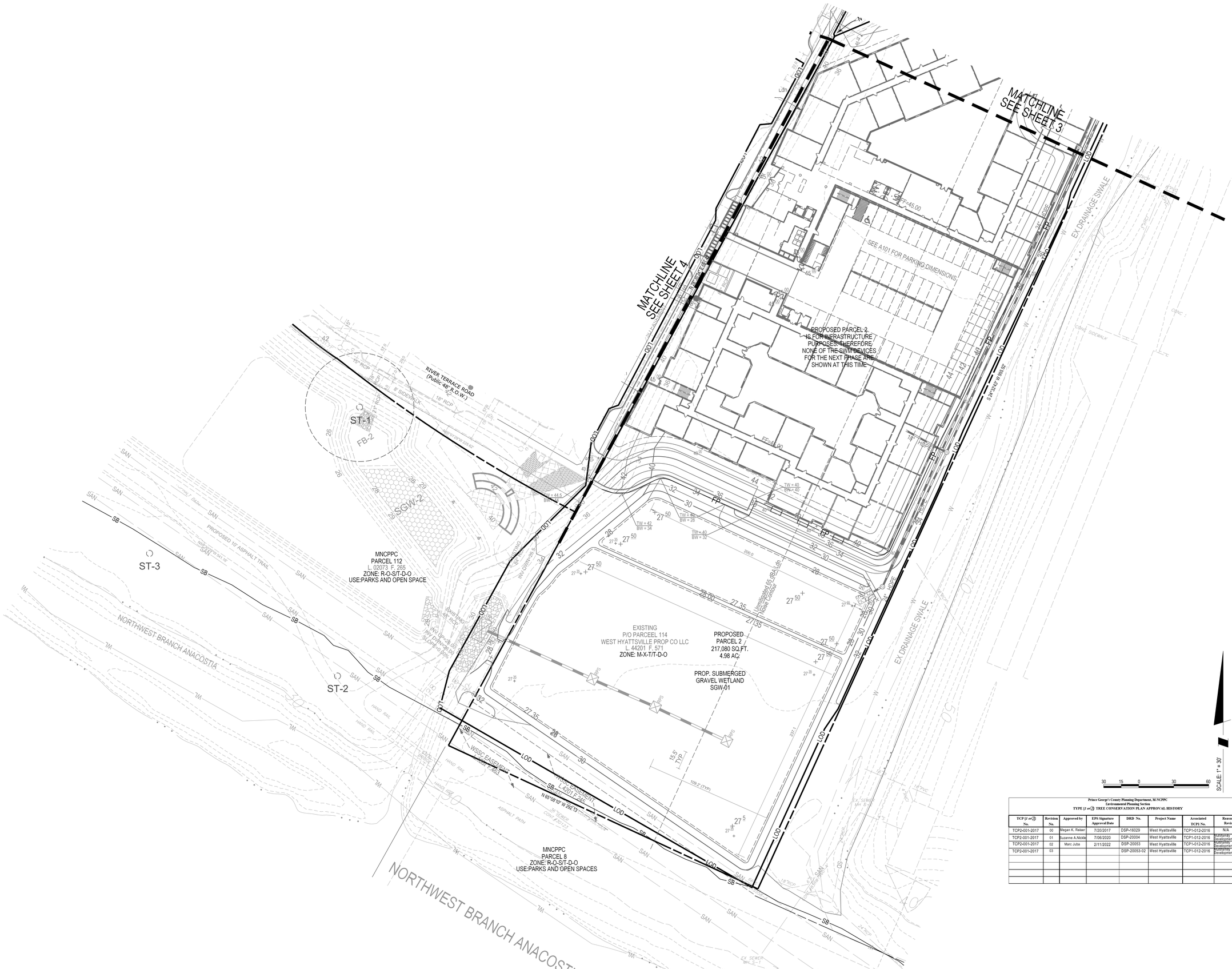


Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 1 (1 or 2) TREE CONSERVATION PLAN APPROVAL HISTORY

TCP 1 (1 or 2) No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nickle	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Multifamily Development
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Multifamily Development
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Multifamily Development

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BIONDI
NO. 3210
LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP	ZONING CATEGORY:
41, E4	M-X-T
WSSC 200' SHEET	
206NE02 207NE02	
SITE DATUM	
HORIZONTAL: NAD83	
VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021
SHEET 5	DESIGNED: YOR
OF 5	TECHNICIAN: YOR
PROJECT NO.	CHECKED: DJB
0706-06-00	CAD STD'S VERSION: V8 / NCS

P:\07060600\Engineer\Sheet_Files\Env\TCPII_05.sht Scale= 30.0000 sf / in. User= yroh PLTdrv= PDF_Grey_150.pltcfg Plotted: 12/11/2025 8:15:54 PM

Additional Back-up

For

DSP-20053-02 West Hyattsville Phase 2 ETOD & DPT-2025-0003 West Hyattsville Phase 2

Ford, Ronda

From: Tom Haller <thaller@gibbshaller.com>
Sent: Tuesday, February 17, 2026 11:56 AM
To: PPD-PGCPB; Hunt, James; Conner, Sherri; Kosack, Jill; Garland, Hyojung
Subject: DSP-20053-02 and DPT-2025-0003; west Hyattsville Phase 2
Attachments: Applicant's Supplemental Material DSP-20053-02.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please find the Applicant's Supplemental Material for the referenced applications before the Planning Board on February 19, 2026. Please let me know if you have any questions.

Tom

GIBBS AND HALLER

Thomas H. Haller
1300 Caraway Court, Suite 102
Largo, MD 20774
(301)306-0033

APPLICANT'S EXHIBIT 1

APPLICANT'S PROPOSED REVISIONS TO RECOMMENDATIONS AND CONDITIONS

APPLICANT'S PROPOSED REVISIONS TO RECOMMENDATIONS AND CONDITIONS WEST HYATTSVILLE, PHASE 2 DETAILED SITE PLAN DSP-20053-02 DEPARTURE FROM DESIGN STANDARDS 2025-0003

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Planning Board adopt the findings of this report and further recommend APPROVAL of this application to the District Council, as follows:

A. Recommend to the District Council ~~DISAPPROVAL~~ APPROVAL of the property owner's request to permit the ~~nonuse of multifamily dwellings with no ground-floor retail uses~~ **ground floor non-residential use to include any type of office or financial service use, eating or drinking establishment, services and trade, barber or beauty shop, book store, pet grooming establishment, drug store, hardware store, veterinary clinic, department store, dry cleaning or laundry pickup station, food or beverage store, studio for artistic practice, community building, art gallery or cultural center, in addition to retail uses,** on proposed Parcel 2, provided such use is not prohibited by Section 27-290.01(b)(3).

BUILDING ENVELOPE AND BLOCK STANDARDS

1. **Ground Floor Retail (page 67):** To allow ground-floor retail only in the ~~northernmost portion~~ **northwestern corner** of the building, **adjacent to Little Branch Run** and the pedestrian ~~trail~~ **promenade**.

B. APPROVE Detailed Site Plan DSP-20053-02 and Type 2 Tree Conservation Plan TCP2-2025-0074, for West Hyattsville Phase 2, including a waiver of the tree canopy coverage requirement, and DISAPPROVE Alternative Compliance ACL-2025-0008 as described herein, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the applicant shall revise the DSP to incorporate the following revisions:

   n. Revise the architecture and site plans to show the provision of **no less than 1,000 square feet of** ground-floor ~~retail~~ **commercial** space ~~along the northern side~~ **in the northwestern corner** of the building **adjacent to Little Branch Run and the pedestrian** ~~trail~~ **promenade**.

APPLICANT'S EXHIBIT 2

SOVREN

WEST HYATTSVILLE

PHASE 1

SOVREN
5685

SOVREN
6685
PARKING ENTRANCE

Miss
CHEEVE

APPLICANT'S EXHIBIT 3

WEST HYATTSVILLE
PHASE 2

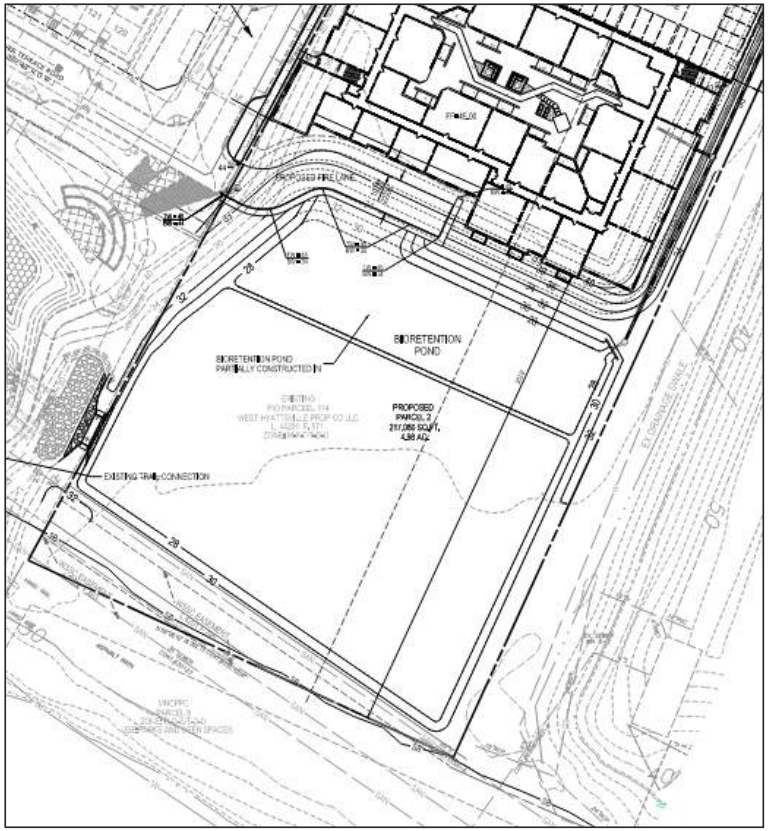
Riverfront at West Hyattsville

Phase Two Multifamily

Connectivity

Stormwater Management

Phase 2 - Gravel Wetlands



DSP-20053-02 & OPT-2025-003 Additional

dcs DESIGN
DAVIS CARTER SCOTT Ltd
Architecture
Interior Architecture
Land Planning
8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182
P 703.556.9275
F 703.821.6976
www.dcsdesign.com

Kimley»Horn
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11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191
PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

PRINT DATE

ISSUE DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE PLAN

DRAWING NUMBER

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11400 COMMERCE PARK DR., SUITE 400, RESTON, VA 20191
PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

PRINT DATE

ISSUE DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
INSPIRATION IMAGES

DRAWING NUMBER

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

FOR ILLUSTRATIVE PURPOSES ONLY

PERSPECTIVES

A-22

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HYATTSVILLE, MD 20782

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PERSPECTIVES

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WEST HYATTSVILLE

HYATTSVILLE, MD 20782

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PERSPECTIVES

A-24

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APPLICANT'S EXHIBIT 4

2022 RETAIL MARKET STUDY

RCLCO
REAL ESTATE ADVISORS

RETAIL ANALYSIS

SITE RETAIL OPPORTUNITY

RCLCO REAL ESTATE ADVISORS

THERE IS DEMAND FOR A LIMITED AMOUNT OF LOCAL-SERVING CONVENIENCE RETAIL AT THE SUBJECT PROPERTY

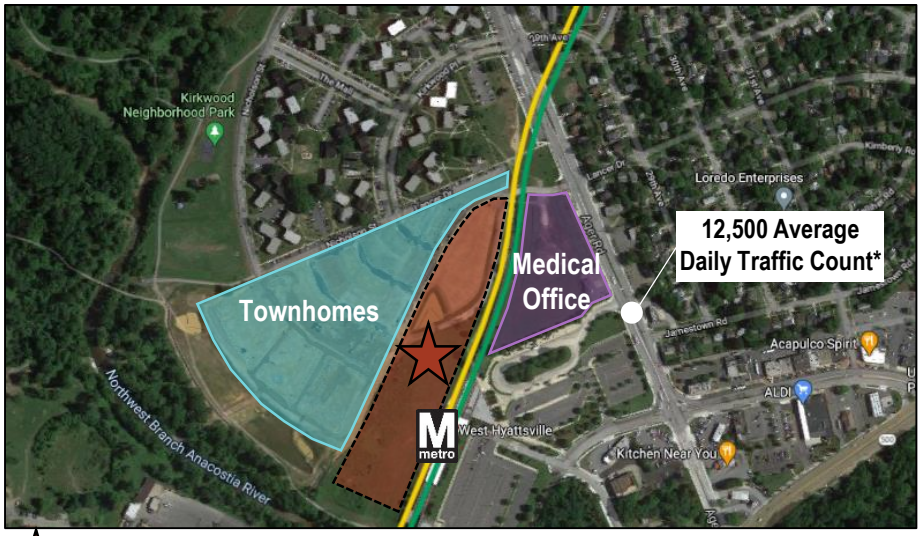
- RCLCO finds support for approximately 1,000 to 2,500 square feet of space at the subject property targeting a mix of local-serving convenience and service retailers, such as coffee, café, dry cleaning, banking, etc. Limited visibility into the site, and only modest traffic counts along Ager Road likely limits the potential to attract a conventional, or even a small format/specialty grocery anchor at the development, that would in turn drive demand for additional retail a the site.

- The subject site has very limited frontage along Ager Road and any potential retail would be obstructed by the elevated rail station and office development from this critical marketing window.

- Furthermore, traffic counts on Ager Road are relatively modest at 12,500 (24 hour average daily two-way counts), which is below the typical threshold for major credit tenants, such as a grocery anchor; and while RCLCO expects some level of demand from metro riders, the subject site's location on the far side of the tracks, opposite the bus and vehicular access, will likely limit traffic from metro riders.

- Furthermore, adjacent homeowners and medical office visitors are likely customers that would contribute to retail expenditures at the site, but the reality is that these sources of demand are just not that significant and would only support a limited amount of retail space.

Subject Site Map



**Note: Data current as of 2018. Includes average daily traffic count in both directions*
SOURCE: Maryland Department of Transportation: RCLCO

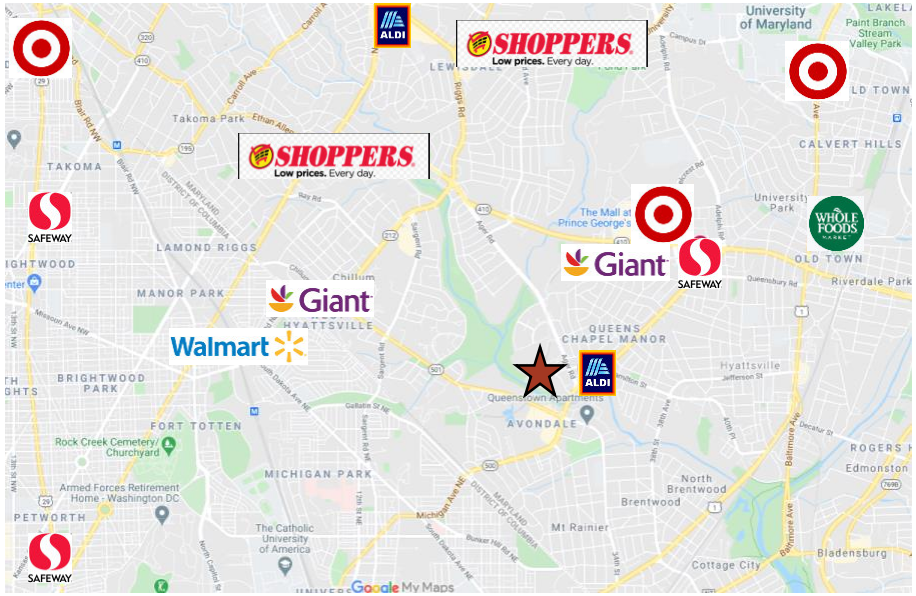
GROCERY DEMAND

RCLCO REAL ESTATE ADVISORS

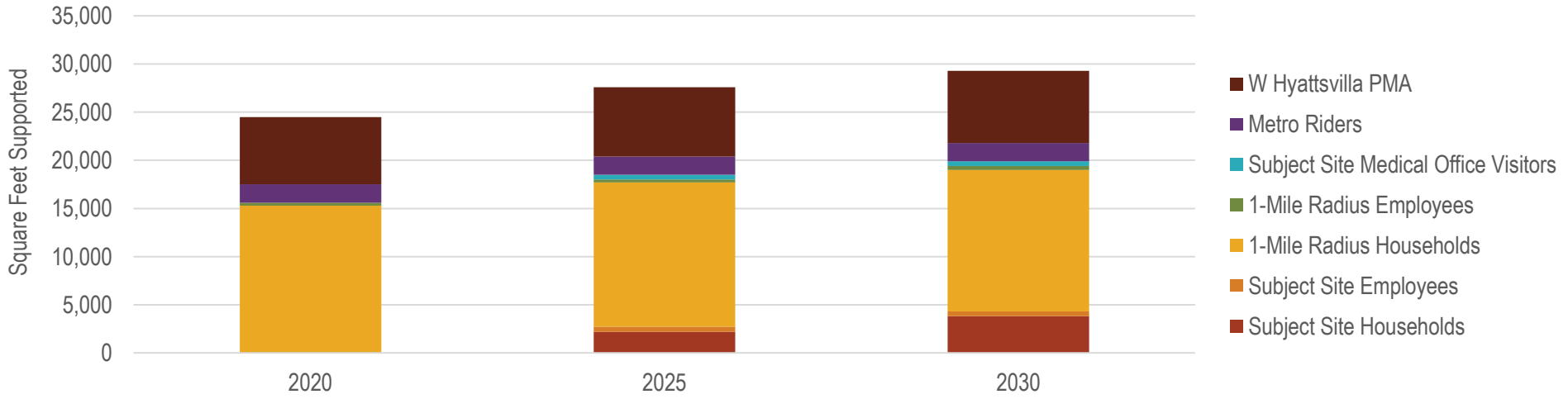
THE SUBJECT SITE IS LOCATED IN A COMPETITIVE GROCERY MARKET, WITH MOST OF THE MAJOR CREDIT GROCERY TENANTS ALREADY ACCOUNTED FOR

- While the local area is generally well-represented with regional grocery anchors, including more than 40 within five miles of the subject site, Harris Teeter is perhaps the only conventional grocer conspicuously missing from the market area. Other small format and specialty grocery operators absent from the local trade area include Lidl, Mom's, and Yes! Organic Market.
- Unfortunately, RCLCO demand models indicate that there is insufficient demand to support a conventional grocery anchor such as Harris Teeter, which typically has a footprint of 45,000 to 60,000+ square feet of space.
- Theoretically, the subject site could support a small format/specialty grocer, which typically ranges from 10,000 to 20,000+ square feet; however the poor visibility and low daily traffic on Ager Road would likely preclude a grocer from considering the subject site.

Landscape of Nearby Grocers



Projected Grocery Demand at the Subject Site by Source; 2020 - 2030



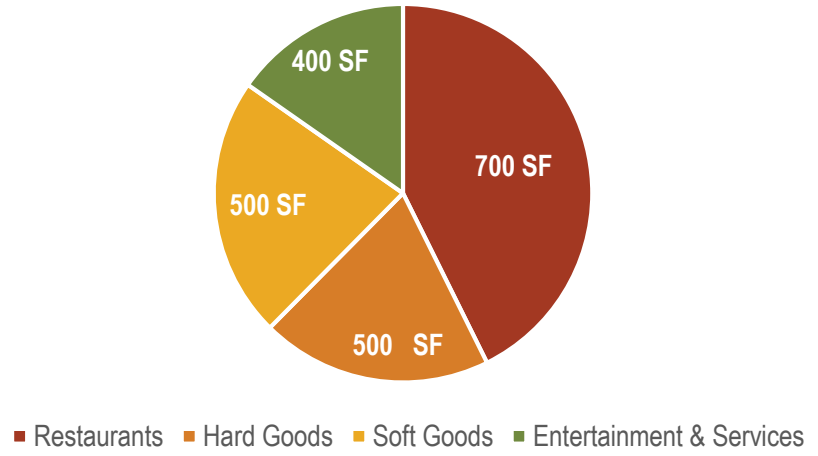
Source: Esri; Consumer Expenditure Survey; ICSC; CoStar; RCLCO

SUBJECT SITE RETAIL DEMAND

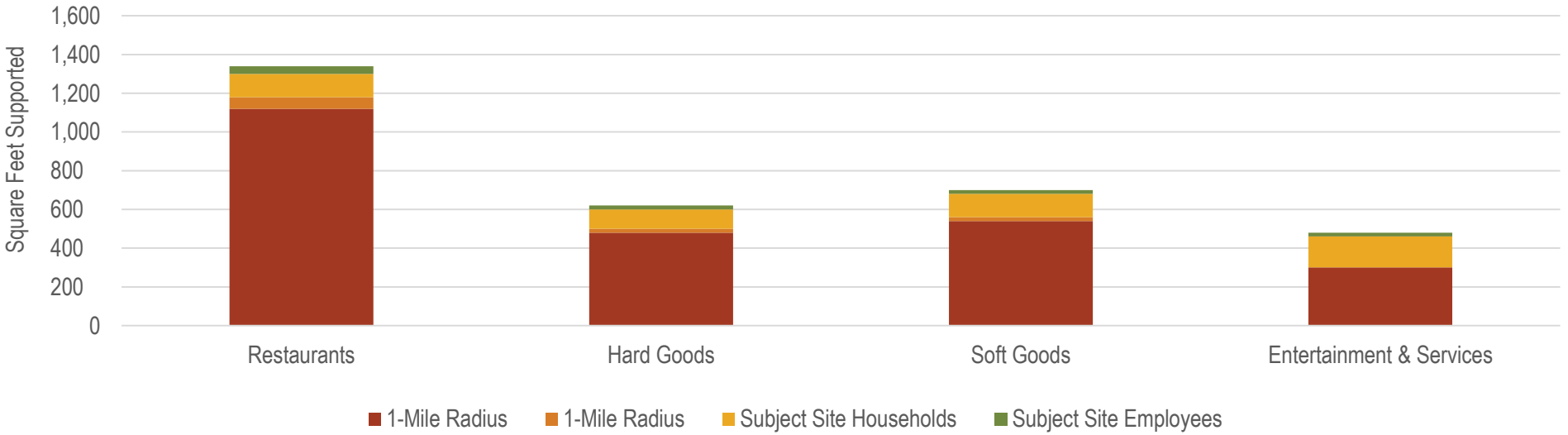
WITHOUT A GROCERY ANCHOR, SUPPORT FOR RETAIL AT THE SITE WILL HAVE TO RELY UPON LOCAL PATRONS

- Without a grocery anchor to draw in potential shoppers from a wider trade area, and given the limited marketing window/visibility, retail at the subject property will have to rely primarily on local sources of demand, including retail expenditures from on-site renter households, those emanating from the adjacent townhomes and single-family neighborhood, employees and visitors at the adjacent medical office building, metro riders, and other households within the immediate influence area of the property.
- Based on these sources of demand, RCLCO estimates that the subject site could support 1,000 to 2,500 square feet retail at full buildout, including a mix of neighborhood serving convenience retail, restaurants, and services.

Non-Grocery Retail Demand from Households and Employees; 2030
Onsite and 1-Mile Radius



Breakdown of Non-Grocery Retail Demand from Households and Employees by Source; 2030
Onsite and 1-Mile Radius



Source: Esri; Consumer Expenditure Survey; ICSC; CoStar; RCLCO

APPLICANT'S EXHIBIT 5

RESUME OF BILL DICKINSON

BILL DICKINSON

Executive Director of Brokerage

CAREER SUMMARY

Bill is a leading expert in retail real estate throughout the Mid-Atlantic region, with extensive experience across all aspects of commercial property—including tenant mix and merchandising, ground-up development, tenant construction, building systems, and retail brokerage. A native Washingtonian, he brings a hospitality-driven, client-first approach to representing both property owners and retailers.

Over his career, Bill has completed high-profile transactions with top restaurants such as Nobu, The Choptank, Ada's on the River, Barbouzard, and multiple José Andrés concepts. He has also worked with national and fast-casual brands, including Chipotle, Starbucks, and Darden Restaurants. During his 15-year tenure at Rappaport, Bill earned multiple Top Producer awards in recognition of his performance and results.

CONTACT

703-624-2287

bdickinson@rappaportco.com

www.linkedin.com/in/bidickinson/

Washington, D.C.

EDUCATION

BA, Philosophy

Old Dominion University

1980 - 1985

SKILLS

- Building Systems
- Market Rollout Strategy
- Client Acquisition
- Negotiation
- Relationship Management
- Sales Strategies
- Mixed-Use Properties
- Neighborhood Shopping Centers
- Networking
- Market Research

WORK EXPERIENCE

Executive Director of Brokerage

Rappaport

2005 - Present

- Represented national and regional brands including: Chipotle, Starbucks, and Darden Restaurants
- Directed tenant mix and merchandising strategies for mixed-use and neighborhood shopping center assets
- Led rollout strategies for expanding national brands across multi-location portfolios.
- Earned multiple Top Producer Awards for performance excellence.

Retail Broker

Vornado Realty Trust

1989 - 2005

- Managed retail leasing and tenant representation across urban and suburban portfolios.
- Specialized in urban corridor retail and flagship placements within Washington, D.C.

PROFESSIONAL AFFILIATIONS

- **International Council of Schooping Centers (ICSC)**
- **Building Owners Management Association (BOMA)**
- **National Association of Corporate Real Estate Executives (NACREE)**

APPLICANT'S EXHIBIT 6

RESUME OF BOB BROOKS

Bob Brooks, PLA

Landscape Architecture

Bob has 10 years of experience in landscape architecture for both public and private sector clients including parks, trails and greenways, and residential and mixed-use developments. His experience in graphic representation, 3D modeling, and construction documentation has helped bolster the collaborative design approach to landscape architecture and planning projects. Bob's experience in residential and mixed-use amenity and landscape design has been valuable in creating a strong sense of place for residents and fostering community by creating spaces for people to enjoy and actively engage with neighbors. Bob's decade long experience of working with local jurisdictions in Maryland has allowed him to develop a firm understanding of the jurisdictional process and to develop landscape plans that work to accomplish the goals of the jurisdiction and provide substantive aesthetic and ecological value to the given project.

Education

Bachelor of Science, Recreation Adventure Travel and Ecotourism, Paul Smiths College, 2006

Master of Landscape Architecture, Virginia Polytechnic Inst. & State University, 2017

Professional Credentials

Registered Landscape Architect in MD (#4162)

Relevant Experience

Belle Heights, Richmond, VA — Landscape Architect. Belle Heights and the associated Semmes Avenue tracts is an assemblage of redevelopment parcels in the heart of Richmond's Manchester neighborhood. As a corner piece of a local and regional transportation network, these properties enjoy a superior location for commuting, biking, and walking as well as access to popular city sites such as the Buttermilk Trail and Belle Isle Park system. The 23-acre site was originally planned as a 111-unit for-sale townhome project called Belle Heights for a national builder. On the heels of that project, the developer has continued to add parcels to the redevelopment assemblage replacing antiquated warehouse space, a former gas station and mobile home park, with high density housing and small-scale commercial uses. The landscape architecture team has been involved since the project's inception, developing concepts and guiding entitlements through the city approval process. These improvements have worked to meet several of the initiatives of the Richmond 300 Plan including housing and connectivity and improved streets for pedestrians. Kimley-Horn is currently assisting in processing two concurrent Special Use Permits (SUP) for a market rate and LIHTC apartment projects. Sales of the townhomes completed in 2023.

Nixon Property, Glen Burnie, MD — Landscape Architect. Nixon Property is a mixed-density housing that utilizes new workforce housing legislation planning. Kimley-Horn developed a concept plan considering wetland site constraints using a combination of unit types to serve a broader user group. Parking was designed to meet county code requirements and is evenly distributed throughout the site. Stormwater management locations are planned to manage runoff. Playgrounds, pickleball courts, and gathering spaces will be designed for users to add play and socializing.

National Museum of the United States Army, Warriors' Plaza, Fort Belvoir, VA* — Landscape Architect. The Warriors Plaza is one of three primary landscape architecture features designed by the project team as part of the landscape design services contract for this 84-acre campus. The Warriors Plaza features the Pentagon Stone Memorial, a large pavilion space for watching military parades and other events on the adjoining Parade Field, and a large

Kimley»Horn

seating space where school groups and other visitors can eat lunch and gather outdoors. The plaza incorporates thousands of donor pavers in remembrance of those who've served. In addition to the Warriors Plaza, the landscape architecture team was integral in the design of the rooftop Medal of Honor Garden. The team designed and provided construction documentation for a Memorial Garden: a linear strolling garden culminating in a small plaza surrounded by black granite walls, with a Solders Cross centered at the focal culmination of the experience.

Patapsco Glen, Woodlawn, MD* — Landscape Architect. Patapsco Glen is a 58.61-acre community located adjacent to Patapsco Valley State Park. As a site with significant natural features such as steep valley slopes and large stands of mature forest, the landscape architecture team was tasked with designing a land plan that responded to these features in a way that would make the project not only viable, but unique and desirable. The execution of the plan has created an award-winning, highly desirable, affordable community in a preserved natural setting. At the heart of the community is a large, centralized amenity and park space featuring numerous high-quality mature trees. In addition to land planning, the team was responsible for conceptual design through construction administration of all open space, streetscape, and amenity features throughout the community. Having worked on the Patapsco Glen project for nearly a decade, Bob's role has included a variety of tasks including land planning, Pattern Book development, amenity design, code planting design, and all associated 2D and 3D graphics and documents from concept through construction documents. Bob's tasks also included working diligently with county reviewers to receive landscape plan approval for all phases, and subsequently construction phase services, including landscape inspections, and the development of required post inspection documents for bond release.

City of Falls Church, Greening of Lincoln, VA — Landscape Architect. Kimley-Horn is conducting a PCSWMM analysis for a 250-acre watershed with known flooding issues in the City of Falls Church. This project is a hybrid stormwater-roadway capital improvement project that also is evaluating traffic calming measures and roadway features along an existing corridor within this watershed. As part of Phase 2 of this project, recommendations and solutions will be presented that incorporate green infrastructure along the corridor to act as both community assets and stormwater treatment practices. Kimley-Horn also is improvement ADA accessibility, sidewalk connectivity, green space, stormwater management, and traffic calming along Lincoln Avenue. Geometry improvements include the construction of a new sidewalk along the southern side of Lincoln Avenue. Traffic improvements at Great Falls Street and Lincoln Avenue include adding a left-turn lane in the southbound direction and right-turn channelization for the north and south approaches.

ONE Westport Master Planning, Baltimore, MD — Landscape Architect. ONE Westport is a vision for the reinvention of Baltimore's Westport community by creating an innovative development on the vacant 43-acre parcel in conjunction with the revitalization of the existing neighborhood through redevelopment, community engagement, and opportunity. Located on the western shore of the middle branch of the Patapsco River, just south of I-95/I-295 and Baltimore's Inner Harbor, the new development will include a combination of townhomes, multi-family apartments, senior apartments, retail, office, public parks, waterfront promenade, and a multi-purpose public recreation field. Kimley-Horn is working with multiple partners to bring the project to life. Kimley-Horn has been involved in the planning and engineering of the townhome parcels, and has worked closely with Field Operations on the integration of the waterfront park and promenade into the future residential and existing Westport communities.

**This project was worked on prior to joining Kimley-Horn.*

APPLICANT'S EXHIBIT 6

RESUME OF MICHAEL LENHART

Lenhart Traffic Consulting, Inc.

Traffic Engineering & Transportation Planning

MICHAEL M. LENHART, P.E., P.T.O.E.

PRESIDENT

Mike Lenhart is a professional traffic engineer with over 35 years of combined technical and academic experience. Responsibilities with the firm include, but are not limited to, proposal preparation, various traffic engineering and managerial tasks in the areas of traffic impact analysis, traffic safety studies, and transportation planning, as well as providing expert witness testimony at public hearings and community meetings.

Mr. Lenhart has worked as a transportation professional in the private sector since 1999 and has provided traffic engineering and transportation planning services for over one thousand projects in numerous jurisdictions across Maryland. Previously, Mr. Lenhart served as the Chief of the Engineering Access Permits Department for the Maryland State Highway Administration (SHA). During his tenure at the SHA, Mr. Lenhart also served as the Traffic Engineer overseeing Southern Maryland. During his career, he has performed various traffic engineering tasks, including traffic signal design, highway and intersection capacity analysis, maintenance and protection of traffic design, and transportation planning. He has also participated in engineering training programs and researched transportation related topics.

Job History

2005 - Present
President – Lenhart Traffic Consulting, Inc.

2002 - 2005
Senior Project Manager - The Traffic Group, Inc.

2000 – 2002
Independent Consultant - The Traffic Group, Inc.

1999 - 2000
Senior Associate - The Traffic Group, Inc.

1998 – 1999
Division Chief – Engineering Access Permits
Maryland State Highway Administration

1990 - 1998
Traffic Engineer
Maryland State Highway Administration

Educational Background

- *Bachelors of Science in Civil Engineering -1990 (U of MD @ College Park)*
- *Masters of Science in Traffic Engineering& Transportation Planning -1998 (U of MD @ College Park)*

Affiliations

- Registered Professional Engineer (P.E.) – MD, DE
- Professional Traffic Operations Engineer (PTOE) - ITE
- Member ITE

Places where Mr. Lenhart has testified as an expert witness

Allegany County – Board of Appeals, Planning Commission
Annapolis - Planning Commission, Board of Appeals
Anne Arundel County – Board of Appeals, Administrative Hearing Officer
Baltimore County – Zoning Commissioner, Planning Board
Calvert County – Planning Commission, Board of Appeals, County Commissioners
Carroll County – Board of Zoning Appeals; Planning Board
Charles County – County Commissioners, Circuit Court, Board of Appeals, Planning Commission, Town of LaPlata Planning Commission, Town Council, Board of Appeals
City of Frederick – Planning Commission
Frederick County – Planning Commission, County Commissioners
Harford County – Circuit Court
Prince George's County – District Council, Planning Board, Zoning Examiner, Bowie City Council & Planning Commission, City of Laurel

Montgomery County – Planning Board, Zoning Examiner
Queen Anne's County – Planning Commission
St. Mary's County – Planning Commission; County Commissioners
Sussex County, DE – Planning Commission, Board of County Commissioners
Talbot County – Planning Commission
Town of Leesburg, VA – Planning Commission
Washington County – Board of County Commissioners
Worcester County – Planning Commission

MARYLAND STATE HIGHWAY ADMINISTRATION-ENGINEERING SERVICES, DISTRICT 5
High Accident Sections
Traffic Safety Studies
Traffic Signal Warrant Studies
Highway Design Consultation
Project Planning Consultation
Traffic Impact Study Review

Lenhart Traffic Consulting, Inc.
231 Najoles Road, Suite 250
Millersville, MD 21108

Phone (410) 216-3333

email: mlenhart@lenharttraffic.com

Ford, Ronda

From: Dexter Ware <ware.dexter@gmail.com>
Sent: Tuesday, February 17, 2026 11:59 AM
To: PPD-PGCPB
Subject: Submitted Materials for Feb 19, 2026 Planning Board Meeting
Attachments: West Hyattville Phase 2 Developement Concerns - Written Submission Dexter Ware & James Raymond.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To whom it may concern:

Attached are the materials I would like submitted for the record for the planning meeting taking place on Feb 19, 2026 regarding the West Hyattsville Phase 2 (DSP-20053-02/DPT-2025-0003).

Best,

Dex Ware

Good morning, Chair and Members of the Planning Board.

My name is Dexter Ware, and I am a resident of the Riverfront Community in West Hyattsville. I am here today to speak on the Detailed Site Plan for Phase 2 (DSP-20053-02).

I want to start by stating clearly: **I support the goals of this project.** My family and I chose to live in Riverfront because we believe in the vision of a transit-oriented, dense, and vibrant West Hyattsville. We know that Prince George's County faces a housing shortage, we've seen the targets in Plan 2035, and we agree that the 342 new homes proposed in Phase 2 are necessary and welcome.

However, density without infrastructure is not development; it is danger.

Today, I am asking the Board to correct a critical safety failure that has persisted since 2017. I am asking you to condition the approval of Phase 2 on one specific action: **The immediate connection and opening of Nicholson Street.**

The Current Reality: A Single Point of Failure

Right now, our entire community, consisting of hundreds of housing units, including Sovren apartments and the townhomes, relies on a single point of entry and exit: **Little Branch Run.** This road is failing.

- **It is functionally too narrow.** When a delivery truck stops at the curb, the road is reduced to a single lane for two-way traffic.
- **It is geometrically dangerous.** The entrance from Ager Road forces drivers into a blind curve and a hazardous merge. I have personally witnessed near-miss head-on collisions because inbound drivers cannot see outbound traffic until they are already in the merge zone.
- **It is a trap.** During the recent snowstorm, this single entrance was reduced to a one-lane chute. If a fire truck had needed to reach the back of our community while a car was stuck, **they would not have made it.**

Now, imagine adding the heavy construction traffic for Phase 2, and eventually 342 more households, to this single, fragile lifeline. It is a recipe for gridlock at best, and tragedy at worst.

The "15-Foot Gap"

The frustration of our community is that the solution already exists. It is sitting there, 15 feet away.

The 2006 Transit District Development Plan *mandated* a grid. It *mandated* the connection of Nicholson Street. But in 2017, during the approval of the infrastructure plan (DSP-16029), a condition was written that allowed the road to be built 'to the property line' while deferring its opening to a future administrative decision.

That decision has been in limbo for nearly a decade. We are told there is a 'dispute' between the City and the developer about who is responsible for the final connection. Meanwhile, we stare at a 15-foot gap of pavement that separates us from a safe, secondary emergency exit.

The Ask

We are done waiting for the 'right time.' Phase 2 *is* the right time. You have the authority today to ensure that the infrastructure keeps pace with the density.

We respectfully request that the Planning Board add the following binding condition to this approval:

'No building permits for Phase 2 vertical construction shall be issued until the Nicholson Street extension is fully paved, signed, and opened to public traffic.'

This condition does not stop the project. It simply ensures that before we add more density, we fix the grid. It forces the developer and the City to resolve their dispute and prioritize public safety over administrative delays.

We also ask that you hold the applicant accountable for the unresolved drainage issues behind the Sovren building, where standing water remains a health hazard, another piece of 'unfinished business' from Phase 1.

Please, give us the grid we were promised. Support the housing, but demand the safety. Open Nicholson Street.

Thank you.

Dexter Ware & James Raymond

Riverfront Community Residents

Ford, Ronda

From: Jake Jackson <jakejackson054@gmail.com>
Sent: Tuesday, February 17, 2026 9:29 AM
To: PPD-PGCPB; councildistrict2@co.pg.md.us
Subject: West Hyattsville/Riverfront Community

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To Council Member Wanika Fisher and Members of the Prince George's County Council,

We, the undersigned residents of the surrounding community, respectfully request that the Council reconsider the proposed development in its current form and require a reduction in the number of residential units planned.

Since the original master plan was created, both commuting patterns and local living behavior have changed significantly following the COVID-19 pandemic. The County has already acknowledged this shift by rezoning the area from high-density to medium-density development. Despite this, the developer is being permitted to reduce previously promised retail components while simultaneously increasing residential density, creating an outcome that imposes greater impacts on the surrounding neighborhood while reducing community benefits.

Residents are already experiencing significant parking strain, including spillover from existing apartment residents, limited garage utilization due to pricing structures, and increasing use of neighborhood streets by Metro riders. Without meaningful mitigation, additional units will intensify these pressures and negatively impact quality of life for current residents.

We support responsible growth that aligns with current planning realities and infrastructure capacity. We respectfully request that the Council require a revised proposal with fewer residential units and stronger mitigation measures before approving this project.

Respectfully submitted,

Jake Jackson
5609 Alpha Rdg Ave, Hyattsville, MD 20782

Ford, Ronda

From: Pallmeyer, Kristen A. <kristen.pallmeyer@faegredrinker.com>
Sent: Tuesday, February 17, 2026 9:51 AM
To: councildistrict2@co.pg.md.us; PPD-PGCPB
Subject: West Hyattsville Proposed Development

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Council Member Fisher,

I am writing as a resident of the Riverfront Community Townhomes in West Hyattsville. I am writing regarding the proposal of a second apartment building across from the metro. I respectfully urge the Council to reconsider the proposed development in its current form and require a reduction in residential density.

Since the original master plan was adopted, commuting patterns, Metro usage, and local housing behavior have materially changed following COVID-19. The County has already recognized this shift by rezoning the area from high-density to medium-density. Yet the developer is being permitted to remove promised retail commitments based on changing market conditions while simultaneously increasing the number of residential units rather than adjusting density downward. This selective use of changing conditions creates an inconsistent and inequitable planning outcome.

Existing parking and infrastructure conditions already place substantial strain on surrounding streets. Garage pricing structures discourage resident utilization, spillover parking is common, Metro riders increasingly use neighborhood streets, and mitigation requests from residents have not been meaningfully addressed. Adding additional units without resolving these existing operational pressures will predictably worsen the situation.

Development should evolve with changing conditions, but that evolution must be applied consistently. If market realities justify reduced retail obligations, they must also justify reconsidering residential density.

For these reasons, I urge the Council to require a revised proposal with fewer residential units that aligns with the County's updated zoning posture and existing infrastructure capacity.

Respectfully,

Kristen A. Pallmeyer
Community Service & Pro Bono Operations Manager
Pronouns: she/her/hers
kristen.pallmeyer@faegredrinker.com
Connect: vCard

+1 202 312 7035 direct / +1 717 406 9672 mobile / +1 202 842 8465 fax

Faegre Drinker Biddle & Reath LLP
1500 K Street, N.W., Ste. 1100
Washington, DC 20005, USA

Ford, Ronda

From: Chloe Kauffman <ckauffman@hyattsville.org>
Sent: Tuesday, February 17, 2026 11:16 AM
To: PPD-PGCPB
Cc: Jeff Ulysse
Subject: City of Hyattsville Letter of Correspondence: DSP-20053-02 West Hyattsville Phase 2
Attachments: Hyattsville_Letter_DSP-20053-02.pdf

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning,

I'm Chloe Kauffman, City Planner with the City of Hyattsville. Please see attached the final City Decision Letter for the West Hyattsville Phase 2 DSP/DPT application that I will speak to this upcoming Thursday.

Please let me know if anything else is needed. Thank you!

Best Regards,
Chloe Kauffman

CHLOE KAUFFMAN
City Planner I
Community, Business, Economic, and Development
City of Hyattsville

(301) 325-9593
ckauffman@hyattsville.org
www.hyattsville.org
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Hyattsville, Maryland, 20781, United States

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Robert S. Croslin
Mayor

Tracey E. Douglas
City Administrator

February 13th, 2026

Honorable Darryl Barnes
Chairman
Prince George's County Planning Board
1616 McCormick Drive
Largo, MD 20774

RE: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02)

Dear Chairman Barnes:

On Monday, December 15th, 2025, the Hyattsville City Council reviewed the application for: West Hyattsville Phase 2 Detailed Site Plan (DSP-20053-02). Subsequently, on February 9th, 2026, the Departure from Design Standards application (DPT-2025-0003) was reviewed. The City Council voted in **support** of the applicant's proposed Detailed Site Plan (DSP-20053-02) application and in **support** of the applicant's Departure from Design Standards (DPT-2025-0003) subject to conditions that we believe will provide long-term benefits to the property and its users:

The City opposes the applicant's request for the following modifications:

1. The City opposes a modification from the Building Envelope and Block standard delineating the requirement of buildings having retail on all ground floor elevations. The City recommends adherence to the permitted residential use of "multifamily dwellings with ground-floor retail uses" listed under the Preferred Land Use Plan Categories in the Table of Uses. The addition of retail on the north-west side of the building abutting the promenade along the WSSC easement would promote prosperity and economic vitality near the West Hyattsville Metro Station.
2. The City opposes a modification to the Landscaping of Building Fronts standard and recommends the installation of planters to the northwest of the building to create a cohesive and visually appealing promenade for residents, visitors, and retail customers, as is required.

The City supports the applicant's request for the following modifications:

1. The City supports the applicant's request for a modification to the TDDP Shared Parking Standard stating, "building parking areas shall be shared by multiple uses or owners", to allow for a secure, single-use parking garage for the residents.

2. The City supports the applicant's request for a modification of the Irrigation standard to not include an automated irrigation system, provided that native and drought-tolerant plant species are used, where an irrigation standard is normally required.
3. The City supports the applicant's request for a modification from the public street lighting standard for light fixtures to be LED, where incandescent, metal halide, or halogen is the requirement.
4. The City supports a modification to the Location of Mechanical Equipment as listed in the General Design Principles and Intent to allow for transformers to be located within 25 feet of the build-to line given that they are screened from view, where the standard requires they be 25 feet away from the build-to line.

The City recommends the following conditions of approval:

1. The City recommends extending the West Hyattsville Connector Trail towards the south end of Outparcel 1, at the rear of the proposed building, to connect with the Northwest Branch Trail. This extension would increase connectivity to the Metro while enabling path users to view the proposed art installation on the parking structure.
2. The City recommends the installation of wayfinding signage consistent with City of Hyattsville design standards, directing residents, bike users, and visitors to the Metro, Northwest Branch Trail, retail, Kirkwood Neighborhood Park, etc.
3. The City recommends the applicant to pursue financing through programs, such as Amazon's Housing Equity Fund, to support the City's Affordable Housing Strategy.
4. The City recommends the installation of City branded bicycle racks on the northwest side of the building, along the promenade, and in front of the main entrance to the building to promote transit-oriented development.
5. The City recommends that an updated traffic impact analysis be considered to ensure that current and future conditions are adequately assessed and are aligned with the evolving needs of this community.
6. The City recommends the applicant pursue alternatives to the pay-to-park system as currently utilized in the Sovern building to mitigate parking impacts on the abutting Riverfront townhouse community.
7. The City recommends that although the proposed development is subject to the 2006 TDDP, the newly adopted 2025 West Hyattsville Queens Chapel Sector Plan should be used as a guiding, contemporary framework to engender economic growth and transit-oriented development that supports broader community development.
8. The City recommends the applicant support increased pedestrian connectivity through the inclusion and addition of pedestrian infrastructure in the Riverfront townhouse community pursuant to the underlying PPS 4-20040. Specifically, the City recommends a sidewalk extension at the northern terminus of River Terrace Rd, emerging from the western portion of the existing sidewalk to extend eastward for about 50 ft in conjunction with an associated crosswalk to be installed originating at the existing curb-cut to extend directly north to the proposed sidewalk.

9. The City recommends the applicant complete the connection of Nicholson Street and Kirkwood Pl which lies between the Riverfront Townhome community and Kirkwood Multifamily community as prescribed in the Prince George's County Master Transportation Plan.

Note: The applicant will need a permit from the City of Hyattsville prior to work in Little Branch Run ROW.

In closing, we are supportive of this detailed site plan application and are appreciative of the applicant's intent to invest in our community. We thank the Planning Board in advance for consideration of these requested conditions and look forward to your decision.

Sincerely,

Robert Croslin
Mayor

cc: City Council
Hyattsville City Council

Ford, Ronda

From: Lauren Johnson <lauren.elaine.johnson@gmail.com>
Sent: Tuesday, February 17, 2026 11:33 AM
To: councildistrict2@co.pg.md.us; PPD-PGCPB
Subject: Letter regarding West Hyattsville Phase 2 (to be included in Thurs 2/19 Planning Board meeting)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear County Council Member Fisher and Planning Board,

I am writing to request that the Council reconsider approval of the proposed development (West Hyattsville Phase 2) in its current form due to significant inconsistencies between the project assumptions, current zoning policy, and the demonstrated infrastructure capacity of the surrounding community.

Since adoption of the original master planning framework for the West Hyattsville area, the County has undertaken updated planning evaluations and ultimately adjusted the development posture from high-density toward a medium-density framework. This adjustment reflects the County's determination that a scaled development approach better aligns with realistic development conditions, infrastructure capacity, and long-term market feasibility for the area. That planning judgment represents an intentional recalibration of expectations regarding appropriate development intensity.

Despite this updated framework, the current proposal effectively seeks to maintain or increase residential density levels that resemble earlier high-density assumptions while simultaneously modifying other project components based on changing market conditions. Retail commitments originally presented to the community have been reduced or removed, with the developer citing evolving consumer behavior and economic feasibility. However, rather than adjusting residential density downward to align with the County's revised medium-density planning direction and the same changing conditions used to justify retail reductions, the proposal instead increases the number of residential units.

This selective adaptation raises serious concerns regarding proportionality, planning consistency, and fairness to surrounding residents. If market conditions justify reducing community-serving elements such as retail, those same conditions should also justify revisiting residential intensity so that the overall project remains aligned with the County's updated planning framework.

The late removal of promised retail amenities further undermines community expectations. The site's physical layout, including its setback from the roadway, has always been known and incorporated into the original development commitments. Modifying the project to remove these community-serving elements while simultaneously increasing residential density materially alters the development's impact profile and erodes public confidence in the planning process.

Equally concerning are the existing parking and infrastructure conditions already affecting the area. Current apartment parking utilization is suppressed in part due to garage pricing structures that discourage resident use, leading to spillover parking throughout surrounding streets. Requests from residents to explore mitigation options, including temporary use of vacant garage spaces during construction, have been declined and community concerns regarding parking strain have often been met with dismissive responses.

Representatives have also suggested that transferring parking ownership to the City would resolve existing issues, implying municipal action is the primary barrier to improvement. This framing overlooks the more immediate operational drivers of neighborhood parking pressure, including pricing decisions, garage utilization policies, lack of coordinated residential parking protections, and increasing use of neighborhood streets by Metro riders. Without addressing these existing operational conditions, introducing additional residential units will predictably intensify an already constrained system.

Responsible growth requires that development intensity align with current zoning direction, demonstrated infrastructure capacity, and the commitments originally presented to the community. Where planning updates indicate that medium-density development better reflects realistic conditions for the West Hyattsville area, individual projects should not effectively reintroduce high-density assumptions through incremental approvals.

For these reasons, I respectfully request that the Council either require a meaningful reduction in the number of residential units proposed or pause approval pending a revised plan that aligns with the County's updated medium-density framework, existing infrastructure realities, and the expectations previously established with residents.

Thank you for your consideration and for your continued service to Prince George's County.

Sincerely,
Lauren Johnson

Ford, Ronda

From: Ricardo Millan <ricardomillango@gmail.com>
Sent: Tuesday, February 17, 2026 11:54 AM
To: PPD-PGCPB
Subject: Public Comment for Park and Planning - Gilbane W Hy Phase 2 Project

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear Park and Planning Council,

I write as a resident of the Riverfront Community in Hyattsville to express the deep disappointment I have on Gilbane and their phase 2 project. When purchasing a home in the Riverfront community, the developer used the "availability of close retail spaces" underneath the Sovern building as a selling point. The first phase of the project only includes the availability of one space, and now as they unveiled their second phase, they now say no more retail spaces will be available.

This goes against what Gilbane had marketed when selling the homes we live in, which generates a sense of betrayal. It was useful to them to highlight this feature when selling their buildings, but now after all homes were sold, it is no longer beneficial to include the retail spaces they had mentioned.

In addition, I want to express my concerns regarding the current roadway design and limited access to our neighborhood. As development continues and Phase 2 of the West Hyattsville project advances, existing infrastructure deficiencies present escalating public safety risks that must be addressed before additional density is approved.

Our neighborhood only has one entry point on Little Branch Run for both ingress and egress. With the snow fall our egress and ingress road two lane road quickly turned into one. Creating a problem when an responding emergency vehicle blocked access as they were responding to an area right in front of the Sovren building. The lack of visibility, the narrow roads, and presence of pedestrians, create an unsafe environment for residents and pedestrians. This will not improve by increasing the number of residents without addressing this critical point of failure.

This is fundamentally an issue of emergency access, pedestrian safety, and ensuring industry follows through on what they told homebuyers as they considered Riverfront to be their home.

We respectfully urge the council to not allow this project to move forward until these issues are addressed.

We appreciate your leadership and stand ready to engage constructively in resolving these urgent concerns.

Sincerely,
Ricardo Millan Gonzalez

2562 Nicholson St, Hyattsville, Maryland

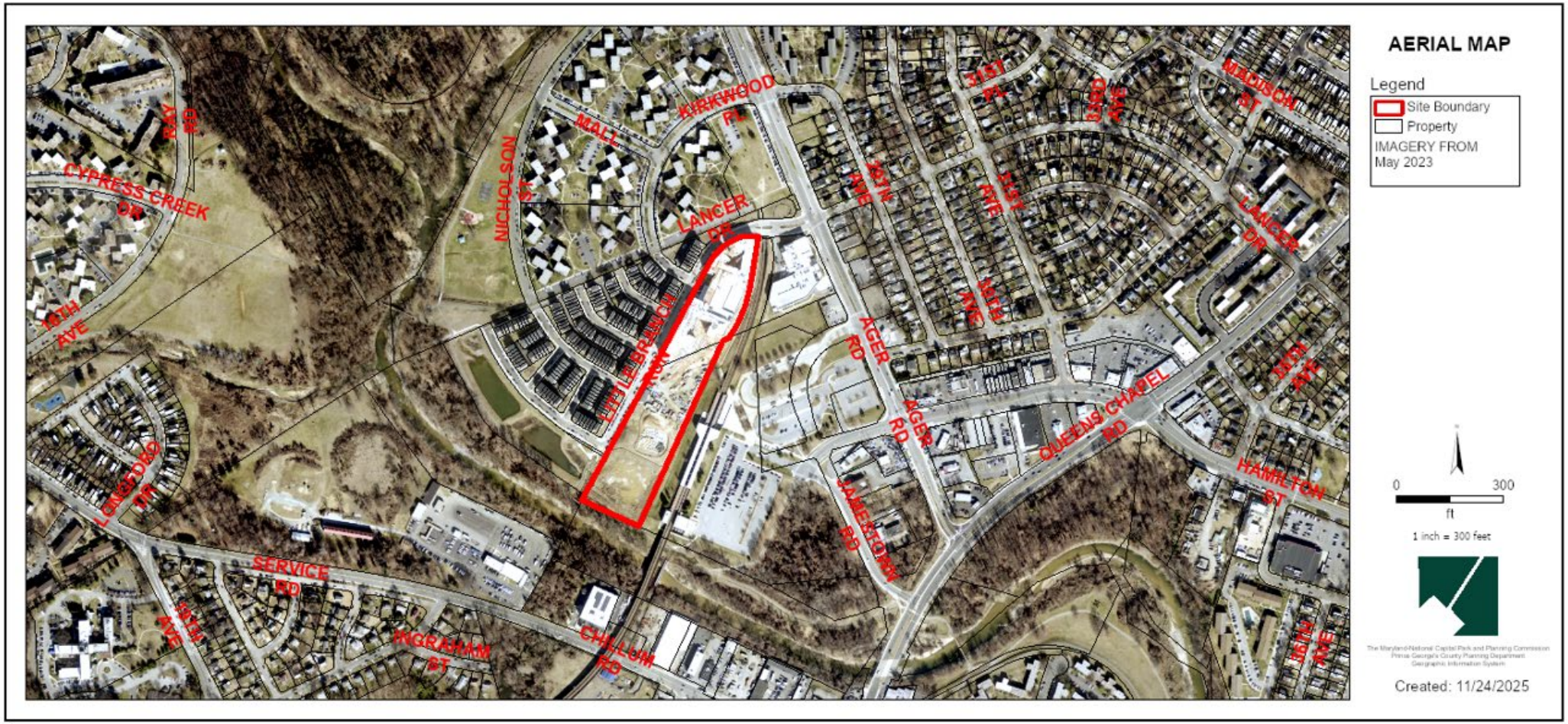
Riverfront Community

WEST HYATTSVILLE PHASE 2 - ETOD

Detailed Site Plan w/Departure

ACL-2025-0008 & TCP2-2025-0074

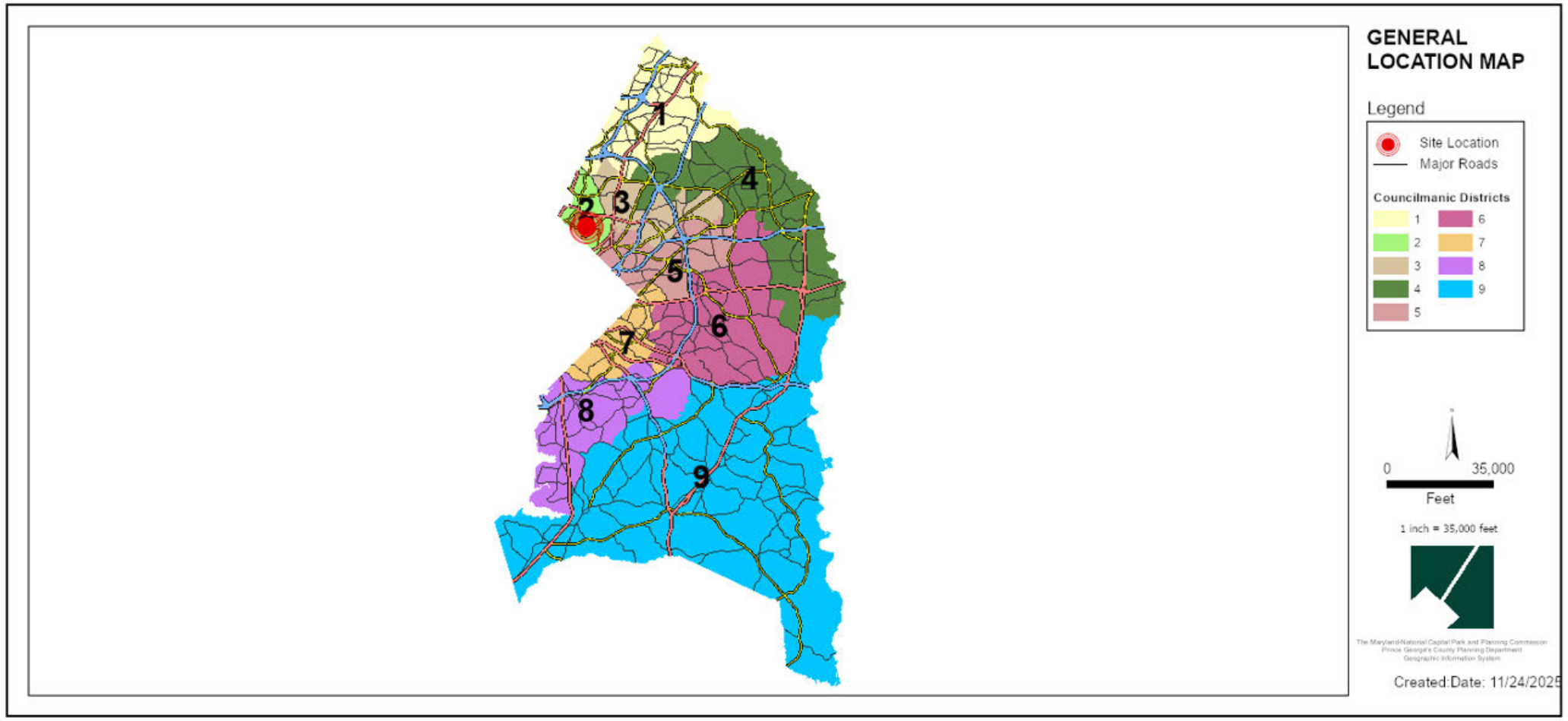
Staff Recommendation: APPROVAL with Conditions



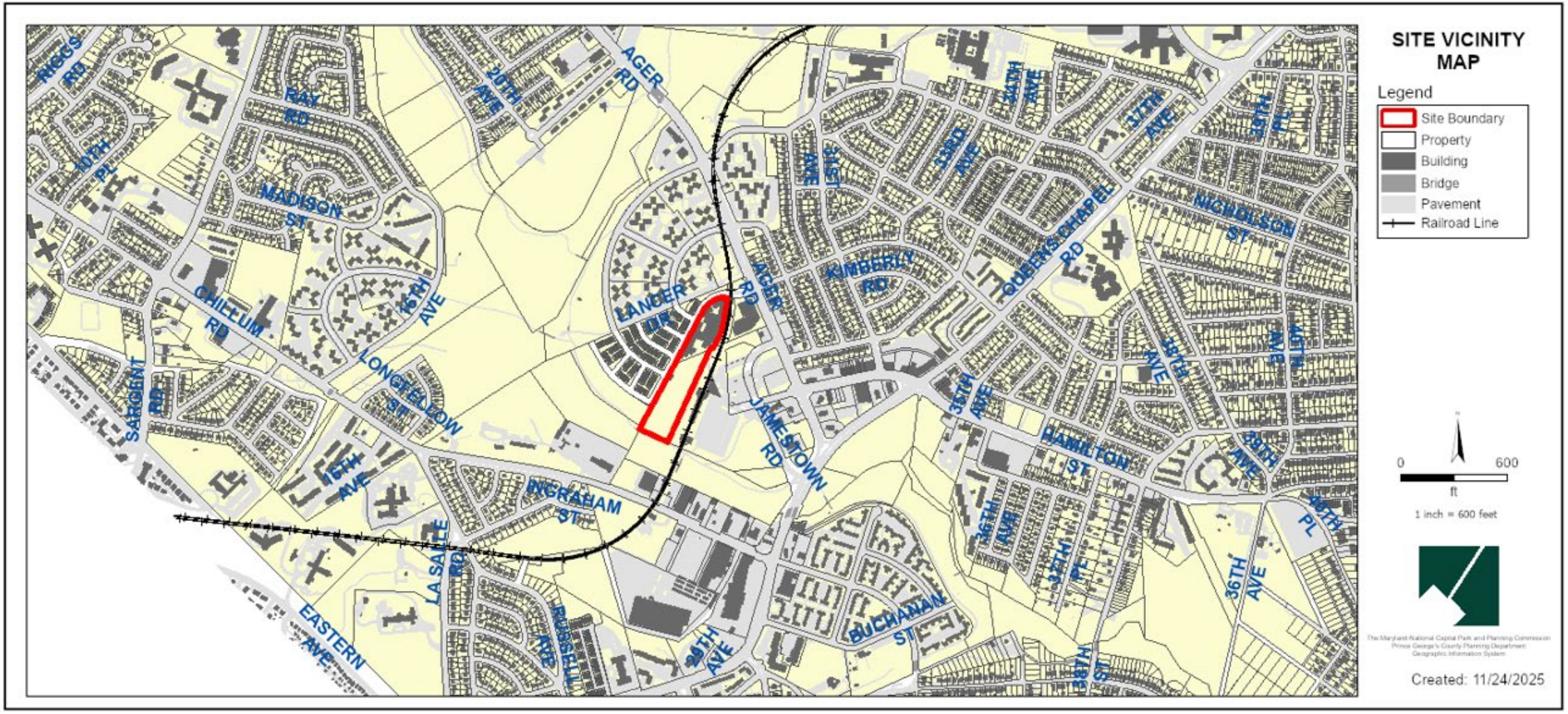
GENERAL LOCATION MAP

Council District: 02

Planning Area: 68

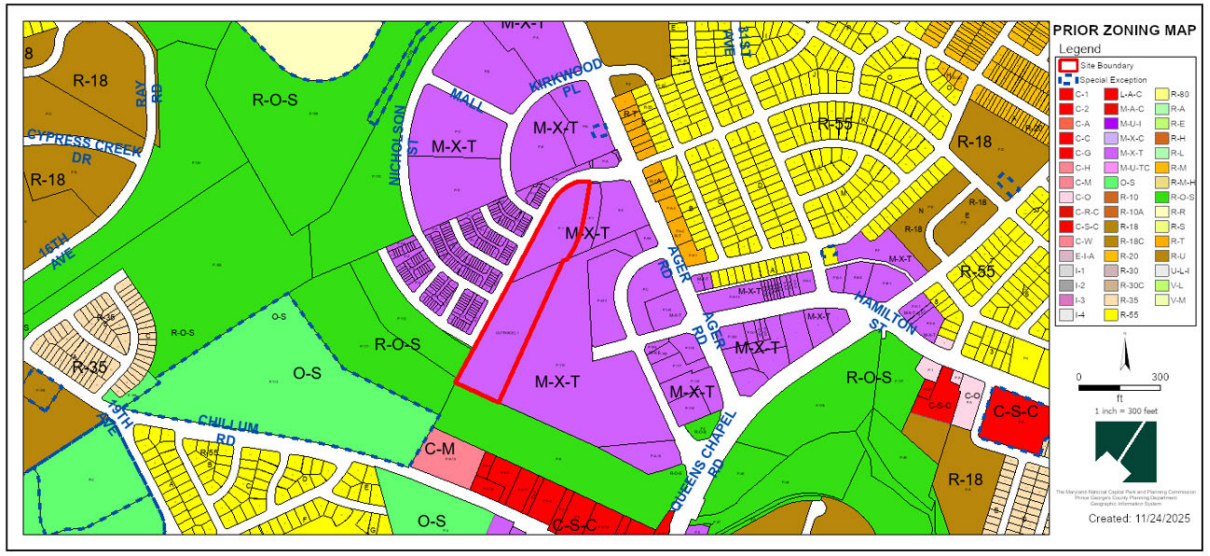


SITE VICINITY MAP

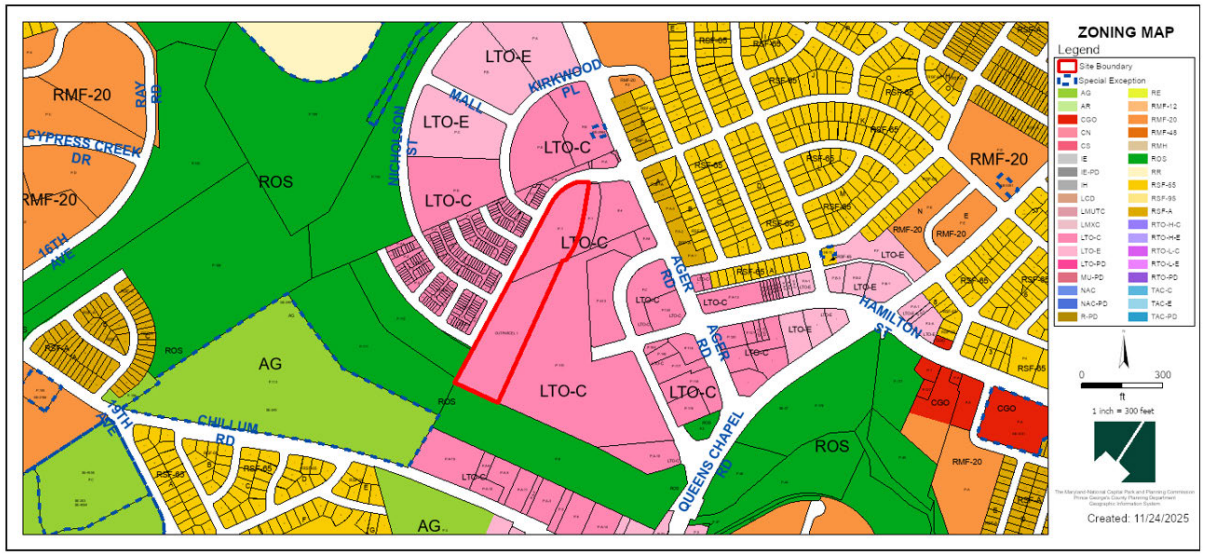


ZONING MAP

PRIOR ZONING MAP: M-X-T

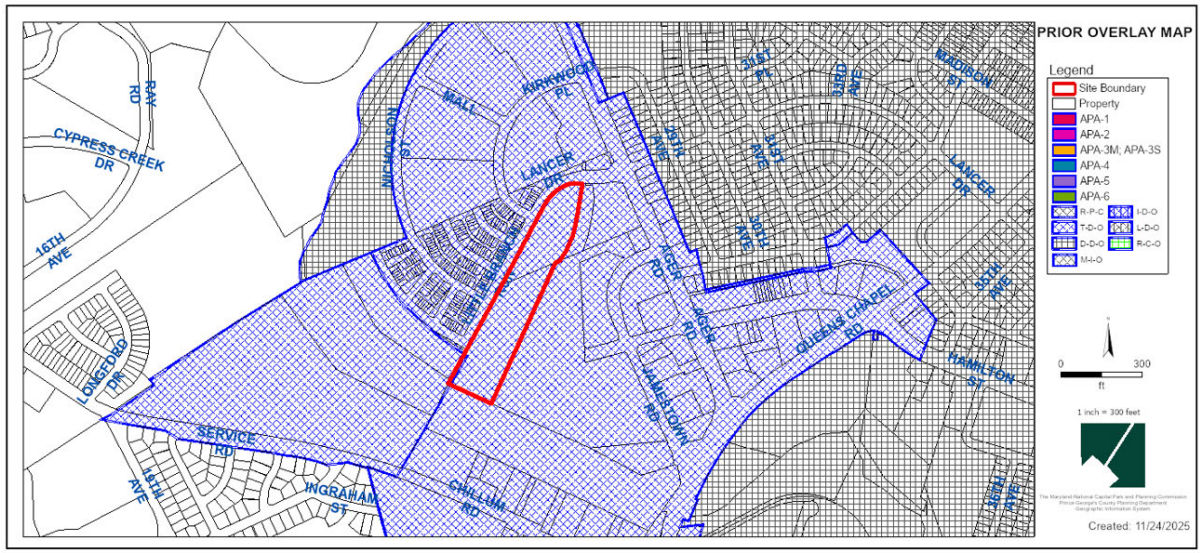


CURRENT ZONING MAP: LTO-c

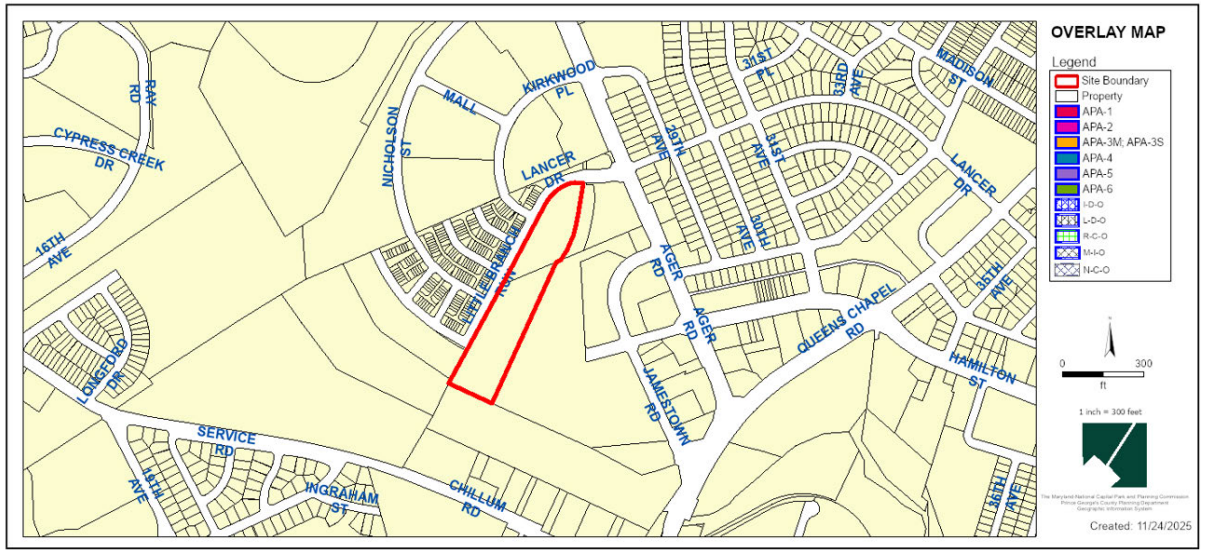


OVERLAY MAP

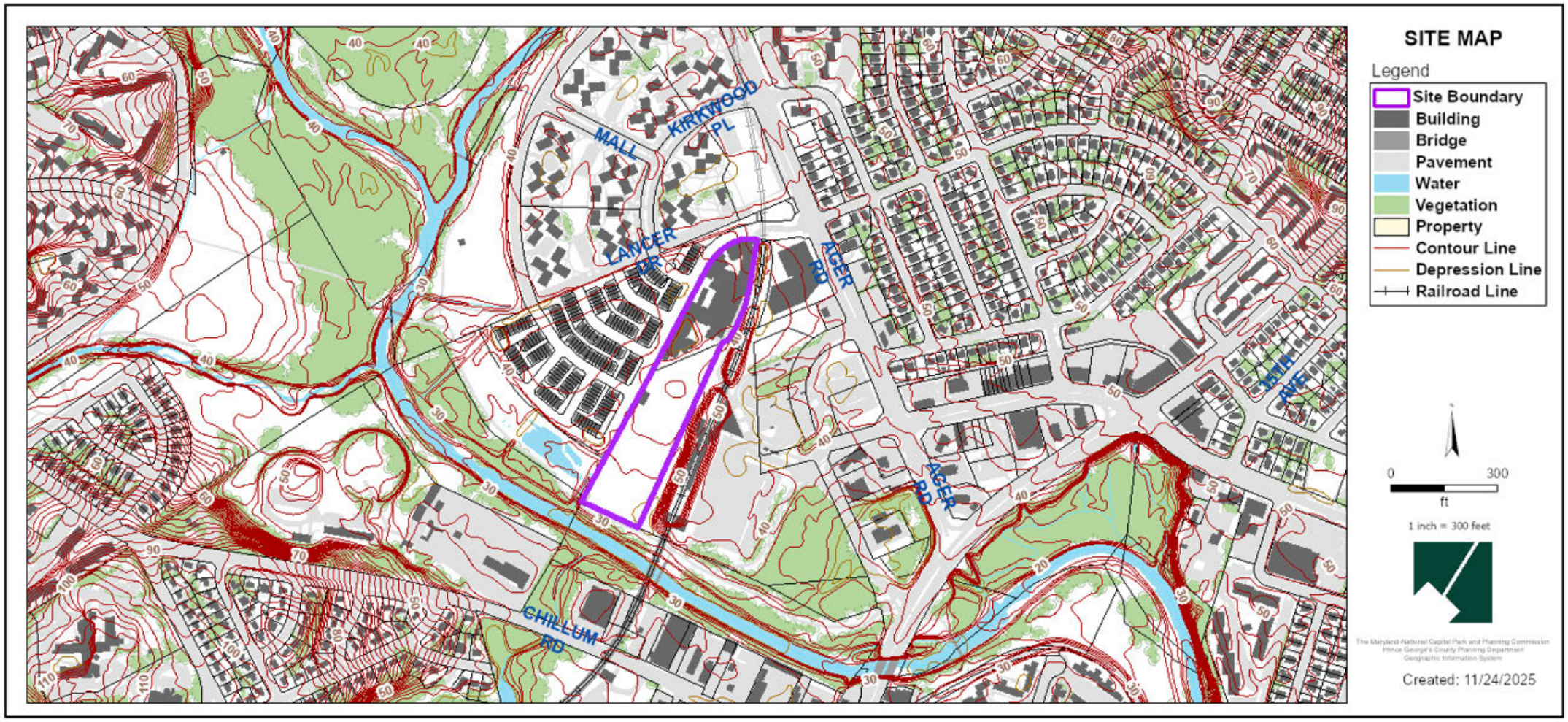
PRIOR OVERLAY MAP



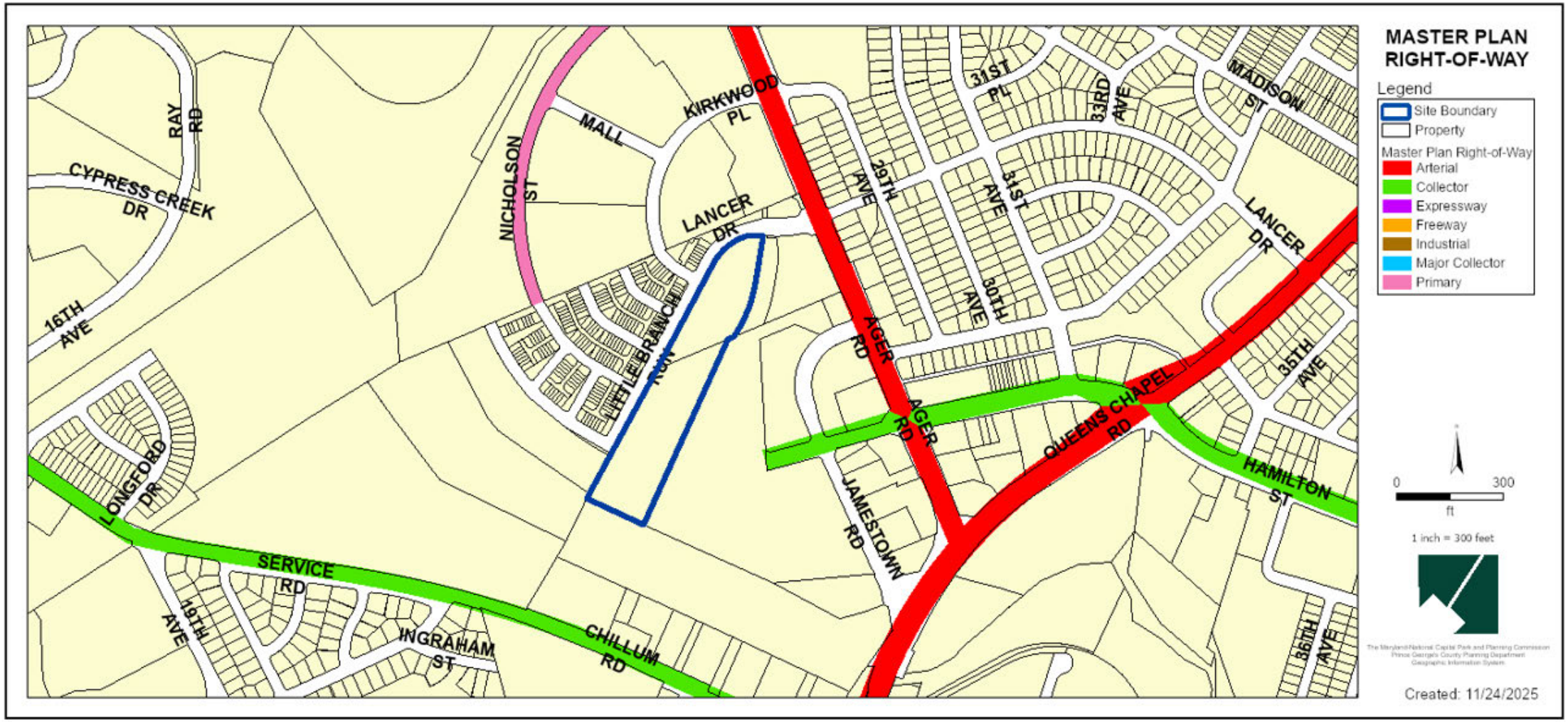
CURRENT OVERLAY MAP



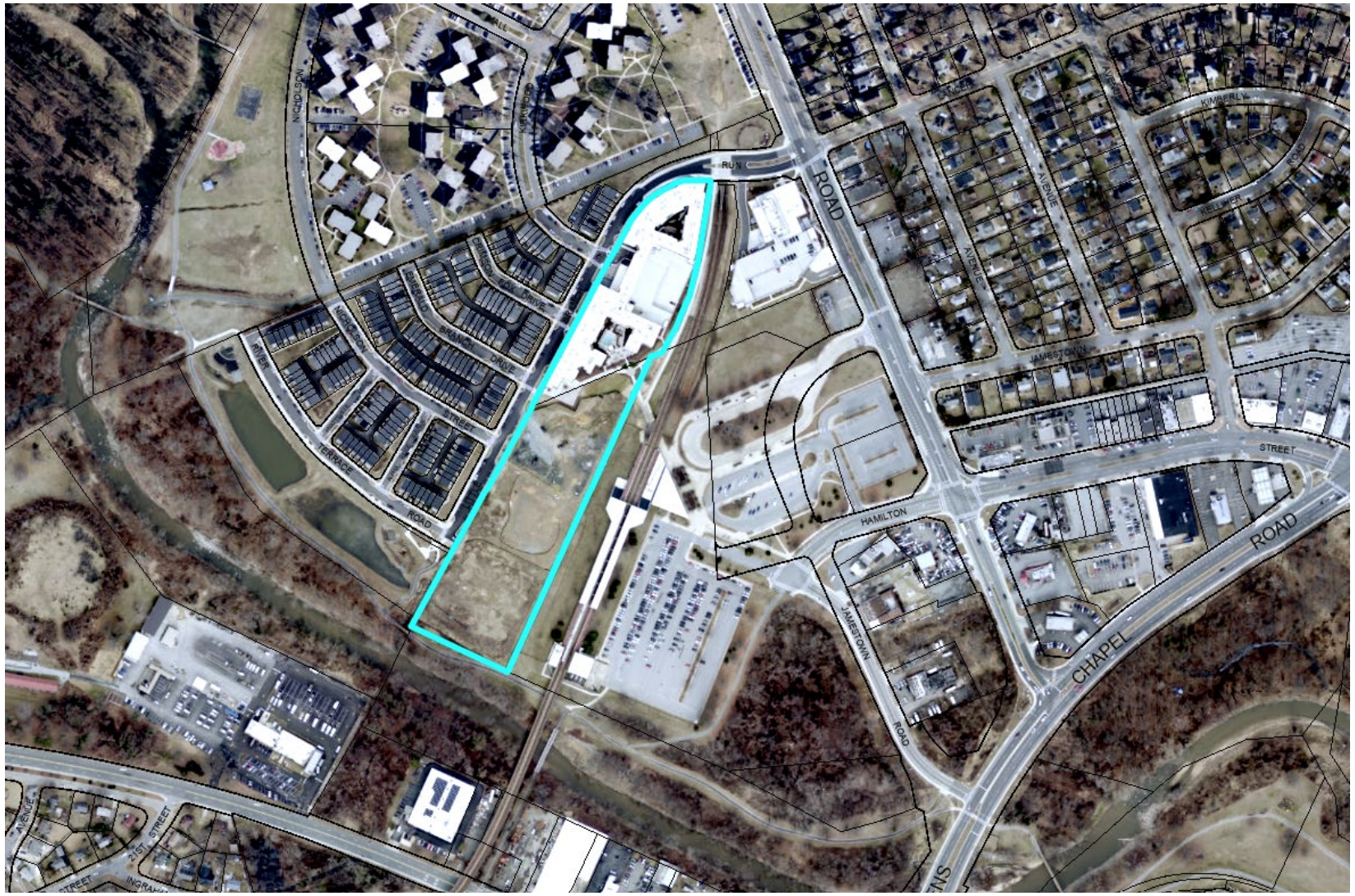
SITE MAP


SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
MALL
KIRKWOOD PL
LANCER DR
AGER RD
AGER RD
18TH AVE
CHILLUM RD
0
300
ft
1 inch = 300 feet
Created: 11/24/2025

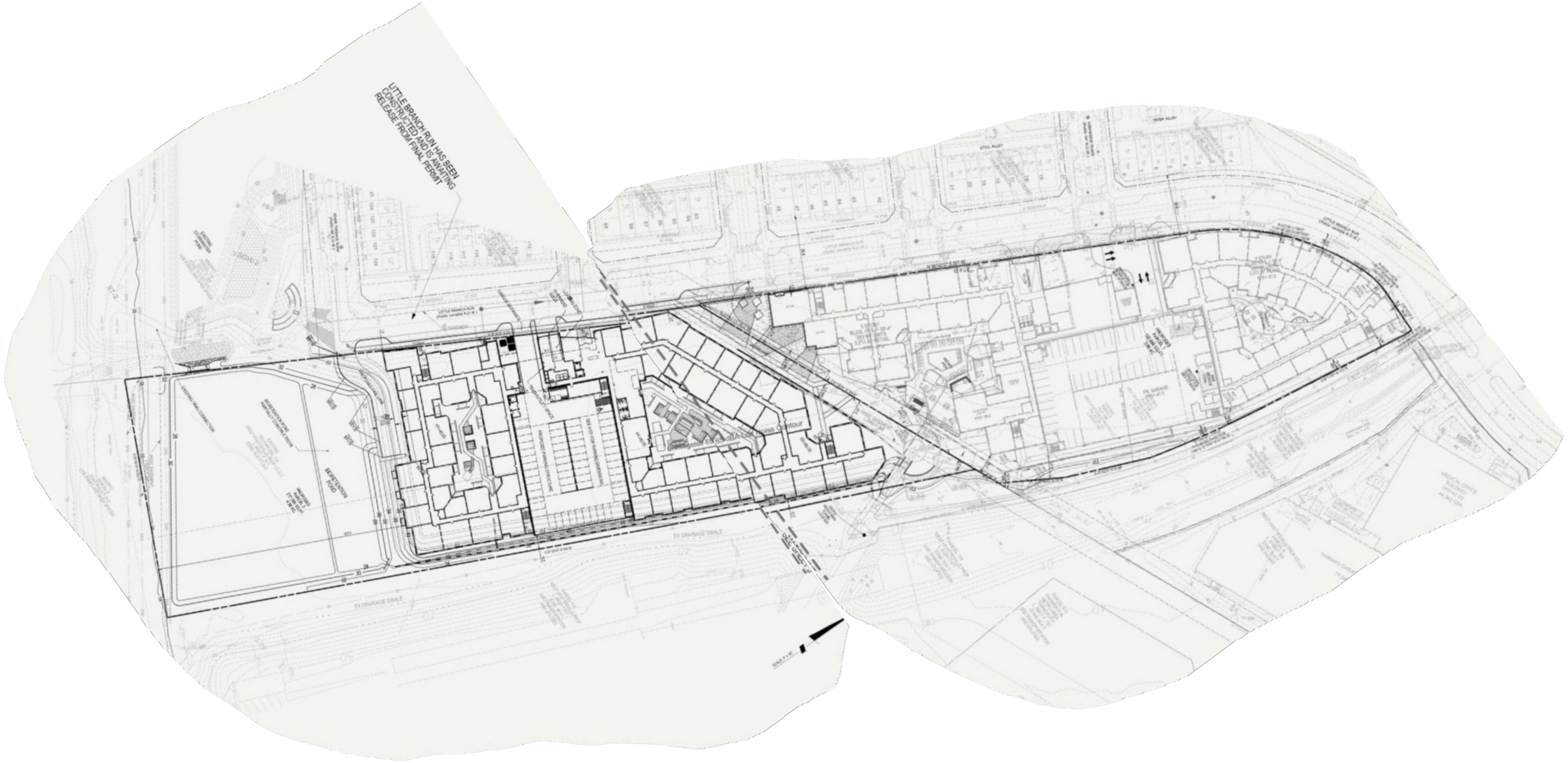
MASTER PLAN RIGHT-OF-WAY MAP



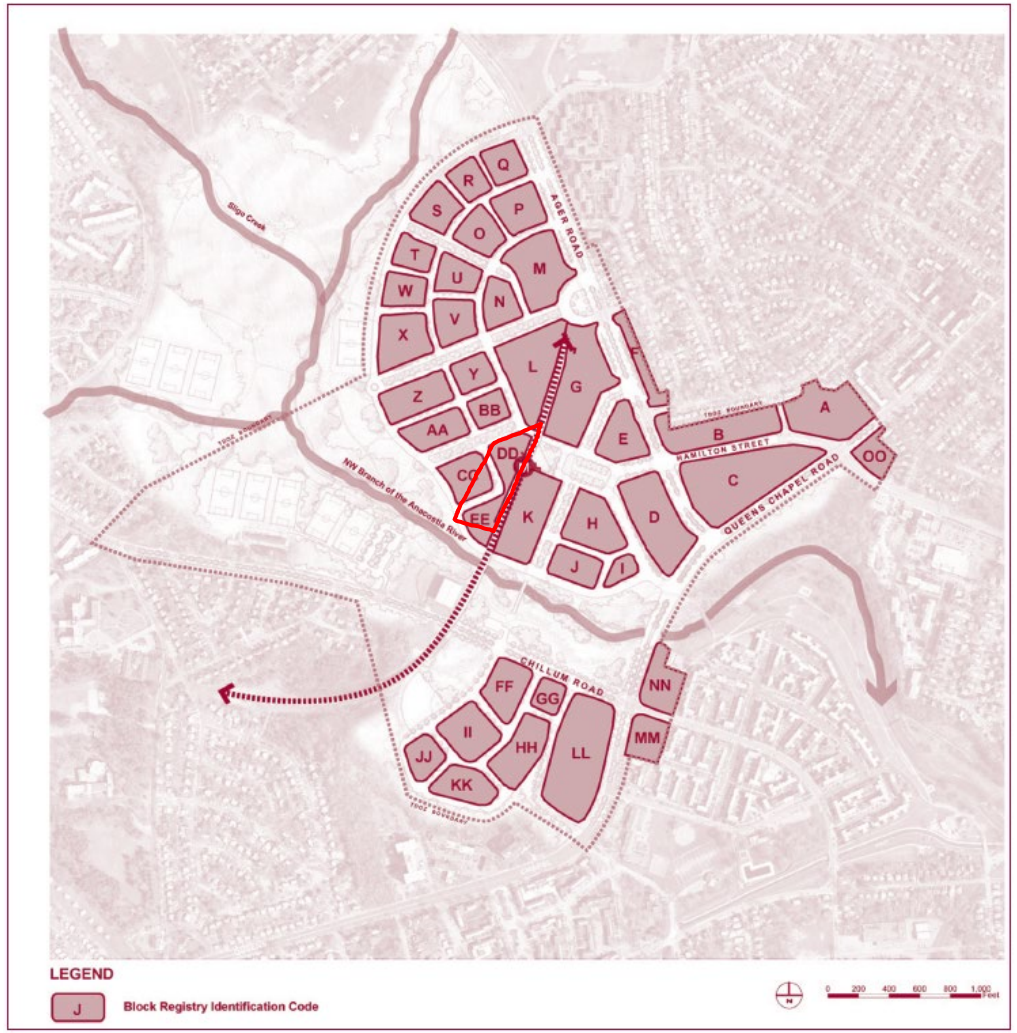
BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



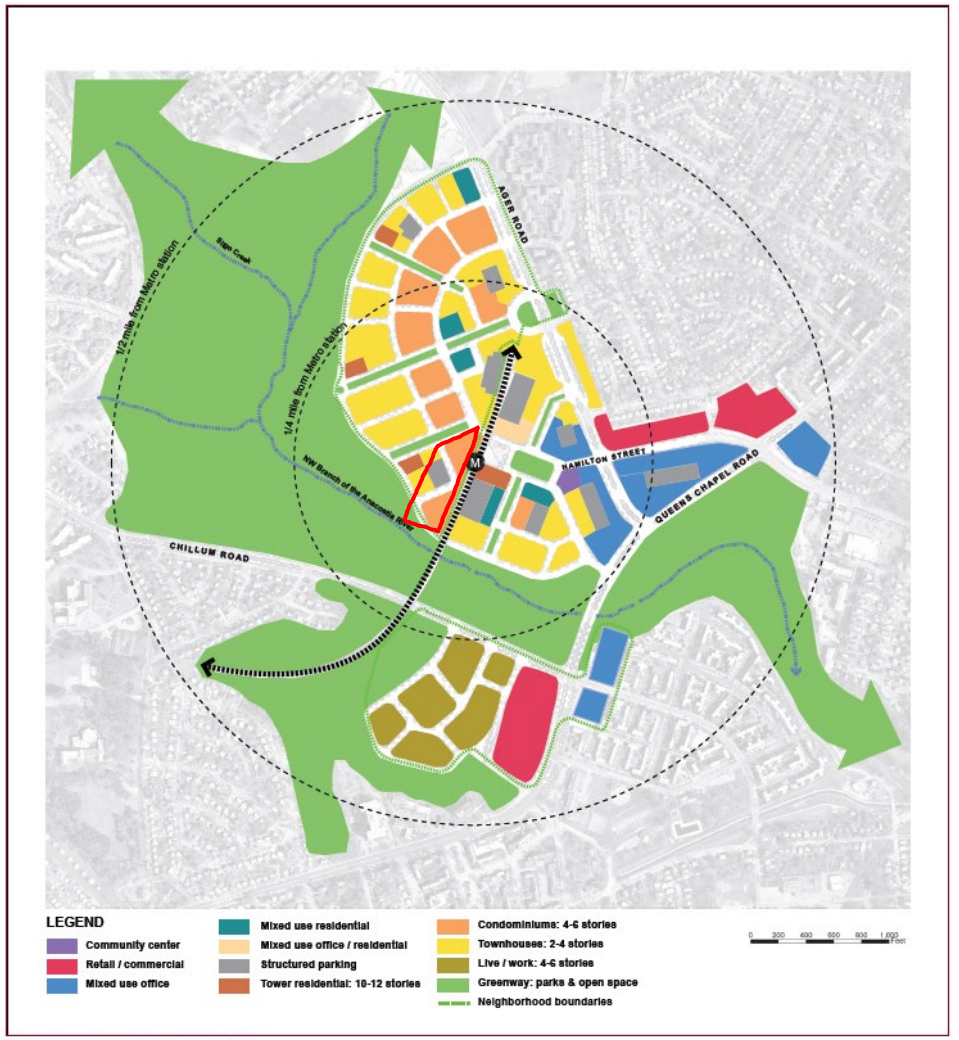
DETAILED SITE PLAN



PREFERRED LAND USE CATEGORY

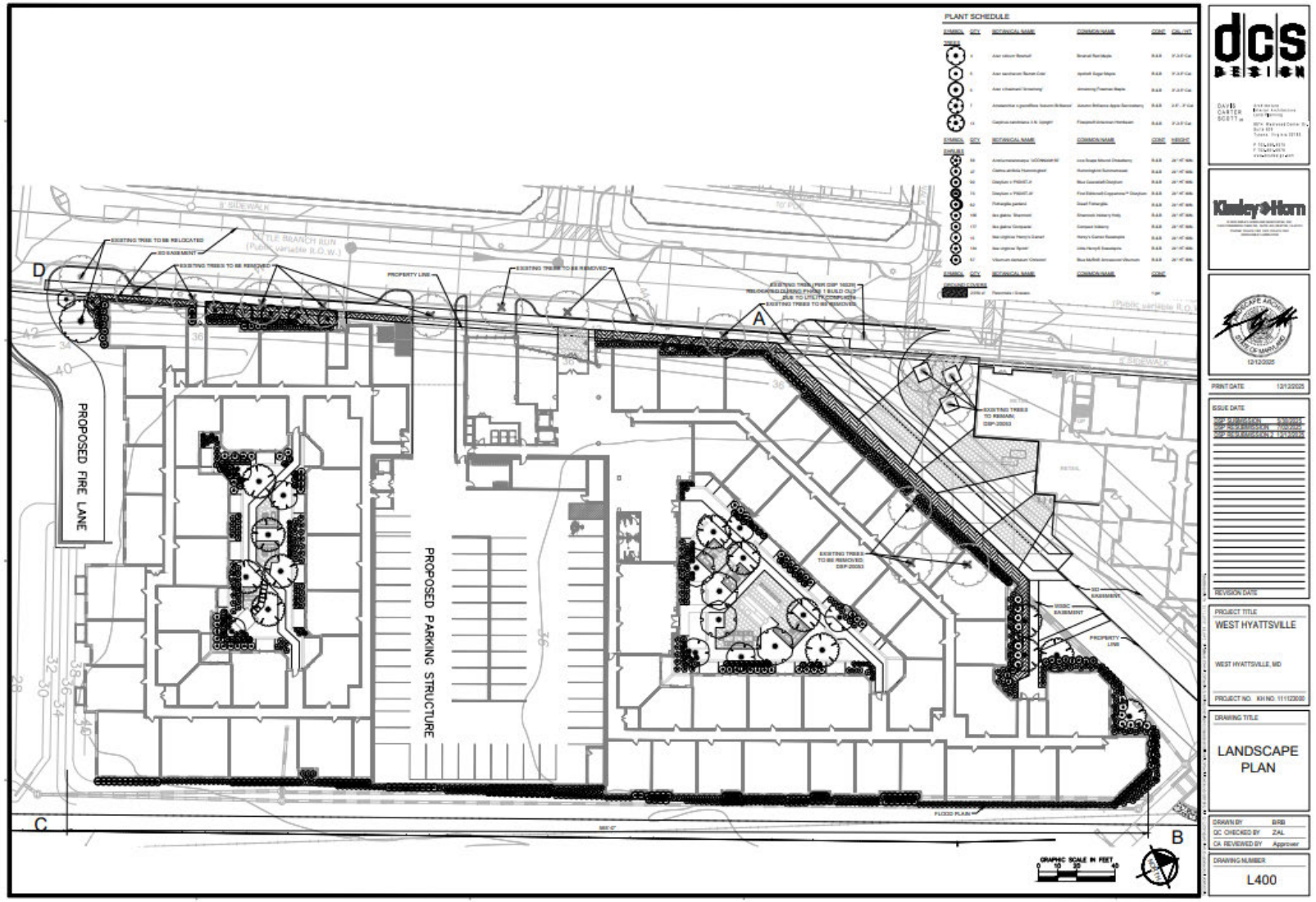


Map 13 Block Registration Plan



Map 14 Preferred Land Use Plan

LANDSCAPE PLAN



ARCHITECTURAL ELEVATIONS

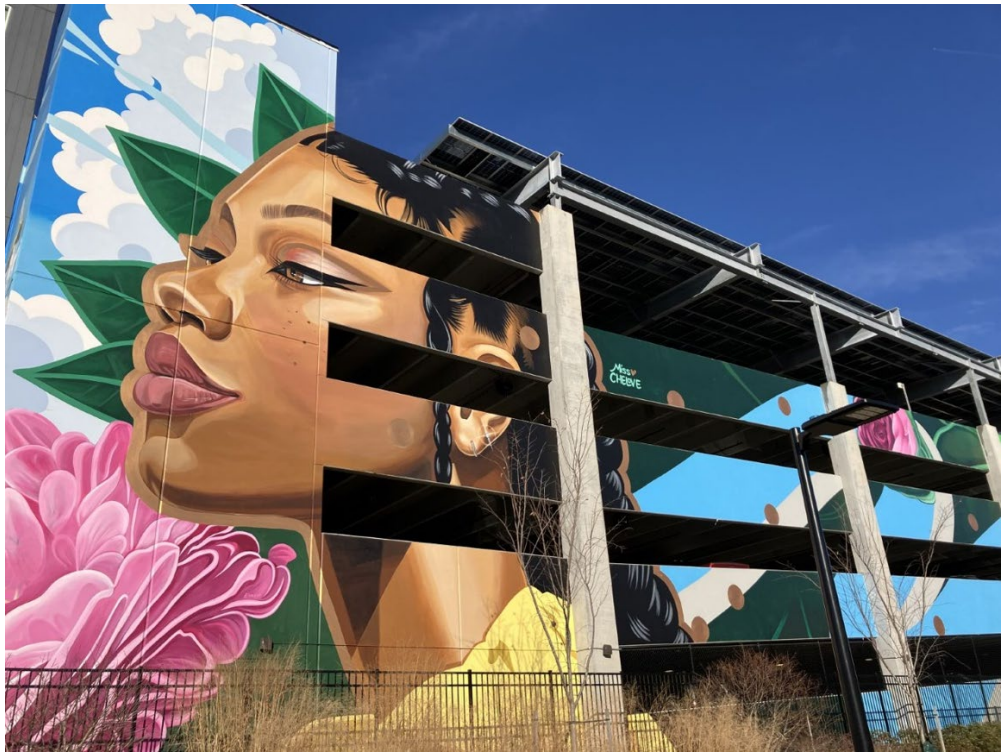
ARCHITECTURAL ELEVATIONS

SITE SECTION

PHOTO OF SITE RELATIONSHIP TO WMATA STATION

SITE PHOTOS

EXISTING PEDESTRIAN PROMENADE



MURAL ON EXISTING PHASE 1 BUILDING

STAFF RECOMMENDATION

- DSP-20053-02 - **APPROVAL** with conditions
- DPT-2025-0003 – **APPROVAL**
- ACL-2025-0008 - **DISAPPROVAL**

Issues:

- Use amendment for ground-floor retail uses

Applicant Required Mailings DSP-20053-02

- Informational Mailing: 06/04/2025
- Acceptance Mailing: 10/30/2025
- Sign Posting: 12/23/2025

- **Applicant Required Mailings**: DPT-2025-0003
- Information Mailing: 12/31/2026
- Acceptance Mailing: 1/9/2026
- Sign Posting: 1/20/26

The Maryland-National Capital Park & Planning Commission Results
Prince George's County Planning Department
Case Number: DSP-20053-02
Date: 12/31/2025
Time: 10:19:32 AM

==========

Total Records(s): 7

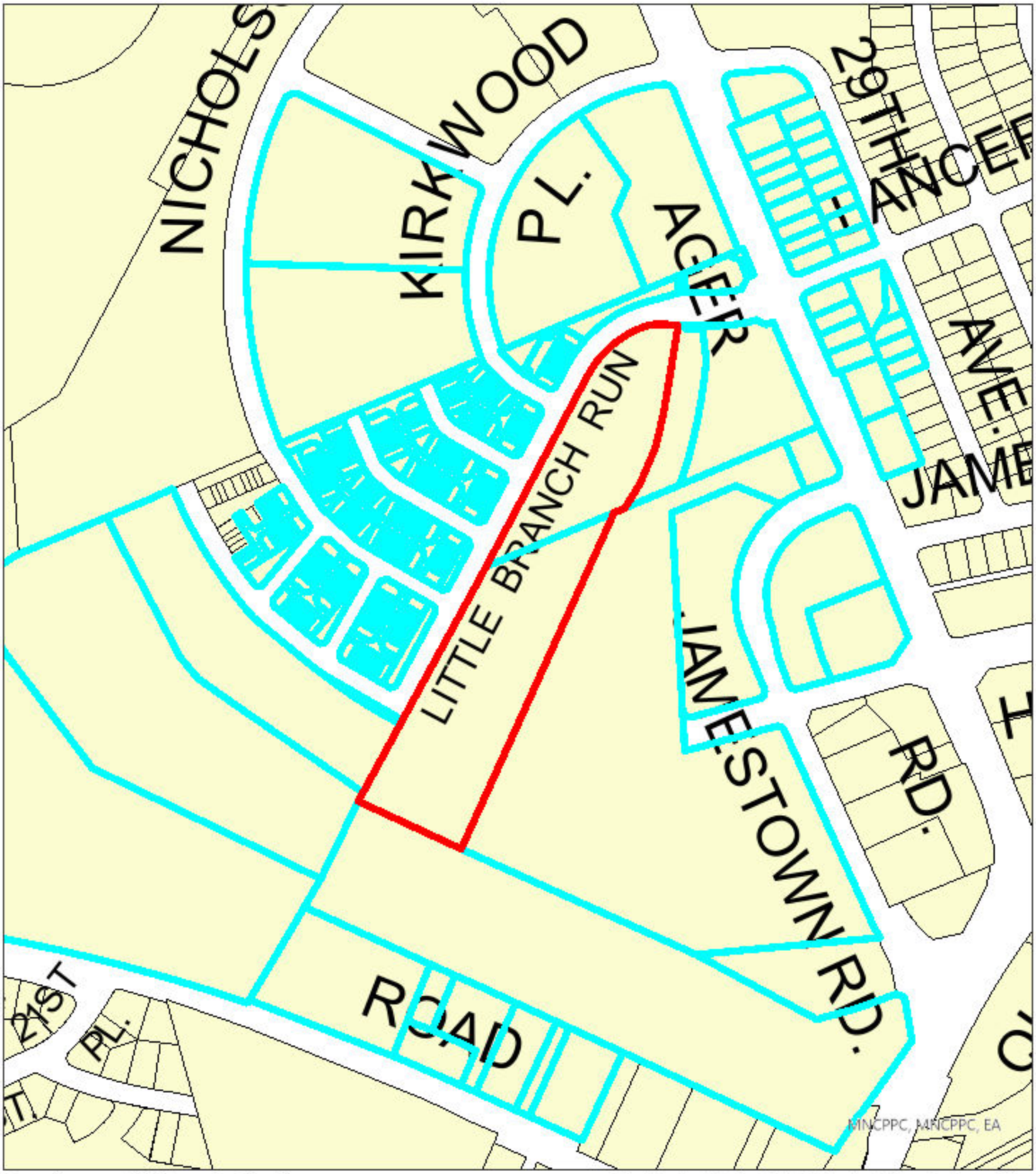
==========

Name of the Municipaltiy	Officials Name	Officials Title
HYATTSVILLE	Robert S. Croslin	Mayor
MOUNT RAINIER	Celina R. Benitez	Mayor
BRENTWOOD	Rocio Treminio-Lopez	Mayor
		Planning Director
	Wanika Fisher	Council Member, District 2
	Jolene Ivey	Council Member-At-Large Ivey
		Council Member-At-Large Hawkins

In Care Of	Address	Sub Address
	4310 Gallatin Street	
	One Municipal Square	
	3712 Utah Avenue	
Prince George's County Planning Department	1616 McCormick Drive	
	1301 McCormick Drive	County Council, 2nd Floor
	1301 McCormick Drive	County Council, 2nd Floor
	1301 McCormick Drive	County Council, 2nd Floor

City	State	Zip Code
Hyattsville	MD	20781
Mount Rainier	MD	20712
Brentwood	MD	20722
Largo	MD	20774
Largo	MD	20774
Largo	MD	20774
Largo	MD	20774

DSP-20053-02



Development Address & Sketchmap
Extract Adjoining Properties

0 0.05 0.1 mi

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department Geographic Information System

Map Date: 12/31/2025

The Maryland-National Capital Park & Planning Commission Results
Prince George's County Planning Department
Case Number: DSP-20053-02
Date: 12/31/2025
Time: 10:19:33 AM
Premise Address - Table Columns A-H
Owner Address - Table Columns I-N
==========
Total Records(s): 252
==========

Tax Account	Premise House Number	Premise House Suffix	Premise Street Name
5650316	2538		NICHOLSON
5650748	2527		RIVER TERRACE
5650431	0		NICHOLSON
5650123	2543		NICHOLSON
5649818	2538		EMERALD BRANCH
5649897	2520		EMERALD BRANCH
5651195	0		ALPHA RIDGE
5650874	0		NICHOLSON
5650475	0		NICHOLSON
1836840	2623		NICHOLSON
5650511	2507		NICHOLSON
5650500	2505		NICHOLSON
5650987	5608		LITTLE BRANCH
5649476	2510		CRIMSON FOX
5649487	2508		CRIMSON FOX
5650908	5624		LITTLE BRANCH
5651184	0		NICHOLSON
5649636	5634		LITTLE BRANCH
5649226	2556		KIRKWOOD
5649556	0		CRIMSON FOX
5649135	5670		LITTLE BRANCH
5649113	5674		LITTLE BRANCH
1839455	5400		AGER
1832286	2800		LANCER
1812940	2802		LANCER
1914753	5618		AGER
1924745	5615		LITTLE BRANCH
5650442	0		NICHOLSON
5650726	2523		RIVER TERRACE
5650101	2539		NICHOLSON
5650806	5609		HYATTSVILLE
5650828	5613		HYATTSVILLE
5650657	5606		ALPHA RIDGE
5649842	2532		EMERALD BRANCH
5651093	2513		RIVER TERRACE
5650555	2515		NICHOLSON
5649795	2537		EMERALD BRANCH

1943760	2222	CHILLUM
1851252	2700	HAMILTON
5649762	2531	EMERALD BRANCH
5649421	2522	CRIMSON FOX
5650943	5616	LITTLE BRANCH
5649498	2506	CRIMSON FOX
5650896	5626	LITTLE BRANCH
5649204	2560	KIRKWOOD
5649341	2503	CRIMSON FOX
5649545	0	KIRKWOOD
5649090	5678	LITTLE BRANCH
5649066	5684	LITTLE BRANCH
1791417	5720	29TH
1828821	5705	AGER
1831411	5708	29TH
1791276	5616	29TH
1789593	5614	29TH
1976596	2130	CHILLUM
5650145	5610	HYATTSVILLE
5650772	5603	HYATTSVILLE
5650134	2545	NICHOLSON
5650613	2527	NICHOLSON
5650590	2523	NICHOLSON
5651082	2511	RIVER TERRACE
5650032	0	EMERALD BRANCH
5651071	2509	RIVER TERRACE
5650566	2517	NICHOLSON
5651105	5601	ALPHA RIDGE
5651138	5607	ALPHA RIDGE
5651140	5609	ALPHA RIDGE
1840669	0	CHILLUM
5651162	5613	ALPHA RIDGE
5650998	5606	LITTLE BRANCH
5649955	2508	EMERALD BRANCH
5650486	2501	NICHOLSON
5649977	2504	EMERALD BRANCH
5651207	0	RIVER TERRACE
5649465	2512	CRIMSON FOX
5650932	5618	LITTLE BRANCH
5649410	2521	CRIMSON FOX
5649363	2507	CRIMSON FOX
5649215	2558	KIRKWOOD
5649272	5660	LITTLE BRANCH
5649088	5680	LITTLE BRANCH
5649077	5682	LITTLE BRANCH
5649181	5685	LITTLE BRANCH
1927896	5440	AGER
1826205	5715	AGER

1803873	5706	29TH
1803030	2805	LANCER
1791870	0	29TH
5650191	5600	HYATTSVILLE
5650178	5604	HYATTSVILLE
5650167	5606	HYATTSVILLE
5650783	5605	HYATTSVILLE
5650692	2517	RIVER TERRACE
5650112	2541	NICHOLSON
5650817	5611	HYATTSVILLE
5650681	5600	ALPHA RIDGE
5649820	2536	EMERALD BRANCH
5650588	2521	NICHOLSON
5649864	2528	EMERALD BRANCH
5651058	2505	RIVER TERRACE
5649900	2518	EMERALD BRANCH
5649773	2533	EMERALD BRANCH
5649933	2512	EMERALD BRANCH
5649944	2510	EMERALD BRANCH
5650021	0	EMERALD BRANCH
5650497	2503	NICHOLSON
5649454	2516	CRIMSON FOX
5649671	2503	EMERALD BRANCH
5649660	2501	EMERALD BRANCH
5649567	0	CRIMSON FOX
5649658	5630	LITTLE BRANCH
5649534	0	LITTLE BRANCH
5649124	5672	LITTLE BRANCH
1972769	0	AGER
1806322	5621	AGER
1826197	5713	AGER
1791862	5618	29TH
1914472	0	AGER
5650214	2535	RIVER TERRACE
5650203	2533	RIVER TERRACE
5650156	5608	HYATTSVILLE
5650761	5601	HYATTSVILLE
5650098	2537	NICHOLSON
5649807	2540	EMERALD BRANCH
5650852	0	NICHOLSON
5649853	2530	EMERALD BRANCH
5650624	5612	ALPHA RIDGE
5649886	2522	EMERALD BRANCH
5651060	2507	RIVER TERRACE
5651116	5603	ALPHA RIDGE
5651127	5605	ALPHA RIDGE
5650544	2513	NICHOLSON
5651173	5615	ALPHA RIDGE

5649432	2520	CRIMSON FOX
5649693	2507	EMERALD BRANCH
5649385	2515	CRIMSON FOX
5649523	2500	CRIMSON FOX
5649250	2550	KIRKWOOD
5649328	5650	LITTLE BRANCH
5649102	5676	LITTLE BRANCH
5649157	0	LITTLE BRANCH
1972769	0	AGER
1927888	5520	JAMESTOWN
1826130	5619	AGER
1823434	5709	AGER
1914324	0	QUEENS CHAPEL
5650293	2542	NICHOLSON
5650750	2529	RIVER TERRACE
5650704	2519	RIVER TERRACE
5650087	2535	NICHOLSON
5650076	2533	NICHOLSON
5650065	2531	NICHOLSON
5650668	5604	ALPHA RIDGE
5650646	5608	ALPHA RIDGE
5650635	5610	ALPHA RIDGE
5650577	2519	NICHOLSON
5649911	2516	EMERALD BRANCH
5651218	0	RIVER TERRACE
5650008	0	EMERALD BRANCH
1969815	2222	CHILLUM
1943745	2310	CHILLUM
1840636	2426	CHILLUM
1839166	2430	CHILLUM
5651151	5611	ALPHA RIDGE
5650533	2511	NICHOLSON
5649922	2514	EMERALD BRANCH
5649751	2529	EMERALD BRANCH
5649738	2515	EMERALD BRANCH
5649443	2518	CRIMSON FOX
5649705	2509	EMERALD BRANCH
5649990	2500	EMERALD BRANCH
5649682	2505	EMERALD BRANCH
5650910	5622	LITTLE BRANCH
5649374	2509	CRIMSON FOX
5649647	5632	LITTLE BRANCH
5649352	2505	CRIMSON FOX
5649237	2554	KIRKWOOD
5649591	5642	LITTLE BRANCH
5650010	0	LITTLE BRANCH
5649248	2552	KIRKWOOD
5649261	5662	LITTLE BRANCH

1836865	2616	KIRKWOOD
5649170	5620	AGER
5649146	0	LITTLE BRANCH
1823426	5711	AGER
1827344	5611	AGER
1882810	2308	CHILLUM
5650305	2540	NICHOLSON
5650327	2536	NICHOLSON
5650737	2525	RIVER TERRACE
5650863	0	RIVER TERRACE
5650420	0	NICHOLSON
5650602	2525	NICHOLSON
5650830	0	NICHOLSON
5651220	0	NICHOLSON
1943752	2222	CHILLUM
5651025	5600	LITTLE BRANCH
5649740	2527	EMERALD BRANCH
5650954	5614	LITTLE BRANCH
5649988	2502	EMERALD BRANCH
5649716	2511	EMERALD BRANCH
5650921	5620	LITTLE BRANCH
5649408	2519	CRIMSON FOX
5649501	2504	CRIMSON FOX
5649625	5636	LITTLE BRANCH
5649603	5640	LITTLE BRANCH
5649317	5652	LITTLE BRANCH
5649306	5654	LITTLE BRANCH
5649283	5658	LITTLE BRANCH
1793918	5615	AGER
1836873	2607	KIRKWOOD
5666050	0	AGER
1823442	5707	AGER
1797430	5704	29TH
1791037	5702	29TH
1812585	2803	LANCER
1803048	0	29TH
1821099	5605	AGER
5650180	5602	HYATTSVILLE
5650715	2521	RIVER TERRACE
5650794	5607	HYATTSVILLE
5650670	5602	ALPHA RIDGE
5649831	2534	EMERALD BRANCH
5650841	0	NICHOLSON
5649875	2524	EMERALD BRANCH
5651047	2503	RIVER TERRACE
5650054	0	EMERALD BRANCH
1836857	2600	KIRKWOOD
5650043	0	EMERALD BRANCH

5651036	2501	RIVER TERRACE
5649784	2535	EMERALD BRANCH
5650522	2509	NICHOLSON
5651014	5602	LITTLE BRANCH
5651003	5604	LITTLE BRANCH
5650976	5610	LITTLE BRANCH
5649966	2506	EMERALD BRANCH
5650965	5612	LITTLE BRANCH
5649727	2513	EMERALD BRANCH
5649580	0	CRIMSON FOX
5650885	5628	LITTLE BRANCH
5649396	2517	CRIMSON FOX
5649512	2502	CRIMSON FOX
5649578	0	KIRKWOOD
5649614	5638	LITTLE BRANCH
5649330	2501	CRIMSON FOX
5649294	5656	LITTLE BRANCH
5649168	0	LITTLE BRANCH
1837400	5600	AGER
1798875	5617	AGER
1805506	5712	29TH
1832286	2800	LANCER
1816339	5710	29TH

Premise Street Type	Premise Unit Number	Premise City	Premise ZIP Code
ST		HYATTSVILLE	20782
RD		HYATTSVILLE	20782
ST		HYATTSVILLE	20782
ST		HYATTSVILLE	20782
DR		HYATTSVILLE	20782
DR		HYATTSVILLE	20782
AVE		HYATTSVILLE	20782
ST		HYATTSVILLE	20782
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AVE	HYATTSVILLE	20782
DR	HYATTSVILLE	20782
AVE	HYATTSVILLE	20782

Owner Name	In Care Of Name
DAWSON MICHAEL T ETAL	
CETRANO JONATHAN ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
BECKMAN YOLANDA ETAL	
GILLIAM ELISHA PILAR	
KRAFT JEFFREY JR ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
RIVERFRONT AT WEST HYATTSVILLE	CMC
RIVERFRONT AT WEST HYATTSVILLE	CMC
KIRKWOOD ASSOC'S	
FANG YUAN	
SANGOSSE PASCALINE	
EDEBIRI OSAMYIMEN TOLULOPE ETAL	
SORIA CYNTHIA BEATRIZ ALONSO	
DENMAN COURTNEY	
WILLIAMS SHARLENA	
RIVERFRONT AT WEST HYATTSVILLE	CMC
LEE ELLIOT M ETAL	
ALDANA SARAI	
RIVERFRONT AT WEST HYATTSVILLE	CMC
FLOWERS RAMONO ETAL	
SCOTT PAIGE	
WASHINGTON METRO AREA TRANS AUTH	
ABEDIYEH SHABNAM S	
BLANCO HUBER GUANDIQUE ETAL	
MNCPPC	CHIEF PK&P DIVPKS & REC-ROOM 303
WHPC BLOCK 4 LLC	C/O GILBANE DEVELOPMENT CO
RIVERFRONT AT WEST HYATTSVILLE	CMC
NDAVI FREDRICK W ETAL	
FLASH GABRIELLE	
SHADRAVAN ROYA ETAL	
NEWMAN TIFFANNY ETAL	
JOHNSON ANDRE D ETAL	
SCHULMAN JONATHAN AARON	
SPONSELLER MICHAEL A	
ILOH JACQUELINE	
2537 EBD LLC	

WASHINGTON METRO AREA TRANS AUTH	JOSEPH J MULDOON
WASHINGTON METRO AREA TRANS AUTH	OFFICE OF REAL ESTATE
JONES BRIA	
HERNANDEZ ALEXIS STANLEY	
MBUYI NDELELA NADINE	
ADAMS DIJON	
KAY LEIGH ANN ETAL	
KAMARA KEISHA	
RUMMO JAMES	
RIVERFRONT AT WEST HYATTSVILLE	CMC
MATHEWS DENNIS	
WILLIAMS HOWARD C	
NORTH POINTE PROPERTY OWNER LP	
ROSA MARTHA & LIDIA M ETAL	
MARTINEZ HECTOR A & VILMA A BLANDO	
MURPHY CAROL A	
TELLES DORA A	
WASHINGTON GAS LIGHT COMPANY	
HARRIS MARK	
GHIMIRE POONAM	
WELLY AMANDA RAE	
MONK ERIC A	
WILLIAMS KELLY DARNIQUE	
THOMA DAVID HUGH ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
SMEDLEY WILLIAM VII ETAL	
JAMES JASON D	
FAIRLEY JERRETTA	
OKORONKWO AGBAI ETAL	
PALLMEYER KRISTEN A	
2426-28 CHILLUM ROAD LLC	
HARVEY JORDAN	
KENDRICK MARCUS	
QUINANOLA ELIZABETH	
HUGHES BAVISHI FAMILY TRUST	
GUZMAN JULIO RODRIGO ROBLEDO ETAL	
RIVERFRONT OF WEST HYATTSVILLE	CMC
ROBB KYLE GREGORY ETAL	
JOHNSON OLUWASEGUN ETAL	
GIFFORD SALLY KAY	
VEGA DANIEL STRAZZULLA	
MEHTA PRACHI DHAWAL	
BEDON MONICA R	
VO JENNIE	
FAULK LYNDA	
WHPC BLOCK 3 LLC	C/O GILBANE DEVELOPMENT CO
WASHINGTON METRO AREA TRANS AUTH	REAL EST OFFCE JOSEPH J MULDOON
GAO HOK S	

MALTEZ OVIDIO A ETAL	
OSORIO HUMBERTO	
CHEN DONG	
VIA KEVIN A ETAL	
ANIS ADIL FARSHAD ETAL	
KHAN REHAN ETAL	
STOUFER TINA	
FLUEGGE AMELIE VON TRUST	
CARTER TARIK M ETAL	
YUKHANANOV RUSTAM ETAL	
AFZAL MOHAMMAD	
CLEMMONS JAMES A ETAL	
ELLIS NATHAN H	
HUBBARD RYAN ETAL	
HACKERT CONNOR J ETAL	
COLES MELINDA	
DEMARCO JOSEPH ETAL	
CHOPP JUSTINE M	
NIGRELLI ANTHONY ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
SAWYER GABRIELLE YVONNE	
PIO NAFISSA LIVING TRUST	
KIM RACHEL	
MARSHALL JASMINE NICOLE	
RIVERFRONT AT WEST HYATTSVILLE	CMC
FANG YUAN	
RIVERFRONT AT WEST HYATTSVILLE	CMC
GRAVES JESSE T ETAL	
WASHINGTON METRO AREA TRANS AUTH	
DIAZ MILDRED ETAL	
GAO HOK S	
CHEN DONG	
MNCPPC	CHIEF PK&P DIVPKS & REC-ROOM 303
HOLMES ERICA N	
TRAORE LACINE ETAL	
YOON HAE SOOK	
KAMGA STEVE ETAL	
KING EMMANUEL L	
ROBINSON CARL ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
NICCO ANNAN FRANCISCO ETAL	
WARE DEXTER LAURENCE	5900 MILLRACE CT
YARI FEROZA	
MURRAY ALISTER A ETAL	
ASHLEY MICHAEL	
FAVORS RESHAD ETAL	
MONTOYA STEVEN	
SAUER WILLIAM II	

SINGH HARTEJ	
CARY BRITTANY JILLIAN	
DORR LALE	
BARUWA KEJI RASHIDAT	
EVANS IJEOMA ADAOBI OKOLO ETAL	
BELL JERRY LEE JR	
COCHRAN SHAYLYN C	
RIVERFRONT AT WEST HYATTSVILLE	CMC
WASHINGTON METRO AREA TRANS AUTH	
WASHINGTON METRO AREA TRANS AUTH	REAL EST OFFCE JOSEPH J MULDOON
CARDENAS VICENTE ETAL	
MARTINEZ ANDRES R	
MNCPPC	CHIEF PK&P DIVPKS & REC-ROOM 303
YAO ZHEWEI ETAL	
ARNOLD CAMILLE M	
ROZENBERG MARTIN ETAL	
ILIC JOSIPA	
BLACKWELL MICHELE	
PATTON NAOMI	
HARRELL DENSTINY J	5604 ALPHA RIDGE AVE
LEE EUN JU	
YOON HAE SOOK	
HARDWICK ANITA JOY	
QUARLES BRADLEY A ETAL	
MNCPPC	
RIVERFRONT AT WEST HYATTSVILLE	CMC
WASHINGTON METRO AREA TRANS AUTH	
WASHINGTON METRO AREA TRANS AUTH	JOSEPH J MULDOON
2426-28 CHILLUM ROAD LLC	
KATCO LLC	
OCRAN JOYCELYN	
PACE ANDREW K ETAL	
KING PATRICE E ETAL	
MEYERS DONALD II	
SMITH VINCENT E JR	
SOTELO FRANCISCO JAVIER	
VIDRINE ARTHUR III	
DHILLON JAPNEET SINGH ETAL	
GAYLES EBONY	
STETTEN TIMOTHY VON ETAL	
SMITH KRYSTIL ELAN	
HAYNES DAVID MACKENZIE ETAL	
MARTINEZ JESSICA	
GASS NICHOLAS DANIEL ETAL	
CEDENO ZAMBRANO LORENA	
RIVERFRONT AT WEST HYATTSVILLE	CMC
WILLIS APRILL OPHELLA	
GONZALEZ OMAR	

KIRKWOOD ASSOC'S	
KAISER FOUNDATION HEALTH PLAN	7TH FLOOR
RIVERFRONT AT WEST HYATTSVILLE	CMC
YE ZE ANG TRUST	
JOELS INVESTMENT LLC	
PS ATLANTIC COAST LLC	PUBLIC STORAGE
RAMIREZ JUAN DIEGO ETAL	
GOLD JONATHAN ETAL	
BUTLER ANDREW THOMAS	
RIVERFRONT AT WEST HYATTSVILLE	CMC
RIVERFRONT AT WEST HYATTSVILLE	CMC
COLLINSON STEPHEN J ET AL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
RIVERFRONT AT WEST HYATTSVILLE	CMC
WASHINGTON METRO AREA TRANS AUTH	JOSEPH J MULDOON
RIVERA FERNANDO ETAL	
DUKES CHARLES E III	
NISBETT KELSON	
GOGER ANNELIES MARGARETHA	
BALZARINI KRYSTIN M ETAL	
STANLEY MARTIN HOMES LLC	SUITE 1100
BRYANT RITCHIE ROMEL	
ZAVALA NINA H ETAL	
RHODES COURTNEY F	
LI ZHEN	UNIT 1809
WAGNER ROBERT FUERST ETAL	
OBRIEN SEAN MICHAEL	
KENDRICK DJENABA	
JOELS INVESTMENT LLC	
KIRKWOOD ASSOC'S	SUITE 410
WEST HYATTSVILLE PROPERTY	
VEGA DAVID	
ORE DE GALINDO RENE	
ZURITA ENRIQUE	
MEDINA MARICELA	
OSORIO HUMBERTO ETAL	
AGER ROAD PARTNER LLC	
ROJAS INGRID ETAL	
PEREA RAMON MANUEL	
OSAGHAE MORGAN EFOSA	
MATHIAS JEREMY	
OLINGA ARTHUR ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
BROWN JEROME	
ADOMAKO FELICIA A ETAL	
RIVERFRONT OF WEST HYATTSVILLE	
KIRKWOOD ASSOC'S	
RIVERFRONT AT WEST HYATTSVILLE	CMC

SOLOMON JOSEPH JR	
RAMOS WILLIAM ALBERTO	
YURAVLIVKER NATALIE T ETAL	
ZHANG CHUNZHI	
ORRANGE JOSEPH ETAL	
KASHYAP MIHIKA ETAL	
ROBINSON RANDALL EUGENE	
ANGELONI MICHAEL A ET AL	
GOMEZ VALENCIA LINA M	
RIVERFRONT AT WEST HYATTSVILLE	CMC
AKINRINADE ENIOLA	APT K
CASSELLE RISHEA	
MCCOY BRITNEY J	
RIVERFRONT AT WEST HYATTSVILLE	CMC
VERSCHNEIDER DANIEL TRUST	
REYNOLDS KENDRICK ETAL	
HUBER STEFAN ETAL	
RIVERFRONT AT WEST HYATTSVILLE	CMC
HYATTSVILLE WEST ONE LLC	UNIT 140 B
JOELS INVESTMENT LLC	
HUNTER DEBORAH A	
ABEDIYEH SHABNAM S	
EICHNER RONALD B	14 RIDGE SQ NW

Mailing Street Address	Mailing City	Mailing State	Mailing ZIP Code
2538 NICHOLSON ST	HYATTSVILLE	MD	20782
2527 RIVER TERRACE RD	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
2543 NICHOLSON ST	HYATTSVILLE	MD	20782
2538 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2520 EMERALD BRANCH DR,	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
8920 Stephens Road STe 101	LAUREL	MD	20723
8920 Stephens Road STe 101	LAUREL	MD	20723
8720 GEORGIA AVE	SILVER SPRING	MD	20910
2507 NICHOLSON ST	HYATTSVILLE	MD	20782
2505 NICHOLSON ST	HYATTSVILLE	MD	20782
5608 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2510 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2508 CRIMSON FOX DR	HYATTSVILLE	MD	20782
5624 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
5634 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2556 KIRKWOOD PL	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
5670 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5674 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
600 5TH ST	WASHINGTON	DC	20004
2800 LANCER DR	HYATTSVILLE	MD	20782
2802 LANCER DR	HYATTSVILLE	MD	20782
6600 KENILWORTH AVE	RIVERDALE	MD	20737
7 JACKSON WALKWAY	PROVIDENCE	RI	02903
8920 Stephens Road STe 101	LAUREL	MD	20723
2523 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2539 NICHOLSON ST	HYATTSVILLE	MD	20782
5609 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5613 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5606 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
2532 EMRALD BRANCH DR	HYATTSVILLE	MD	20782
2513 RIVER TERRACE ROAD	HYATTSVILLE	MD	20782
2515 NICHOLSON ST	HYATTSVILLE	MD	20782
PO BOX 341810	BETHESDA	MD	20827

600 5TH ST N W	WASHINGTON	DC	20001
600 5TH ST NW	WASHINGTON	DC	20001
651 DAHARAN DR	FAYETTEVILLE	NC	28314
2522 CRIMSON FOX DR	HYATTSVILLE	MD	20782
5616 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2506 CRIMSON FOX DR	HYATTSVILLE	MD	20782
5626 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2560 KIRKWOOD PL	HYATTSVILLE	MD	20782
2503 CRIMSON FOX DR	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
5678 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5684 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
575 MADISON AVE FLOOR 22	NEW YORK	NY	10022
5705 AGER RD	HYATTSVILLE	MD	20782
5708 29TH AVE	HYATTSVILLE	MD	20782
PO BOX 6260	HYATTSVILLE	MD	20782
5614 29TH AVE	HYATTSVILLE	MD	20782
1000 MAINE AVE SW	WASHINGTON	DC	20024
5610 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5603 HYATTSVILLE DT	HYATTSVILLE	MD	20782
2545 NICHOLSON ST	HYATTSVILLE	MD	20782
2527 NICHOLSON ST	HYATTSVILLE	MD	20782
2523 NICHOLSON ST	HYATTSVILLE	MD	20782
2511 RIVER TERRACE RD	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
2509 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2517 NICHOLSON ST	HYATTSVILLE	MD	20782
5601 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
5607 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
5609 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
9308 OCCOQUAN OVERLOOK DR	LORTON	VA	22079
5613 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
5606 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2508 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2501 NICHOLSON ST	HYATTSVILLE	MD	20782
2504 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
8920 STEPHENS ROAD SUITE 101	LAUREL	MD	20723
2512 CRIMSON FOX DR	HYATTSVILLE	MD	20782
5618 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2521 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2507 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2558 KIRKWOOD PL	HYATTSVILLE	MD	20782
5660 LITTLE BRANCH RUN	HYATTSVILLE	VA	20782
5680 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5682 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
7 JACKSON WALKWAY	PROVIDENCE	RI	02903
600 FIFTH ST NW	WASHINGTON	DC	20001
5630 SOUTH 7TH RD	ARLINGTON	VA	22204

5706 29TH AVE	HYATTSVILLE	MD	20782
2805 LANCER DR	HYATTSVILLE	MD	20782
5618 29TH AVE	WEST HYATTSVILLE	MD	20782
5600 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5604 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5606 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5605 HYATTSVILLE DR	HYATTSVILLE	MD	20782
2517 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2541 NICHOLSON ST	HYATTSVILLE	MD	20782
36 WOODLEY AVE	WEST ROXBURY	MA	02132
5600 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
2536 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2521 NICHOLSON ST	HYATTSVILLE	MD	20782
2528 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2505 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2518 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2533 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2512 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2510 EMERALD BRANCH DR.	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
2503 NICHOLSON ST	HYATTSVILLE	MD	20782
2516 CRIMSON FOX DR	HYATTSVILLE	MD	20782
3626 SAINT JOHNS LN	ELLICOTT CITY	MD	21042
2501 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
5630 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
5672 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
600 5TH ST	WASHINGTON	DC	20004
5621 AGER RD	HYATTSVILLE	MD	20782
5630 SOUTH 7TH RD	ARLINGTON	VA	22204
5618 29TH AVE	WEST HYATTSVILLE	MD	20782
6600 KENILWORTH AVE	RIVERDALE	MD	20737
2535 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2533 RIVER TERRACE RD	HYATTSVILLE	MD	20782
5608 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5601 HYATTSVILLE DR	HYATTSVILLE	MD	20782
2537 NICHOLSON ST	HYATTSVILLE	MD	20782
2540 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
2530 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
UNIT A 201	COLUMBIA	MD	21045
2522 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2507 RIVER TERRACE RD	HYATTSVILLE	MD	20782
5603 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
5605 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
2513 NICHOLSON ST	HYATTSVILLE	MD	20782
5615 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782

9556 CAPITAL LN	UPPER MARLBORO	MD	20774
2507 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2515 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2500 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2550 KIRKWOOD PL	HYATTSVILLE	MD	20782
5650 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5676 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
600 5TH ST	WASHINGTON	DC	20004
600 FIFTH ST NW	WASHINGTON	DC	20001
5619 AGER RD	HYATTSVILLE	MD	20782
5709 AGER RD	HYATTSVILLE	MD	20782
6600 KENILWORTH AVE	RIVERDALE	MD	20737
2542 NICHOLSON ST	HYATTSVILLE	MD	20782
2529 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2519 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2535 NICHOLSON ST	HYATTSVILLE	MD	20782
2533 NICHOLSON ST	HYATTSVILLE	MD	20782
2531 NICHOLSON ST	HYATTSVILLE	MD	20782
\	HYATTSVILLE	MD	20782
5608 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
5610 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
2519 NICHOLSON ST	HYATTSVILLE	MD	20782
2516 EMERALD BRANCH DR.	HYATTSVILLE	MD	20782
6600 KENILWORTH AVE	RIVERDALE	MD	20737
8920 Stephens Road STe 101	LAUREL	MD	20723
2222 CHILLUM RD	CHILLUM	MD	20782
600 5TH ST N W	WASHINGTON	DC	20001
9308 OCCOQUAN OVERLOOK DR	LORTON	VA	22079
2430 CHILLUM RD	HYATTSVILLE	MD	20782
5611 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
2511 NICHOLSON ST	HYATTSVILLE	MD	20782
2514 EMERALD BRANCH DRIVE	HYATTSVILLE	MD	20782
2529 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2515 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2518 CRIMSON FOX DR	HYATTSVILLE	MD	20782
3905 HELVETIA DRIVE	ANCHORAGE	AK	99508
2500 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2505 EMERALD BANCH DR	HYATTSVILLE	MD	20782
5622 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2509 CRIMSON FOX DR	HYATTSVILLE	MD	20782
5632 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2505 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2554 KIRKWOOD PL	HYATTSVILLE	MD	20782
5642 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
2552 KIRKWOOD PL	HYATTSVILLE	MD	20782
5662 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782

8720 GEORGIA AVE	SILVER SPRING	MD	20910
4000 GARDEN CITY DR	HYATTSVILLE	MD	20785
8920 Stephens Road STe 101	LAUREL	MD	20723
5711 AGER RD	HYATTSVILLE	MD	20782
14919 LITTLE BENNETT DR	CLARKSBURG	MD	20871
PO BOX 25025 DEPT PT PS27321	GLENDALE	CA	91221
2540 NICHOLSON ST	HYATTSVILLE	MD	20782
2536 NICHOLSON ST	HYATTSVILLE	MD	20785
2525 RIVER TERRACE RD	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
8920 Stephens Road STe 101	LAUREL	MD	20723
2525 NICHOLSON ST	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
8920 Stephens Road STe 101	LAUREL	MD	20723
600 5TH ST N W	WASHINGTON	DC	20001
5600 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2527 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
5614 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5105 BENTON AVE	BETHESDA	MD	20814
2511 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
11710 PLAZA AMERICA DRIVE	RESTON	VA	20190
2519 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2504 CRIMSON FOX DR	HYATTSVILLE	MD	20782
5636 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
120 KINGSTON ST	BOSTON	MA	02111
5652 LITTLE RANCH RUN	HYATTSVILLE	MD	20782
5654 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5658 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
14919 LITTLE BENNETT DR	CLARKSBURG	MD	20871
8720 GEORGIA AVE	SILVER SPRING	MD	20910
7419 BALTIMORE ANNAPOLIS BLVD	GLEN BURNIE	MD	21061
3401 UPSHUR ST	BRENTWOOD	MD	20722
5704 29TH AVE	HYATTSVILLE	MD	20782
5702 29TH AVE	HYATTSVILLE	MD	20782
2803 LANCER DR	WEST HYATTSVILLE	MD	20782
2805 LANCER DR	HYATTSVILLE	MD	20782
5420 WISCONSIN AVE	CHEVY CHASE	MD	20815
5602 HYATTSVILLE DR	HYATTSVILLE	MD	20782
2521 RIVER TERRACE RD	HYATTSVILLE	MD	20782
5607 HYATTSVILLE DR	HYATTSVILLE	MD	20782
5602 ALPHA RIDGE AVE	HYATTSVILLE	MD	20782
2534 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
2524 EMERALD BRANCH DR.	HYATTSVILLE	MD	20782
2503 RIVER TERRACE RD	HYATTSVILLE	MD	20782
7419 BALTIMORE ANNAPOLIS BLVD	GLEN BURNIE	MD	21061
8720 GEORGIA AVE	SILVER SPRING	MD	20910
8920 Stephens Road STe 101	LAUREL	MD	20723

2501 RIVER TERRACE RD	HYATTSVILLE	MD	20782
2535 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
2509 NICHOLSON ST	HYATTSVILLE	MD	20782
5602 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5604 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
5610 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2506 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
5612 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2513 EMERALD BRANCH DR	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
301 AMORE LN	BEL AIR	MD	21015
2517 CRIMSON FOX DR	HYATTSVILLE	MD	20782
2502 CRIMSON FOX DR	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
5638 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
2501 CRIMSON FOX DR	HYATTSVILLE	VA	20190
5656 LITTLE BRANCH RUN	HYATTSVILLE	MD	20782
8920 Stephens Road STe 101	LAUREL	MD	20723
140 Q ST NW	WASHINGTON	DC	20002
14919 LITTLE BENNETT DR	CLARKSBURG	MD	20871
5712 29TH AVE	HYATTSVILLE	MD	20782
2800 LANCER DR	HYATTSVILLE	MD	20782
STE 300	WASHINGTON	DC	20016

The Maryland-National Capital Park & Planning Commission Results
Prince George's County Planning Department
Case Number: DSP-20053-02
Date: 12/31/2025
Time: 10:19:33 AM
==========
Total Records(s): 3
==========

Registered Association Name	First Name	Last Name
CALVERTON CITIZENS ASSOCIATION	BERNADINE (BERNIE)	KARNS
CAROLE HIGHLANDS NEIGHBORHOOD ASSOCIATION	JASON R.	CLAYTON
COOL SPRING TERRACE CIVIC ASSOCIATION (CSTCA)	CYNTHIA	BAUR

Address Number	Street Name & Type	Suite Number	City	State	Zip Code
3005	GAZEBO COURT		SILVER SPRING	MD	20904
7314	15TH AVENUE		TAKOMA PARK	MD	20912
8300	CURRY PLACE		HYATTSVILLE	MD	20783

The Maryland-National Capital Park & Planning Commission
Planning Department Prince George's County
1616 McCormick Drive
Largo, Maryland 20774
www.pgplanning.org

Date: 12/31/2025

MAILING LIST - RECEIPT

[X] Development Application **DSP-20053-02**
[ ] County & Environmental

This receipt is to acknowledge that DSP-20053-02 received the following lists as described by the categories below:

[X] Registered community organization list	Total Records: 3
[X] Adjoining property owners list	Total Records: 252
[X] Government contacts	Total Records: 7

This list is valid for 180 days from the date referenced above. Applicants must obtain an updated mailing list if notifications are not sent within 180 days.

This property is located on WSSC Grid: ts

Theresa Windsor
Prince George's County Planning Department

Download Extracts:
DSP-20053-02_12312025101933_Reg_Assoc.xlsx
DSP-20053-02_12312025101933_Adjoining_Property_Premise_Owner_Address.xlsx
DSP-20053-02_12312025101932_GovernmentContacts.xlsx

A copy of the adjoining properties map has been included for your reference:
DSP-20053-02_12312025101933_Adjoining_Property.jpg

A mailing list archive has been generated for your reference:
DSP-20053-02_12312025101933_MailingListArchive.zip

The download extract links above will be available for 3 months. You must download the extracts if you need access to the data in the future.

Data extract may include duplicate address records.

Young Roh

Subject: FW: West Hyattsville Floodplain Task #50156-2022-0

From: Abdullah, Mariwan <MAbdullah@co.pg.md.us>
Sent: Thursday, October 23, 2025 1:59 PM
To: Burke, Thomas <thomas.burke@ppd.mncppc.org>
Cc: De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Babar, Salman U. <SUBabar@co.pg.md.us>; Jason Mills <jmills@solteszco.com>; Gupta, Mridula <mridula.gupta@ppd.mncppc.org>
Subject: West Hyattsville Floodplain Task #50156-2022-0

Hello Tom, Mridula

Hope all is well,

Mr. Jason Mills, cc'd, the consultant for the site (West Hyattsville) advised that the package has been submitted to your office and awaiting acceptance. Please be advised that DPIE has the above FP case under review, comments have been provided to the applicant. If you could please accept the package for your review is greatly appreciated. Once received referral from your office DPIE will provide detailed comments. Please don't hesitate to contact me if you require further information.

Thank You,

Mariwan Abdullah, P.E | Chief Engineer
Site Road Plan review Division
Department of Permitting, Inspections and Enforcement

9400 Peppercorn Place | Suite 230 | Largo, MD 20774
Office: 301-636-2060 | Cell: 240-691-7527 | mabdullah@co.pg.md.us

DPIE
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

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10/12/2025

Mr. Dawit Abraham, Director
C/O Mr. Salman Babar, MSc, CFM
Prince George's County
Department of Permitting Inspections and Enforcement
9400 Peppercorn Place, 2nd Floor
Largo, MD 20774

Re: Permit No.:50156-2022-0 (FPS 202024)
Case Name: West Hyattsville (Barrett's Addition)(Parcel 114)
Address: 2700 Hamilton Street Hyattsville MD 20782.

Dear Mr. Abraham

We are currently requesting a waiver for developing the multifamily building in West Hyattsville project. Rodger's consulting originally applied under permit # 17692-2020-0 and got approval on 10/30/2020. Subsequently, Soltesz applied for a Fine Grading permit #14891-2022-0 and it was discovered that the floodplain delineation approved under 17692-2020-0 was not accurate. Soltesz corrected the delineation under the Fine Grading permit #14891-2022-0 which was approved on 12/15/2022. Now we are applying this waiver to balance compensatory storage and delineate the floodplain around building B under Section 32-205(a) of the Prince Georges County Code which states:

" Within the County floodplain, no development shall be permitted except as provided Subsection (b) unless a waiver is obtained from the Department which permits such development."

Response: Soltesz recently obtained approval for a third revision to floodplain study 202024 that was required to accurately reflect the grading to be done onsite and address how the compensatory storage could be accounted for with the revised grading scheme. Below is the response from the second revision in quotes for tracking of waiver approvals.

"Response: Soltesz recently obtained approval for a stormwater management permit and is now in the process of providing compensatory storage and acquiring approval for the 100 year floodplain to show exemption from 100 year control requirement. The original approved floodplain did not accurately reflect the delineation of the 100-year floodplain therefore we are applying for a second wavier on this project for additional impacts within the floodplain. The original waiver dated July 20th of 2018 is also attached with this waiver.

As shown on the attached exhibit, the subject property is located directly to the west of the West Hyattsville Metro Station and is currently vacant. The property is approximately 5 acres with approximately 4.8 acres currently within the 100-yr floodplain. The site has an existing floodplain delineation plan approved under case number 14521-2020. A proposed floodplain was approved under case number FPS 202024."

Section 32-205(b) lists the development that shall be permitted in the floodplain. Specifically, 32-205-(b) (6) states: In areas of shallow flooding (Zone AO), the lowest floor (including basements) shall be elevated at least as high above the highest adjacent grade as the depth number specified in feet on the FIRM, plus two (2) feet.

Response: The primary justification for the Floodplain waiver is that the existing warehouse and associated parking lot are located within a designated flood-prone area. To address this issue, the current structures will be demolished as part of the proposed development. As permitted in Section 32-206 of the Prince George's County Code, we are requesting a waiver to place fill in the floodplain on the subject property. The lower floor (including basement) of the proposed development will be elevated to meet the above requirement. The requirements set forth in the code are satisfied as follows:

32-206 (a) In order to undertake any development in the County floodplain other than as permitted in the Section 32-205(b) of the County Code, the applicant must obtain a Riverfront at West Hyattsville WMATA Property Floodplain Waiver Letter, Soltesz LLC Project # 07-06-0600 November 30, 2022.
Response: This waiver request letter is intended to initiate the process for obtaining the waiver.

32-206 (b) The request for waiver shall include:

(1) The information required for a permit for development as set forth in this Division;

Response: All required information will be provided for the grading permit as necessary.

(2) A statement explaining the need for the development, any public benefit to be derived, and the actions that will be taken to reduce the threat of any potential flooding, flood damage, or adverse environmental impact;

Response: The site is currently vacant and is zoned MXT. The property is a great location for a mixed-use development since it is adjacent to and within walking distance of the West Hyattsville Metro Station. The approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone places the property within the West Hyattsville Transit District Overlay Zone. This policy document and the zoning calls for a high-density mixed-use development on the site. The document also notes that certain areas slated for development would have to be raised out of the floodplain and includes a map of the areas of proposed fill. This site is one of the areas shown on the map. The current floodplain on the property does not actively convey flow to the Northwest Branch Anacostia. The upstream and downstream properties that bound this site are both above the floodplain. This causes the floodplain to pond on the site, but the velocity of the water will be close to zero is considered ineffective flow. Filling the site and providing an equal amount of compensatory storage will ensure that the floodplain elevation remain at or below the current levels. The site will be elevated above the floodplain and proposed buildings will be site above the flood protection elevation (2

feet above the base flood elevations). This will ensure that there will be no flooding and no potential for flood damage. No wetlands or streams are proposed to be impacted.

(3) Plans and studies as required by the Department

Response: An existing floodplain study has been approved by DPIE (14521-2020). A proposed conditions floodplain has also been approved by DPIE (FPS# 202024). The stormwater Management plan is on the verge of approval with the condition that the Proposed Floodplain Study is approved.

(4) The Name, address, and telephone number of the applicant and property owner; a legal description of the property; a parcel map; a description of the existing use; description of the proposed use; a site map showing the location of flood hazard areas, designated floodway boundaries, flood zones, base flood elevations, flood protection setbacks and a description of the waiver sought; and Plans and studies as required by the Department

Response:
Owner Name: WHPC Block 4 LLC, WHPC Block 3
Owner Address: 1100 North Glebe Road, Suite 1000 Arlington, VA 22201
Premises Address: 2700 Hamilton Street Hyattsville MD 20782 (Parcel 114)
Owner Contact name: c/o Gilbane Development Company WHPC Block 3, LLC and WHPC Block 4 LLC
Contact name: Mr. Matt Michetti
Owner Phone No: 301-659-4262
Applicant Name: West Hyattsville Property LLC
Applicant Address: 1100 North Glebe Road, Suite 1000 Arlington VA 22001
Applicant Phone No: 301-233-6072
Legal Description of the Property: Attached

The property is currently vacant, and a mixed-use development is proposed on the property. The development will include a multifamily building with a commercial component on the first floor of the building along with the associated parking.

The legal description and boundary of the property is attached along with the FEMA map and flood boundaries.

(5) If the application is for a waiver to allow the lowest floor (A Zones) or bottom of the lowest horizontal structural member (V Zones and Coastal A Zones) of a building or structure below the applicable minimum elevation required by these regulations, the application shall include a statement signed by the owner that, if granted, the conditions of the waiver shall be recorded on the deed of the property.

Response: This waiver is not asking for the lowest floor or bottom of the lowest horizontal structural member to be below the minimum elevation required by these regulations.

32-206 (c) Required plans and studies. The Department may require plans and studies to

be submitted. All studies shall be subject to approval by the Department. All studies and calculations furnished to satisfy this provision shall become the property of the County and may be used by the County for reviewing other development or for other purposes.

Response: As noted above, the existing condition floodplain study has been approved and the proposed conditions floodplain study is currently under review by DPIE.

32-206 (d) The Director shall grant a waiver only upon determining that:

(1) There is good and sufficient cause that is based solely on the physical characteristics of the property and cannot be based on the character of the improvement, the personal characteristics of the owner/habitant or local provision that regulate standards other than health and public safety:

Response: This development will benefit the community and the county. It will provide a high-quality mixed-use development adjacent to the West Hyattsville Metro Station which will help spur additional development around the metro station. This benefit to the county and the community cannot be realized without placing fill within the floodplain. All necessary standards and regulations will be met to ensure that there is no adverse impacts to public health or public safety.

(2) The granting of the waiver will not result in additional threats to public safety, or other adverse impacts on other public or private property either upstream, downstream, or adjacent to the subject property

Response: There will be no adverse impacts, increased flooding, or threats to public safety due to the granting of the waiver. The proposed condition floodplain model currently under review with DPIE shows no increase to the floodplain elevations. The proposed buildings will be elevated above the Flood protection elevation.

(3) The granting of the waiver will not result in fraud or victimization of the public;

Response: The public will not be adversely impacted by the granting of this waiver. The public would benefit due to the additional housing and commercial development being proposed adjacent to the metro station.

(4) The waiver is the minimum necessary, considering the flood hazard, to afford relief to the owner, and public funds shall not be expended to mitigate the results of the waiver;

Response: The cutting to provide compensatory storage, the filling of the site and the hydraulic and hydrologic modelling required in ordered for the waiver to be granted will not require the expenditure of public funds.

(5) The development will not violate other Federal, State, or local laws or regulations; and (to be continued with 6 which is a continuation of point 5).

Response: All federal, state, and local laws and regulations will be met.

(6) The waiver does not violate the purpose and intent of this Division.

Response: The requirements specified in this division will be met therefore the purposes and intent of this division will not be violated.

(7) The failure to grant the waiver would result in exceptional hardship due to the physical characteristics of the property.

Response: In addition to the property being almost entirely within the floodplain, the permit for construction is almost near approval therefore failure to grant the waiver would result in the property being undevelopable after a lot of the counties and stakeholders time, energy and resources have been poured into it.

(8) A building, structure or other development is protected by methods to minimize flood damages;

Response: All structures to be constructed onsite will have the lowest floor at or above the required flood protection elevation therefore flood damage impacts would be minimal.

(9) A waiver is the minimum necessary to afford relief, considering the flood hazard.

Response: The property cannot be developed without the granting of the waiver therefore the waiver is the minimum necessary to afford relief.

32-206 (e) Waivers will not be granted for any filling, or the construction or placement of any structures or obstructions which will ultimately be located in the FEMA-designated Floodways, or in the County designated Special Flood Hazard Areas which will increase water surface elevation of the base flood. Within the floodplain, waiver shall not be granted for any new structures, the lowest floors of which are below flood protection elevations.

Response: The Northwest Branch Anacostia River does not contain a regulatory floodway and the proposed development will not increase the water surface elevation of the base flood. All proposed structures will have their lowest floor at or above the flood protection elevation. A Conditional Letter of Map Revision based on Fill (CLOMR-F) was approved on June 14, 2022 and will be included with this waiver request.

32-206 (f) If granted, a waiver shall involve only the least modification necessary to provide relief. If it should become necessary to grant any variance, the applicant shall be required to comply with all applicable requirements of the National Flood Insurance Program regulations (60.3d) including the requirements for elevation, flood proofing and anchoring. The applicant must also comply with any other requirements considered necessary by the Department. Notwithstanding any of the above, however, all structures shall be designed and constructed so as to have the capability of resisting the 100-year flood. Flood proofing is not an option in residential construction. All residential structures must be elevated.

Response: All structures will be elevated above the flood protection elevation. Compensatory storage is being provided to ensure that the floodplain volume lost due to the proposed fill is

accounted for. Currently, our compensatory storage volume is calculated using the base flood elevation as opposed to the base flood elevation plus 1 foot. Incorporating this volume of compensatory storage into our hydraulic model results in no increase to the base flood elevation when comparing the proposed condition to the existing condition. Calculating the compensatory storage based on the BFE plus 1 foot would result in additional compensatory storage volume and less developable land area with no added benefit of flood damage reduction or protection. We therefore humbly ask that the compensatory storage volume be based on the base flood elevation. It is our professional opinion that this meets the intent of this division since there is no increase to the floodplain elevation.

32-206 (g) A record of all waiver actions, including justifications for their issuance, shall be maintained by the Department, shall be included in a bi-annual report submitted to the Federal Insurance Administrator, and shall be available upon request by FEMA or its authorized agent during periodic assessments of the County participation in the National Insurance Program.

Response: Justifications for waiver issuance will be provided to the Department as required for their use.

32-206 (h) As a condition of the waiver, the owner of the property being developed shall be required to execute covenants to provide notice of the waiver, the potential for higher insurance premium rates, commensurate with the increased risk (with rates up to $25 per $100 of insurance coverage), the flood hazard, and any responsibilities of the owner to maintain flood proofing or stream modification facilities or systems, which covenants shall be recorded among the Land Records of the County. Where there will be enclosed areas below the 1-percent annual chance (100-year) flood elevation, the owner shall provide a statement to be recorded in the Land Records of the County which reads, "No conversion of this area to habitable space is to occur the lowest floor is elevated at or above the flood protection elevation. At this site, the flood protection elevation is _____ in _____ (datum)."

Response: A declaration of Covenants will be provided and executed for the maintenance of any propose private ESD facility and a floodplain easement will be provided for the compensatory storage area to ensure that no additional development occurs without the necessary review and approvals. All other covenants will be provided as required.

32-206 (i) All construction within the floodplain must indicate whether any portion of the site lies within the danger reach of any existing or planned upstream dams. For information on danger reach, please refer to Prince George's County Soil Conservation District Soil and Sediment Control Pond Safety Reference Manual (PGSCD Reference Manual)

Response: No portion of the site lies within the danger reach of any existing or planned upstream dams. If you have any questions or require additional information, please do not hesitate to contact me by phone at 301-794-755 or at lanhamteam1@solteszco.com.

Sincerely,

Jason Mills, P.E, LEED AP
Soltesz LLC,
VP, Public Infrastructure & Environmental Sciences.

Young Roh

Subject: FW: West Hyattsville Floodplain Task #50156-2022-0

From: Abdullah, Mariwan <MAbdullah@co.pg.md.us>
Sent: Thursday, October 23, 2025 1:59 PM
To: Burke, Thomas <thomas.burke@ppd.mncppc.org>
Cc: De Guzman, Reynaldo S. <rsdeguzman@co.pg.md.us>; Babar, Salman U. <SUBabar@co.pg.md.us>; Jason Mills <jmills@solteszco.com>; Gupta, Mridula <mridula.gupta@ppd.mncppc.org>
Subject: West Hyattsville Floodplain Task #50156-2022-0

Hello Tom, Mridula

Hope all is well,

Mr. Jason Mills, cc'd, the consultant for the site (West Hyattsville) advised that the package has been submitted to your office and awaiting acceptance. Please be advised that DPIE has the above FP case under review, comments have been provided to the applicant. If you could please accept the package for your review is greatly appreciated. Once received referral from your office DPIE will provide detailed comments. Please don't hesitate to contact me if you require further information.

Thank You,

Mariwan Abdullah, P.E | Chief Engineer
Site Road Plan review Division
Department of Permitting, Inspections and Enforcement

9400 Peppercorn Place | Suite 230 | Largo, MD 20774
Office: 301-636-2060 | Cell: 240-691-7527 | mabdullah@co.pg.md.us

DPIE
DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

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10/12/2025

Mr. Dawit Abraham, Director
C/O Mr. Salman Babar, MSc, CFM
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Response: The primary justification for the Floodplain waiver is that the existing warehouse and associated parking lot are located within a designated flood-prone area. To address this issue, the current structures will be demolished as part of the proposed development. As permitted in Section 32-206 of the Prince George's County Code, we are requesting a waiver to place fill in the floodplain on the subject property. The lower floor (including basement) of the proposed development will be elevated to meet the above requirement. The requirements set forth in the code are satisfied as follows:

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Response: This waiver request letter is intended to initiate the process for obtaining the waiver.

32-206 (b) The request for waiver shall include:

(1) The information required for a permit for development as set forth in this Division;

Response: All required information will be provided for the grading permit as necessary.

(2) A statement explaining the need for the development, any public benefit to be derived, and the actions that will be taken to reduce the threat of any potential flooding, flood damage, or adverse environmental impact;

Response: The site is currently vacant and is zoned MXT. The property is a great location for a mixed-use development since it is adjacent to and within walking distance of the West Hyattsville Metro Station. The approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone places the property within the West Hyattsville Transit District Overlay Zone. This policy document and the zoning calls for a high-density mixed-use development on the site. The document also notes that certain areas slated for development would have to be raised out of the floodplain and includes a map of the areas of proposed fill. This site is one of the areas shown on the map. The current floodplain on the property does not actively convey flow to the Northwest Branch Anacostia. The upstream and downstream properties that bound this site are both above the floodplain. This causes the floodplain to pond on the site, but the velocity of the water will be close to zero is considered ineffective flow. Filling the site and providing an equal amount of compensatory storage will ensure that the floodplain elevation remain at or below the current levels. The site will be elevated above the floodplain and proposed buildings will be site above the flood protection elevation (2

feet above the base flood elevations). This will ensure that there will be no flooding and no potential for flood damage. No wetlands or streams are proposed to be impacted.

(3) Plans and studies as required by the Department

Response: An existing floodplain study has been approved by DPIE (14521-2020). A proposed conditions floodplain has also been approved by DPIE (FPS# 202024). The stormwater Management plan is on the verge of approval with the condition that the Proposed Floodplain Study is approved.

(4) The Name, address, and telephone number of the applicant and property owner; a legal description of the property; a parcel map; a description of the existing use; description of the proposed use; a site map showing the location of flood hazard areas, designated floodway boundaries, flood zones, base flood elevations, flood protection setbacks and a description of the waiver sought; and Plans and studies as required by the Department

Response:
Owner Name: WHPC Block 4 LLC, WHPC Block 3
Owner Address: 1100 North Glebe Road, Suite 1000 Arlington, VA 22201
Premises Address: 2700 Hamilton Street Hyattsville MD 20782 (Parcel 114)
Owner Contact name: c/o Gilbane Development Company WHPC Block 3, LLC and WHPC Block 4 LLC
Contact name: Mr. Matt Michetti
Owner Phone No: 301-659-4262
Applicant Name: West Hyattsville Property LLC
Applicant Address: 1100 North Glebe Road, Suite 1000 Arlington VA 22001
Applicant Phone No: 301-233-6072
Legal Description of the Property: Attached

The property is currently vacant, and a mixed-use development is proposed on the property. The development will include a multifamily building with a commercial component on the first floor of the building along with the associated parking.

The legal description and boundary of the property is attached along with the FEMA map and flood boundaries.

(5) If the application is for a waiver to allow the lowest floor (A Zones) or bottom of the lowest horizontal structural member (V Zones and Coastal A Zones) of a building or structure below the applicable minimum elevation required by these regulations, the application shall include a statement signed by the owner that, if granted, the conditions of the waiver shall be recorded on the deed of the property.

Response: This waiver is not asking for the lowest floor or bottom of the lowest horizontal structural member to be below the minimum elevation required by these regulations.

32-206 (c) Required plans and studies. The Department may require plans and studies to

be submitted. All studies shall be subject to approval by the Department. All studies and calculations furnished to satisfy this provision shall become the property of the County and may be used by the County for reviewing other development or for other purposes.

Response: As noted above, the existing condition floodplain study has been approved and the proposed conditions floodplain study is currently under review by DPIE.

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(1) There is good and sufficient cause that is based solely on the physical characteristics of the property and cannot be based on the character of the improvement, the personal characteristics of the owner/habitant or local provision that regulate standards other than health and public safety:

Response: This development will benefit the community and the county. It will provide a high-quality mixed-use development adjacent to the West Hyattsville Metro Station which will help spur additional development around the metro station. This benefit to the county and the community cannot be realized without placing fill within the floodplain. All necessary standards and regulations will be met to ensure that there is no adverse impacts to public health or public safety.

(2) The granting of the waiver will not result in additional threats to public safety, or other adverse impacts on other public or private property either upstream, downstream, or adjacent to the subject property

Response: There will be no adverse impacts, increased flooding, or threats to public safety due to the granting of the waiver. The proposed condition floodplain model currently under review with DPIE shows no increase to the floodplain elevations. The proposed buildings will be elevated above the Flood protection elevation.

(3) The granting of the waiver will not result in fraud or victimization of the public;

Response: The public will not be adversely impacted by the granting of this waiver. The public would benefit due to the additional housing and commercial development being proposed adjacent to the metro station.

(4) The waiver is the minimum necessary, considering the flood hazard, to afford relief to the owner, and public funds shall not be expended to mitigate the results of the waiver;

Response: The cutting to provide compensatory storage, the filling of the site and the hydraulic and hydrologic modelling required in ordered for the waiver to be granted will not require the expenditure of public funds.

(5) The development will not violate other Federal, State, or local laws or regulations; and (to be continued with 6 which is a continuation of point 5).

Response: All federal, state, and local laws and regulations will be met.

(6) The waiver does not violate the purpose and intent of this Division.

Response: The requirements specified in this division will be met therefore the purposes and intent of this division will not be violated.

(7) The failure to grant the waiver would result in exceptional hardship due to the physical characteristics of the property.

Response: In addition to the property being almost entirely within the floodplain, the permit for construction is almost near approval therefore failure to grant the waiver would result in the property being undevelopable after a lot of the counties and stakeholders time, energy and resources have been poured into it.

(8) A building, structure or other development is protected by methods to minimize flood damages;

Response: All structures to be constructed onsite will have the lowest floor at or above the required flood protection elevation therefore flood damage impacts would be minimal.

(9) A waiver is the minimum necessary to afford relief, considering the flood hazard.

Response: The property cannot be developed without the granting of the waiver therefore the waiver is the minimum necessary to afford relief.

32-206 (e) Waivers will not be granted for any filling, or the construction or placement of any structures or obstructions which will ultimately be located in the FEMA-designated Floodways, or in the County designated Special Flood Hazard Areas which will increase water surface elevation of the base flood. Within the floodplain, waiver shall not be granted for any new structures, the lowest floors of which are below flood protection elevations.

Response: The Northwest Branch Anacostia River does not contain a regulatory floodway and the proposed development will not increase the water surface elevation of the base flood. All proposed structures will have their lowest floor at or above the flood protection elevation. A Conditional Letter of Map Revision based on Fill (CLOMR-F) was approved on June 14, 2022 and will be included with this waiver request.

32-206 (f) If granted, a waiver shall involve only the least modification necessary to provide relief. If it should become necessary to grant any variance, the applicant shall be required to comply with all applicable requirements of the National Flood Insurance Program regulations (60.3d) including the requirements for elevation, flood proofing and anchoring. The applicant must also comply with any other requirements considered necessary by the Department. Notwithstanding any of the above, however, all structures shall be designed and constructed so as to have the capability of resisting the 100-year flood. Flood proofing is not an option in residential construction. All residential structures must be elevated.

Response: All structures will be elevated above the flood protection elevation. Compensatory storage is being provided to ensure that the floodplain volume lost due to the proposed fill is

accounted for. Currently, our compensatory storage volume is calculated using the base flood elevation as opposed to the base flood elevation plus 1 foot. Incorporating this volume of compensatory storage into our hydraulic model results in no increase to the base flood elevation when comparing the proposed condition to the existing condition. Calculating the compensatory storage based on the BFE plus 1 foot would result in additional compensatory storage volume and less developable land area with no added benefit of flood damage reduction or protection. We therefore humbly ask that the compensatory storage volume be based on the base flood elevation. It is our professional opinion that this meets the intent of this division since there is no increase to the floodplain elevation.

32-206 (g) A record of all waiver actions, including justifications for their issuance, shall be maintained by the Department, shall be included in a bi-annual report submitted to the Federal Insurance Administrator, and shall be available upon request by FEMA or its authorized agent during periodic assessments of the County participation in the National Insurance Program.

Response: Justifications for waiver issuance will be provided to the Department as required for their use.

32-206 (h) As a condition of the waiver, the owner of the property being developed shall be required to execute covenants to provide notice of the waiver, the potential for higher insurance premium rates, commensurate with the increased risk (with rates up to $25 per $100 of insurance coverage), the flood hazard, and any responsibilities of the owner to maintain flood proofing or stream modification facilities or systems, which covenants shall be recorded among the Land Records of the County. Where there will be enclosed areas below the 1-percent annual chance (100-year) flood elevation, the owner shall provide a statement to be recorded in the Land Records of the County which reads, "No conversion of this area to habitable space is to occur the lowest floor is elevated at or above the flood protection elevation. At this site, the flood protection elevation is _____ in _____ (datum)."

Response: A declaration of Covenants will be provided and executed for the maintenance of any propose private ESD facility and a floodplain easement will be provided for the compensatory storage area to ensure that no additional development occurs without the necessary review and approvals. All other covenants will be provided as required.

32-206 (i) All construction within the floodplain must indicate whether any portion of the site lies within the danger reach of any existing or planned upstream dams. For information on danger reach, please refer to Prince George's County Soil Conservation District Soil and Sediment Control Pond Safety Reference Manual (PGSCD Reference Manual)

Response: No portion of the site lies within the danger reach of any existing or planned upstream dams. If you have any questions or require additional information, please do not hesitate to contact me by phone at 301-794-755 or at lanhamteam1@solteszco.com.

Sincerely,

Jason Mills, P.E, LEED AP
Soltesz LLC,
VP, Public Infrastructure & Environmental Sciences.

Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Office of the Director

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

November 20, 2020

Mr. Phil Hughes, P.E.
Rodgers Consulting
1101 Mercantile Lane, Suite 280
Largo, Maryland 20877

Re: Riverfront - Parcel 114
Case No. 17692-2020, FPS No. 202024
CR: Ager Road
CR: Lancer Drive

Dear Mr. Hughes:

This is in response to your letter dated July 14, 2020 requesting a 100-year floodplain waiver for the proposed mixed-use development and parking.

Staff reviewed the request and offers the following observations:

- The proposed property is located at 2700 Hamilton Street, Hyattsville, Maryland 20782, Parcel 114.
- This site contains floodplain from Northwest Branch. The Northwest Branch is recognized as a County and FEMA designated Special Flood Hazard area.
- The FEMA effective and existing base flood elevation on this property is 37.9 feet NGVD29. After adding 1-foot freeboard, the established FEMA floodplain elevation is 38.9 feet NGVD29.
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This floodplain waiver will facilitate the development of this site with a new mixed-use building to be built at or above the flood protection elevation. The project will also provide stormwater management to treat legacy impervious areas and will provide 100-year peak flow attenuation. Access road to the property will be provided with one-foot freeboard from floodplain. Safety of access to the property in times of flood (Code requirement 32-206(j) will be provided.

Based on the information submitted and the corresponding summary response to the waiver conditions, the applicant has demonstrated compliance with the waiver requirement. Therefore, the waiver request is hereby approved with the following conditions:

1. This waiver is granted on condition that the proposed access road will be at least one foot higher than the floodplain at 39.9 feet NGVD29.

2. This approval does not relieve the applicant of the responsibility for obtaining any other approvals, licenses or permits in accordance with Federal, State or local

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3. As required by County Code 32-205(f) and 32-207(a)(2), the finished floor elevation of the proposed building shall be built at least two feet above the base 100-year flood elevation. The proposed building on this site shall be built at or above the flood protection elevation of 39.9 (NGVD29) and elevated by fill. Basements are not permitted.

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- Constructed and placed on the lots so as to offer the minimum obstruction to the flow and height of the flood water;
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- Constructed by methods and practices that minimize flood damage and adverse environmental impacts".

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less than three feet above the elevation of 1-percent annual chance (100) year flood".

If you have any questions or need additional information, feel free to contact Ms. Mary Giles, Associate Director of our Site/Road Plan Review Division, at 301.636.2060.

Sincerely,

Dawit Abraham

Melinda M. Bolling
Director

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Floodplain Existing Conditions Exhibit
Floodplain Proposed Conditions Exhibit
Cut/Fill Sections
Waiver Request Letter

MMB:MG:ag

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Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
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Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Office of the Director

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

November 20, 2020

Mr. Phil Hughes, P.E.
Rodgers Consulting
1101 Mercantile Lane, Suite 280
Largo, Maryland 20877

Re: Riverfront - Parcel 114
Case No. 17692-2020, FPS No. 202024
CR: Ager Road
CR: Lancer Drive

Dear Mr. Hughes:

This is in response to your letter dated July 14, 2020 requesting a 100-year floodplain waiver for the proposed mixed-use development and parking.

Staff reviewed the request and offers the following observations:

- The proposed property is located at 2700 Hamilton Street, Hyattsville, Maryland 20782, Parcel 114.
- This site contains floodplain from Northwest Branch. The Northwest Branch is recognized as a County and FEMA designated Special Flood Hazard area.
- The FEMA effective and existing base flood elevation on this property is 37.9 feet NGVD29. After adding 1-foot freeboard, the established FEMA floodplain elevation is 38.9 feet NGVD29.
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This floodplain waiver will facilitate the development of this site with a new mixed-use building to be built at or above the flood protection elevation. The project will also provide stormwater management to treat legacy impervious areas and will provide 100-year peak flow attenuation. Access road to the property will be provided with one-foot freeboard from floodplain. Safety of access to the property in times of flood (Code requirement 32-206(j) will be provided.

Based on the information submitted and the corresponding summary response to the waiver conditions, the applicant has demonstrated compliance with the waiver requirement. Therefore, the waiver request is hereby approved with the following conditions:

1. This waiver is granted on condition that the proposed access road will be at least one foot higher than the floodplain at 39.9 feet NGVD29.

2. This approval does not relieve the applicant of the responsibility for obtaining any other approvals, licenses or permits in accordance with Federal, State or local

requirements and does not authorize commencement of the proposed project. FEMA Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) are likely required. Please coordinate with the Department of the Environment (DoE) for the next steps. The LOMR shall be submitted prior to issuance of the Use and Occupancy Permit.

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DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

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1101 Mercantile Lane, Suite 280
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CR: Lancer Drive

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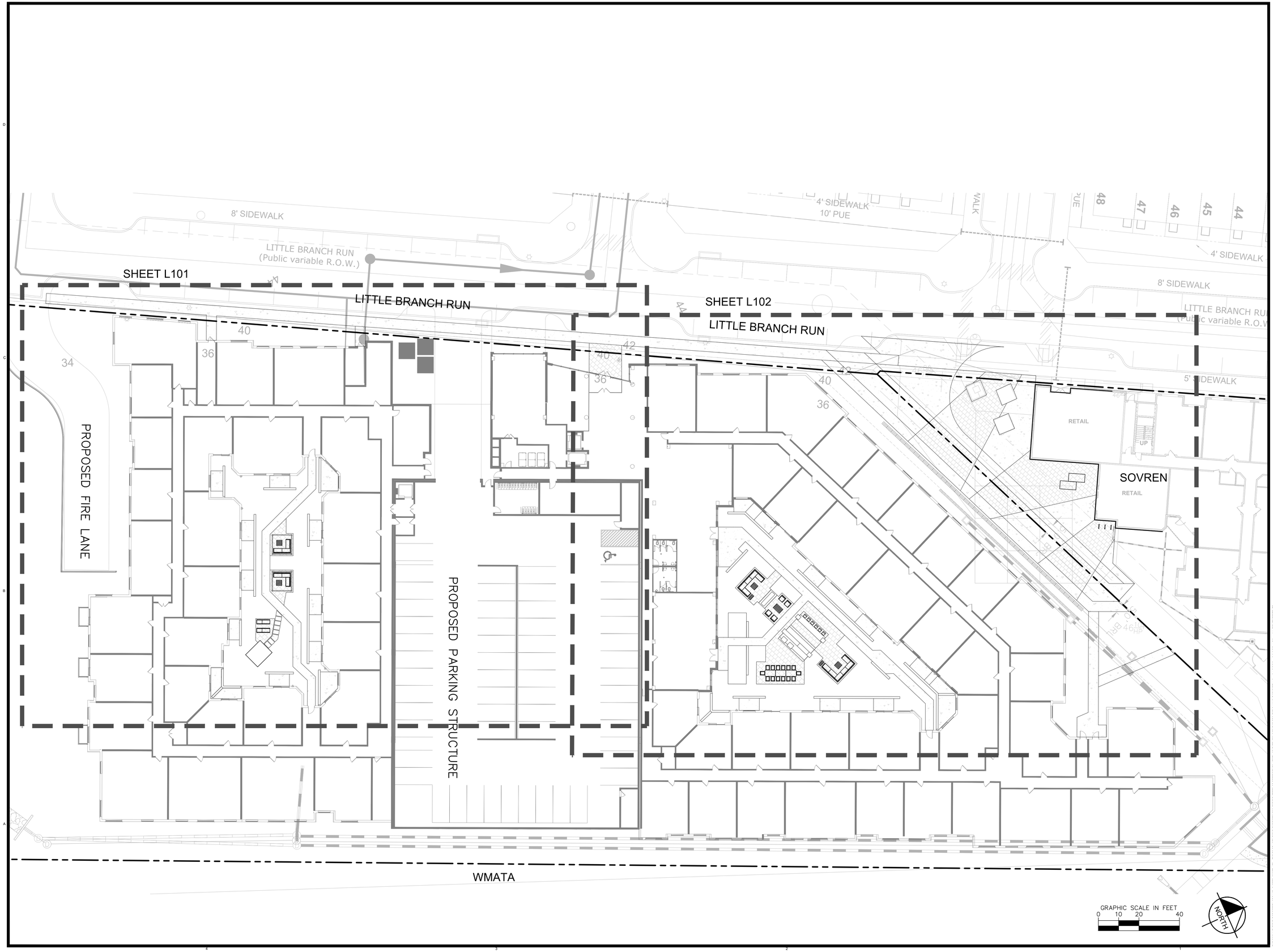

dcs DESIGN

DAVIS CARTER SCOTT Ltd

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Interior Architecture
Land Planning

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PHONE: 703-674-1300 FAX: 703-674-1350
WWW.KIMLEY-HORN.COM

LANDSCAPE ARCHITECT
JEFFREY W. ZEIL
No. 3000
EXPIRY: 6/11/2027
STATE OF MARYLAND
12/12/2025

PRINT DATE 12/12/2025

ISSUE DATE

DSP SUBMISSION	5/30/2025
DSP RESUBMISSION	7/02/2025
DSP RESUBMISSION 2	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
OVERALL AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

DRAWING NUMBER
L100

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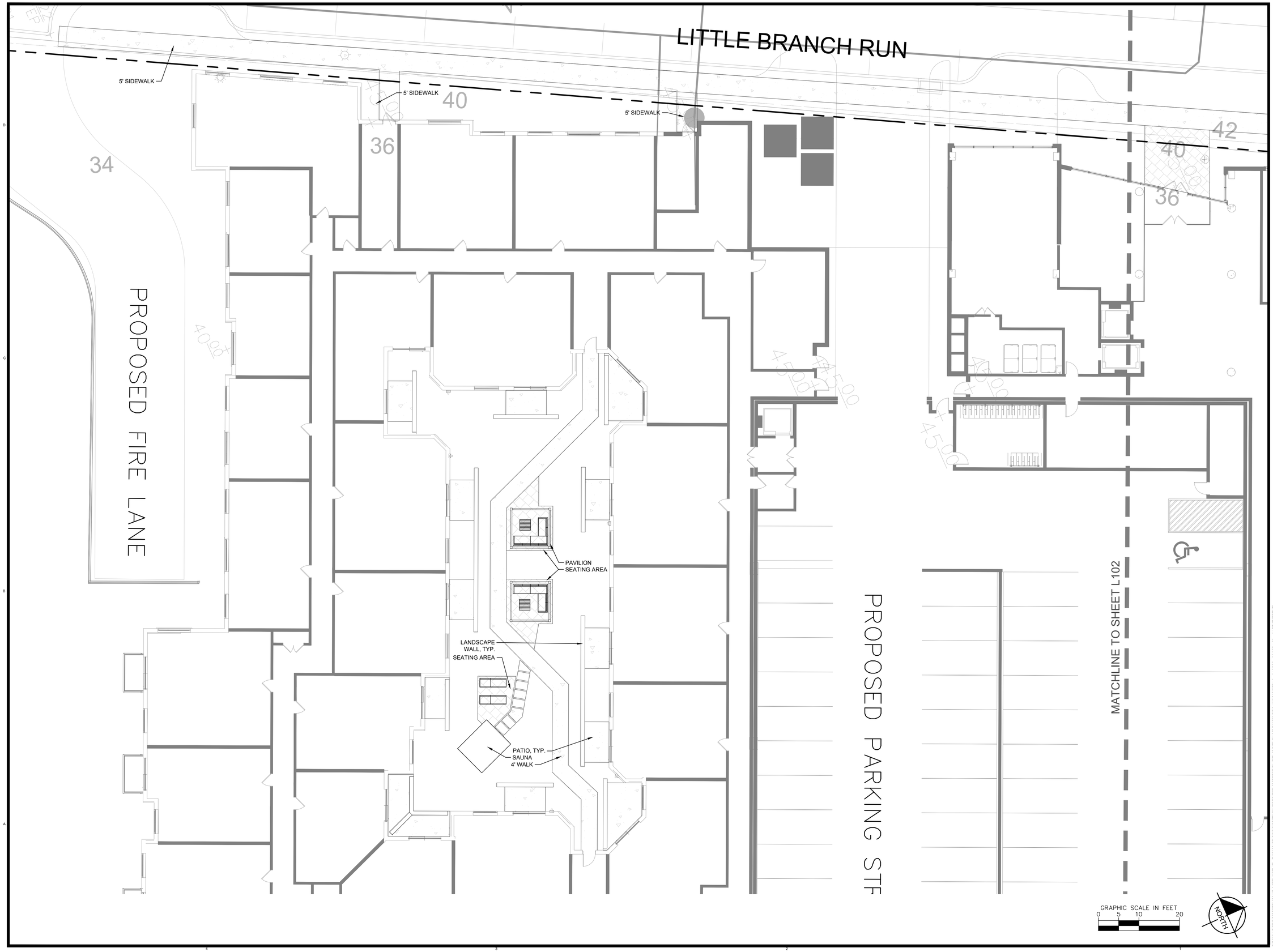

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LANDSCAPE ARCHITECT
ZACHARY A. LEVY
No. 3000-001-1
REGISTERED
PROFESSIONAL
STATE OF MARYLAND

12/12/2025

PRINT DATE 12/12/2025

ISSUE DATE

DSP SUBMISSION	5/30/2025
DSP RESUBMISSION	7/02/2025
DSP RESUBMISSION 2	12/12/2025

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WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

DRAWING NUMBER
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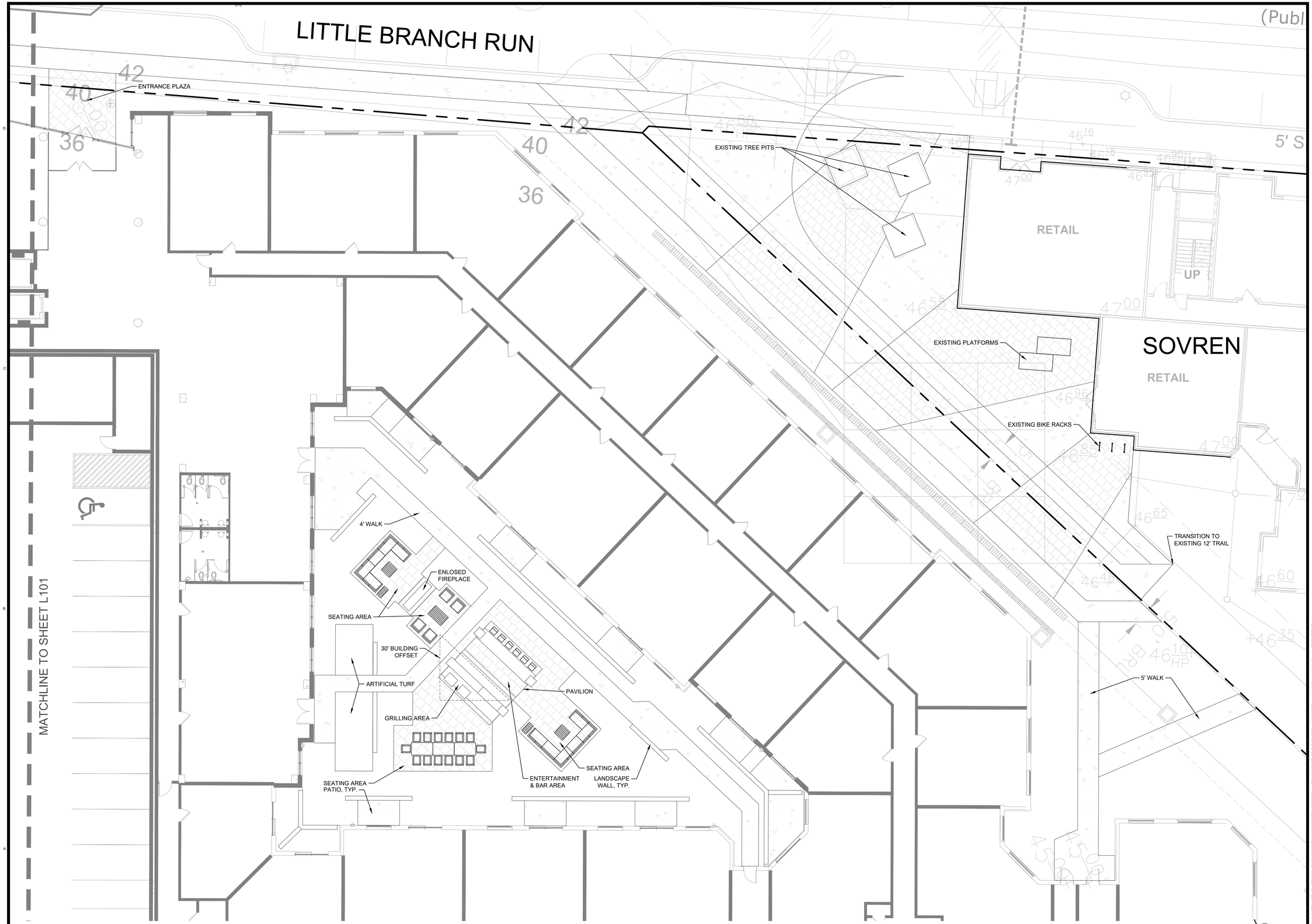

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LANDSCAPE ARCHITECT
STATE OF MARYLAND

12/12/2025

PRINT DATE	12/12/2025

ISSUE DATE

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DSP RESUBMISSION 2	12/12/2025

REVISION DATE

PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

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PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT
TREES					
	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	B & B	3"-3.5" Cal.
	5	Acer saccharum 'Barrett Cole'	Apollo® Sugar Maple	B & B	3"-3.5" Cal.
	5	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	B & B	3"-3.5" Cal.
	7	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	B & B	2.5" - 3" Cal
	13	Carpinus caroliniana 'J.N. Upright'	Firespire® American Hornbeam	B & B	3"-3.5" Cal.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT
SHRUBS					
	58	Aronia melanocarpa `UCONNAM165`	Low Scape Mound Chokeberry	B & B	24" HT MIN.
	47	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	B & B	24" HT MIN.
	92	Distylium x 'PIIDIST-II'	Blue Cascade® Distylium	B & B	24" HT MIN.
	73	Distylium x 'PIIDIST-III'	First Editions® Coppertone™ Distylium	B & B	24" HT MIN.
	62	Fothergilla gardenii	Dwarf Fothergilla	B & B	24" HT MIN.
	196	Ilex glabra `Shamrock`	Shamrock Inkberry Holly	B & B	24" HT MIN.
	177	Ilex glabra 'Compacta'	Compact Inkberry	B & B	24" HT MIN.
	15	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.
	134	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.
	57	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT
GROUND COVERS				
	2,550 sf	Perennials / Grasses		1 gal

EXISTING TREE TO BE RELOCATED
SD EASEMENT
EXISTING TREES TO BE REMOVED
LITTLE BRANCH RUN (Public variable R.O.W.)
8' SIDEWALK
4' SIDEWALK
10' PUE
PROPERTY LINE
EXISTING TREES TO BE REMOVED
EXISTING TREE (PER DSP 16029) RELOCATED DURING PHASE 1 BUILD OUT DUE TO UTILITY CONFLICTS
EXISTING TREES TO BE REMOVED
5' SIDEWALK
RETAIL
EXISTING TREES TO REMAIN; DSP-20053
EXISTING TREES TO BE REMOVED; DSP-20053
SD EASEMENT
WSSC EASEMENT
PROPERTY LINE
FLOOD PLAIN
PROPOSED FIRE LANE
PROPOSED PARKING STRUCTURE
565'-0"
GRAPHIC SCALE IN FEET
0 10 20 40
NORTH

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LANDSCAPE ARCHITECT
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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE PLAN

DRAWN BY	BRB
QC CHECKED BY	ZAL
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Buffer Yard Requirements

Schedule 4.7-1

Onsite Use:	Mixed Use			
	Location	Adjacent Use / Road Type	Width	Buffer Required
Buffer A - B	North Boundary	Mixed Use	N/A	N/A
Buffer B - C	East Boundary	Transportation and Utility	40 LF	Type D
Buffer C - D	South Boundary	Stormwater	N/A	N/A
Buffer D - A	West Boundary	Private Road	N/A	N/A

Notes:
1. Alternative compliance for East Boundary Buffer approved in DSP-20053.
2. Stormwater plantings provided by others.

Buffering Incompatible Uses Requirements

LM 4.7-3

BUFFER B-C - Along Eastern Boundary

1)	General Plan Designation:	Developed Tier
2)	Use of Proposed development	Multifamily
3)	Impact of Proposed Development	Multifamily
4)	Use of adjoining development	Rail Lines at or above ground level
5)	Impact of Adjoining development	High
6)	Minimum required Bufferyard (A, B, C, D or E)	D
7)	Minimum required building setback:	50'
8)	Building setback provided:	Avg. 14'
9)	Minimum required width of landscape yard:	40 LF
10)	Width of landscape yard provided:	Avg. 14 LF
11)	Linear feet of buffer strip required along property line and right-of-way:	565 feet
12)	Percentage of required bufferyard occupied by existing trees:	0%
13)	Is a six (6) foot high fence or wall included in bufferyard?	NO
14)	Total number of plant units required in buffer strip:	**904 Planting Units**
15)	Total number of plant units provided:	

Shade Trees (1 Tree = 10 PU)	0 Trees	0 Planting Units
Ornamental/Evergreen Trees (1 Tree = 5 PU)	0 Trees	0 Planting Units
Shrubs (1 Shrub = 1 PU)	331 Shrubs	331 Planting Units
		331 Planting Units

Schedule 4.9-1

Sustainable Landscaping Requirements

LM 4.9-1

1) Percentage of Native Plant Material Required for each Category

Shade Trees	Total Provided 14	x 50% =	7	Total Native Required
		100% =	14	Total Native Provided
Minor Shade Trees	Total Provided 20	x 30% =	13	Total Native Required
		100% =	20	Total Native Provided
Evergreen Trees	Total Provided 0	x 30% =	0	Total Native Required
		#DIV/0!	0	Total Native Provided
Shrubs	Total Provided 911	x 30% =	273	Total Native Required
		82% =	746	Total Native Provided

2) Are invasive species proposed? ____ Yes ✓ No

3) Are existing invasive species on-site in areas to remain un disturbed? ____ Yes ✓ No

4) If yes is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with section 1.5; Certification of Installation of Plant Materials ____ Yes ✓ No

5) Are trees proposed to be planted on slopes greater than 3:1? ____ Yes ✓ No

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP#:	DRD Case #	Area (acres)
	M-X-T	DSP-20053	
Site Calculations:	Zone 1:		4.98
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		4.98

Total Acres (gross acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
4.980	10.0%	0.50	21,693
A. TOTAL ON-SITE WC PROVIDED (acres) =		acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00	acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			4,095
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			4,095
E. TOTAL SQUARE FOOTAGE REQUIRED =			21,693
			Shortage

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75	14	1,050
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**		0
	2 - 2 1/2" = 100		0
	2 -1/2 - 3" = 110	7	770
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**		0
	3 - 3 1/2" = 175	13	2,275
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**		0
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		34	4,095

NOTES:
1.SEE APPROVED DSP-16029 FOR EXISTING STREET TREE INFORMATION.
2. EXISTING TREES PER DSP-16029 AND DSP-20053 NOT CREDITED ABOVE.

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT	DROUGHT TOLERANT?	NATIVE?
TREES							
AR	4	Acer rubrum 'Bowhall'	Bowhall Red Maple	B & B	3"-3.5" Cal.	Yes	Yes
AB	5	Acer saccharum 'Barrett Cole'	Apollo® Sugar Maple	B & B	3"-3.5" Cal.	Yes	Yes
AA	5	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	B & B	3"-3.5" Cal.	Yes	Yes
AM	7	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Apple Serviceberry	B & B	2.5" - 3" Cal	Yes	Yes
CJ	13	Carpinus caroliniana 'J.N. Upright'	Firespire® American Hornbeam	B & B	3"-3.5" Cal.	Yes	Yes

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT	DROUGHT TOLERANT?	NATIVE?
SHRUBS							
AMS	58	Aronia melanocarpa `UCONNAM165`	Low Scape Mound Chokeberry	B & B	24" HT MIN.	Yes	Yes
CAH	47	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	B & B	24" HT MIN.	Yes	Yes
DIS	92	Distylium x 'PIIDIST-II'	Blue Cascade® Distylium	B & B	24" HT MIN.	Yes	No
DIP	73	Distylium x 'PIIDIST-III'	First Editions® Coppertone™ Distylium	B & B	24" HT MIN.	Yes	No
FOG	62	Fothergilla gardenii	Dwarf Fothergilla	B & B	24" HT MIN.	Yes	Yes
IGS	196	Ilex glabra `Shamrock`	Shamrock Inkberry Holly	B & B	24" HT MIN.	Yes	Yes
IGC	177	Ilex glabra 'Compacta'	Compact Inkberry	B & B	24" HT MIN.	Yes	Yes
IVH	15	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.	Yes	Yes
IVS	134	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.	Yes	Yes
VDC	57	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.	Yes	Yes

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT
GROUND COVERS				
PG	2,550 sf	Perennials / Grasses		1 gal

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ZACHARY A. LEVIN
No. 3002
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PROFESSIONAL
STATE OF MARYLAND

12/12/2025

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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE CALCULATIONS

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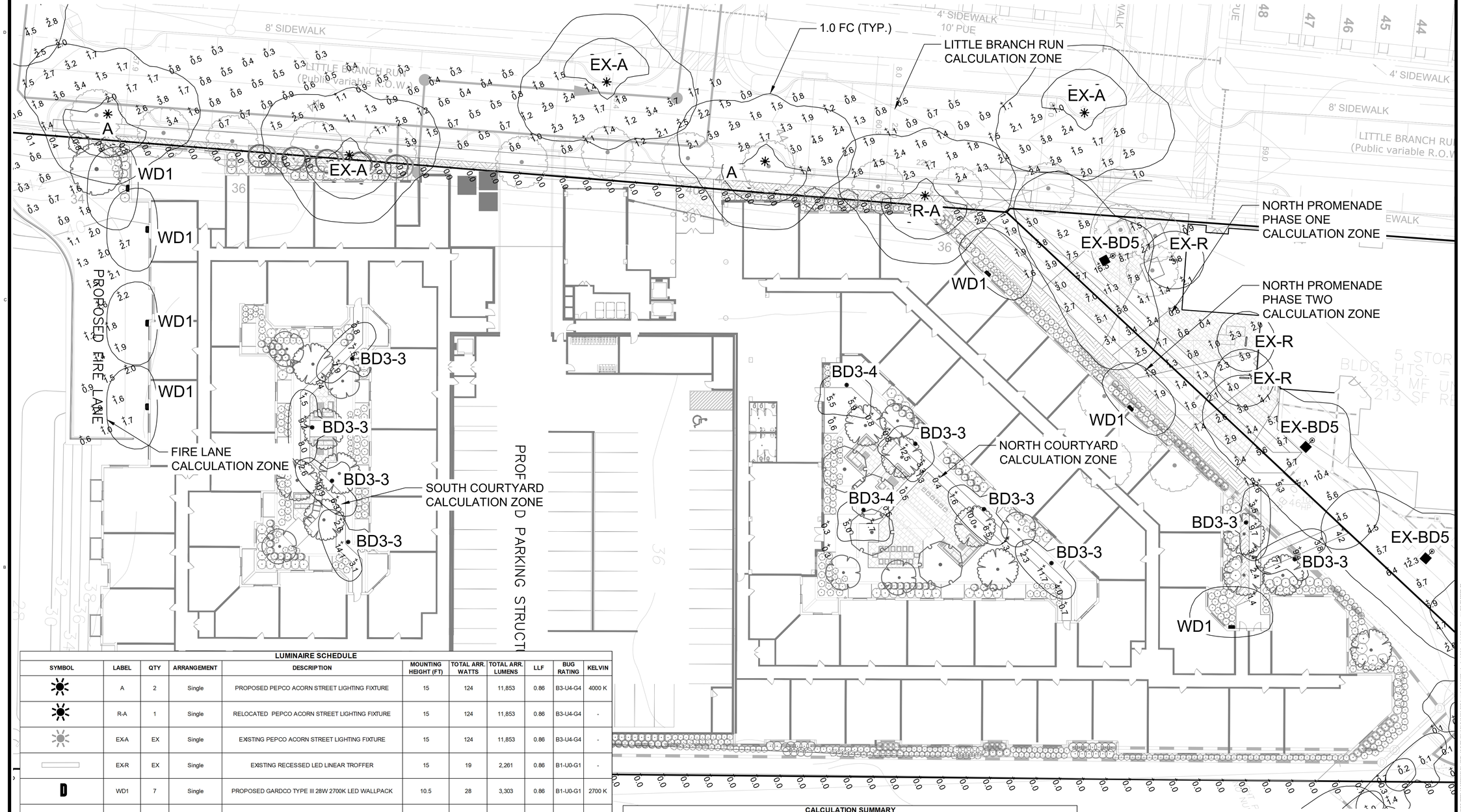

LUMINAIRE SCHEDULE

SYMBOL	LABEL	QTY	ARRANGEMENT	DESCRIPTION	MOUNTING HEIGHT (FT)	TOTAL ARR. WATTS	TOTAL ARR. LUMENS	LLF	BUG RATING	KELVIN
	A	2	Single	PROPOSED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	4000 K
	R-A	1	Single	RELOCATED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	-
	EX-A	EX	Single	EXISTING PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4	-
	EX-R	EX	Single	EXISTING RECESSED LED LINEAR TROFFER	15	19	2,261	0.86	B1-U0-G1	-
	WD1	7	Single	PROPOSED GARDCO TYPE III 28W 2700K LED WALLPACK	10.5	28	3,303	0.86	B1-U0-G1	2700 K
	EX_BD-4	EX	Single	EXISTING LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0	3000 K
	EX_BD-3	EX	Single	EXISTING LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0	3000 K
	EX_BD2-4	EX	Single	EXISTING LIGMAN TYPE IV 30W 3000K LED SHOEBOX	12	54	4,983	0.86	0	3000 K
	BD3-4	3	Single	PROPOSED LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0	3000 K
	BD3-3	8	Single	PROPOSED LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0	3000 K
	EX_BD5	EX	Single	EXISTING WMATA STANDARD FIXTURE	12	159	18,960	0.86	B3-U0-G3	-

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVERAGE	TARGET AVERAGE	MAX	TARGET MAX	MIN	TARGET MIN	AVG/MIN	TARGET AVG/MIN	MAX/MIN
FIRE LANE	ILLUMINANCE	FC	1.3	1.2	2.7	N/A	0.3	N/A	4.3	N/A	9.0
LITTLE BRANCH RUN	ILLUMINANCE	FC	1.6	1.2	4.5	N/A	0.3	N/A	5.5	6.0	15.0
NORTH PROMENADE PH1 (EX)	ILLUMINANCE	FC	4.9	1.2	15.5	N/A	0.4	1.2	12.3	N/A	38.8
NORTH PROMENADE PH2	ILLUMINANCE	FC	3.3	1.2	9.7	N/A	1.3	1.2	2.6	N/A	7.5
NORTH COURTYARD	ILLUMINANCE	FC	3.6	1.2	12.5	N/A	0.3	N/A	12.1	N/A	41.7
SOUTH COURTYARD	ILLUMINANCE	FC	5.8	1.2	14.1	N/A	0.8	N/A	7.3	N/A	17.6
PROPERTY BOUNDARY	ILLUMINANCE	FC	0.0	N/A	1.3	2.0	0.0	N/A	N/A	N/A	0.0

1. Target criteria taken from Sec. 27-6700 of Prince George's County Zoning Ordinance, Subdivision Regulations, & Landscape Manual.
2. Target criteria for Little Branch Run taken from IES RP-8-00 Table 2: Roadway Illumanince.
3. Property Boundary calcuations performed using only proposed fixtures.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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LANDSCAPE ARCHITECT
CHRISTOPHER M. KLEIN
No. 3200
EXPIRY: 07/31/2026
STATE OF MARYLAND
12/12/2025

PRINT DATE 12/12/2025

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WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
PHOTOMETRIC PLAN

DRAWN BY	PJA
QC CHECKED BY	KLB
CA REVIEWED BY	Approver

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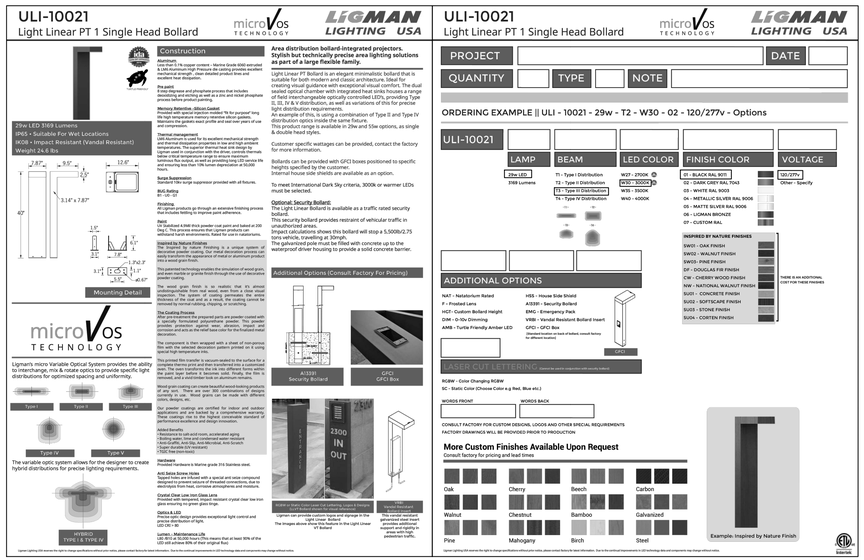

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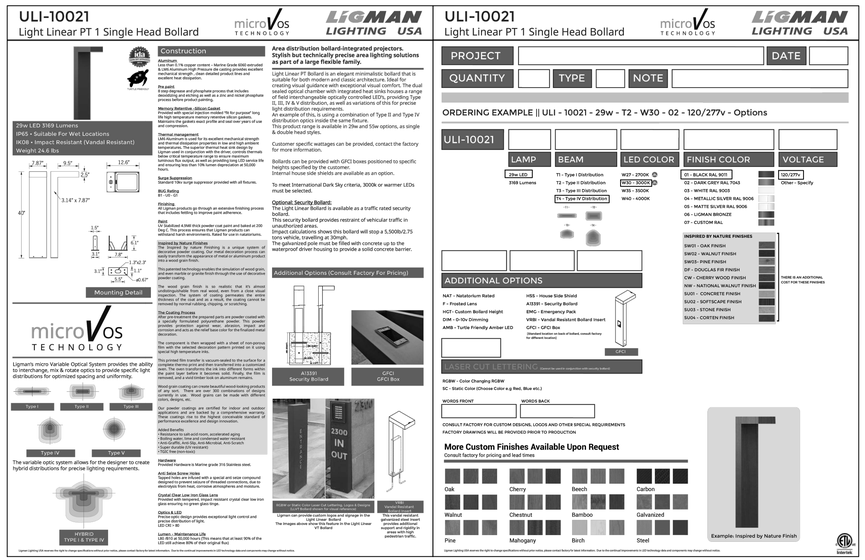
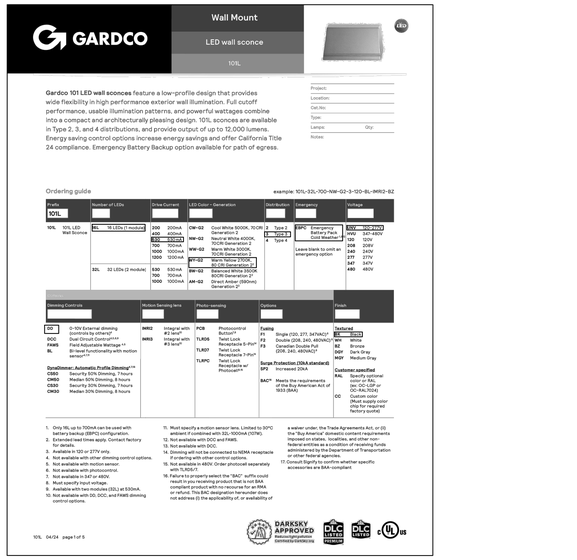
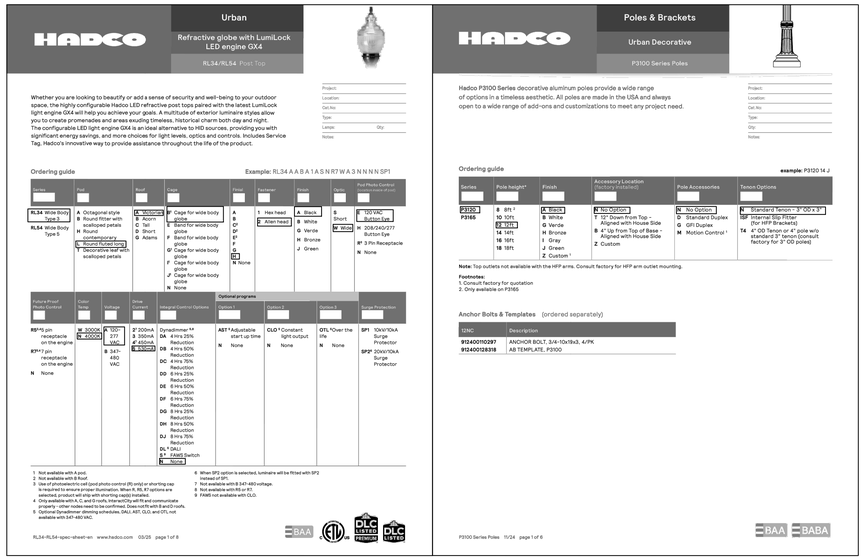


FIXTURE BD3-4



FIXTURE WD1



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PHOTOMETRIC DETAILS

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CA REVIEWED BY	Approver

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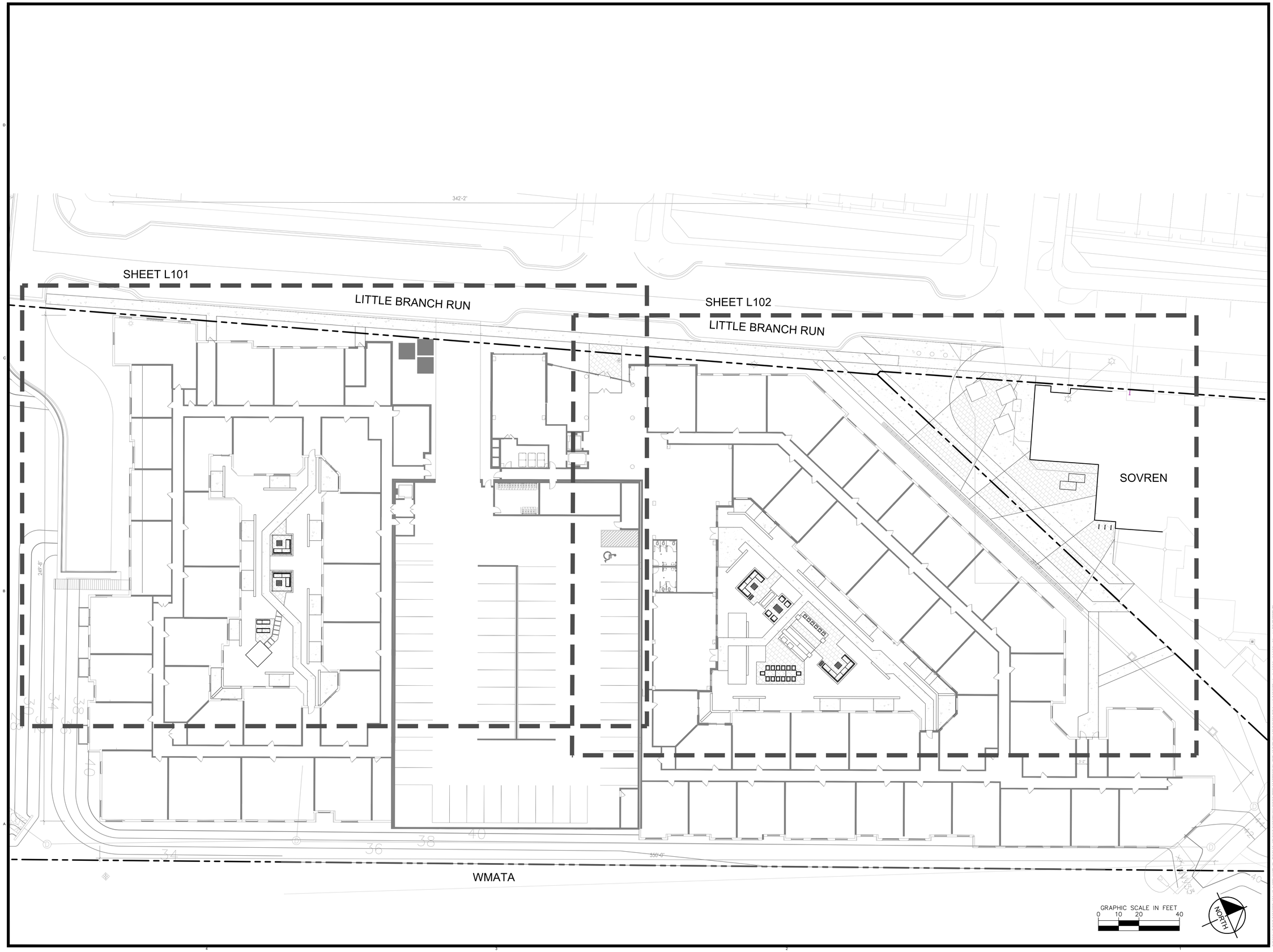

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LANDSCAPE ARCHITECT
ZACHARY A. LEVY
No. 3000-001-1
STATE OF MARYLAND

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DRAWING TITLE

OVERALL AMENITY PLAN

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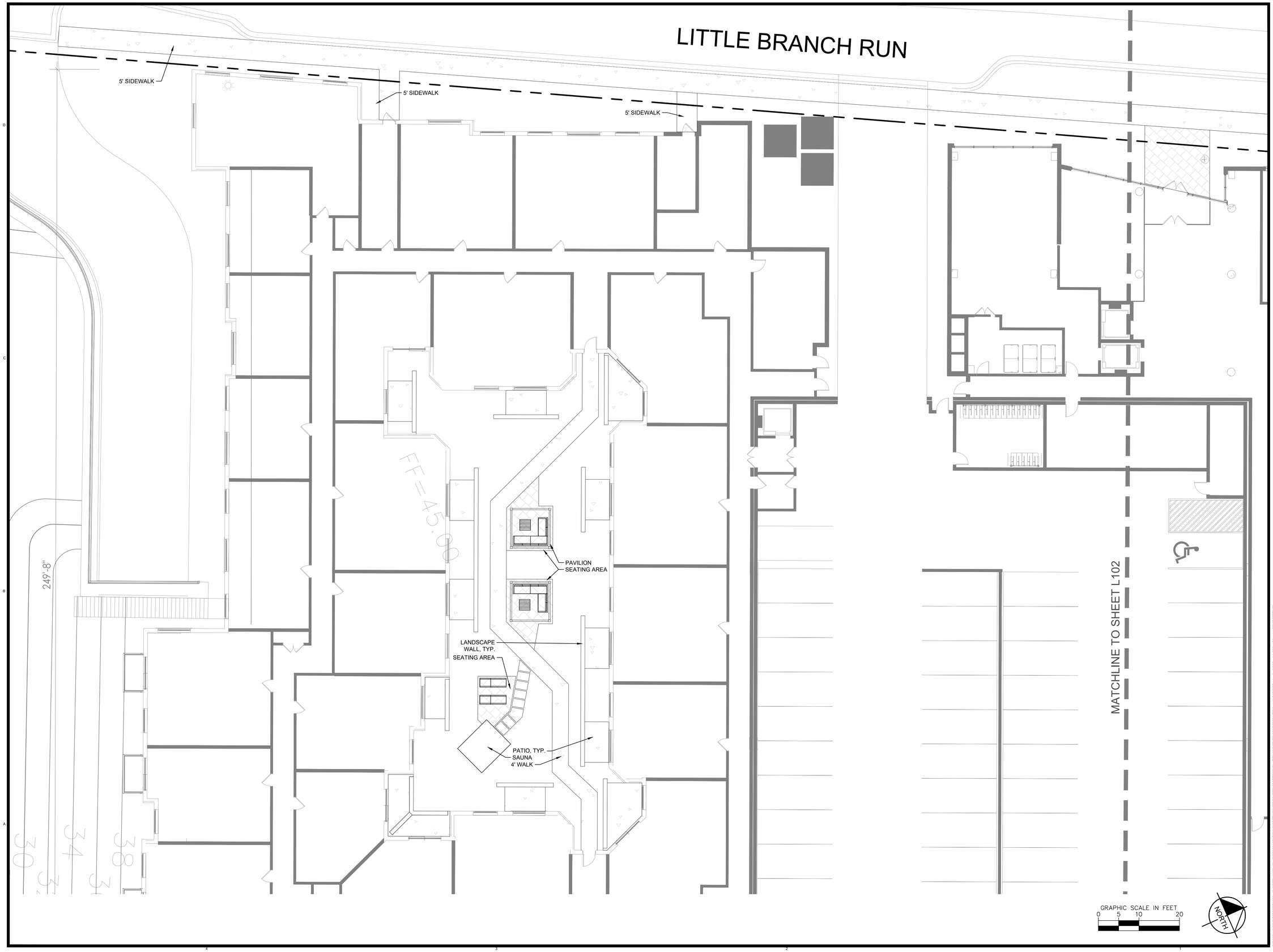

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PROJECT TITLE
WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
AMENITY PLAN

DRAWN BY	RAB
QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

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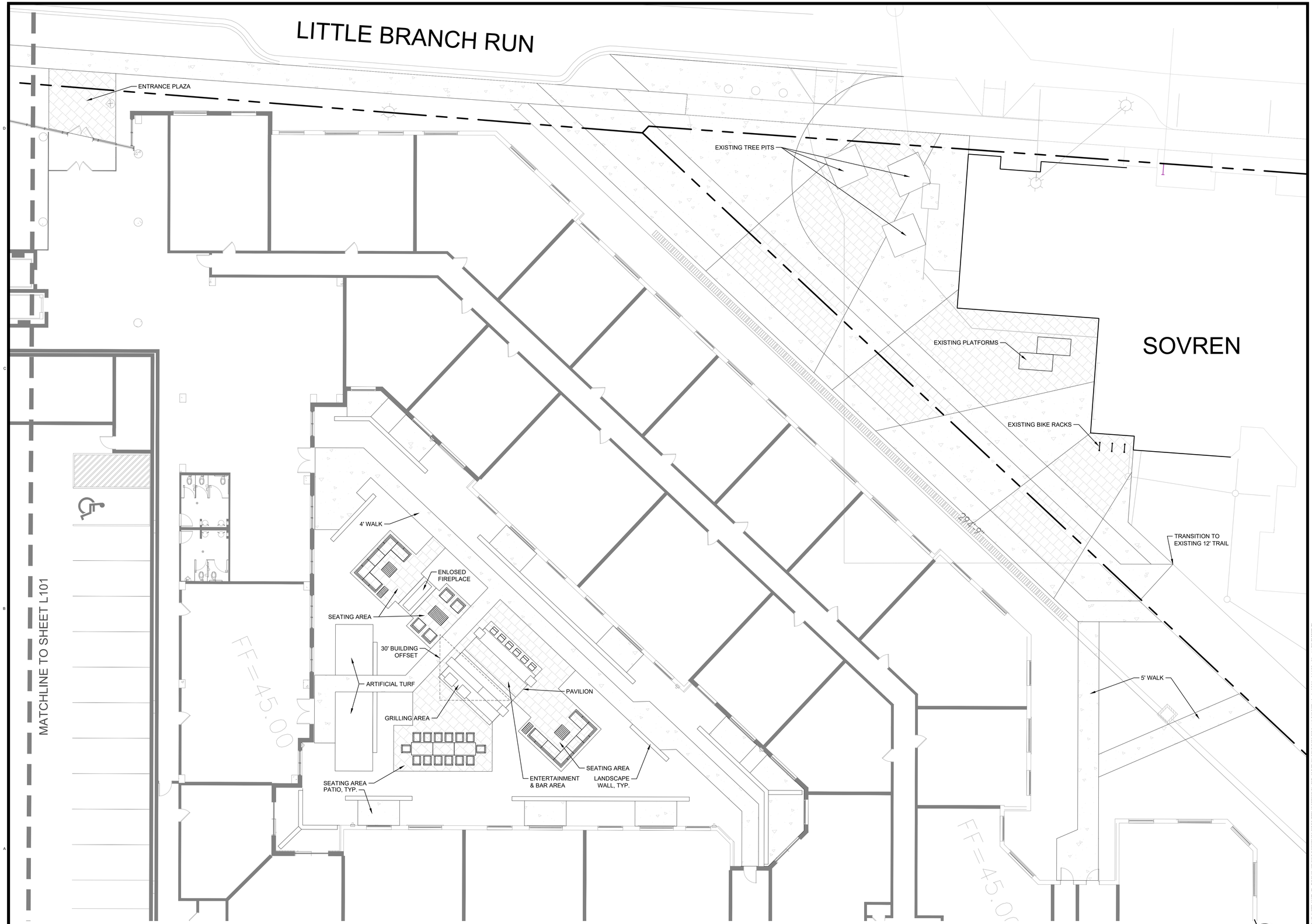

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LANDSCAPE ARCHITECT
STATE OF MARYLAND

7/02/2025

PRINT DATE 7/02/2025

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PROJECT TITLE
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WEST HYATTSVILLE, MD

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DRAWING TITLE
AMENITY PLAN

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PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT
TREES					
	13	Amelanchier canadensis 'Trazam'	Tradition® Canadian Serviceberry	B & B	2"Cal
	2	Carpinus betulus 'Fastigiata'	Upright European Hornbeam	B & B	2"-2.5" Cal.
	4	Chionanthus virginicus	White Fringetree	B & B	2"Cal
	4	Ulmus americana 'Jefferson'	Jefferson American Elm	B & B	3"-3.5" Cal.

SYMBOL	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT
SHRUBS					
	128	Abelia x grandiflora	Glossy Abelia	B & B	24" HT MIN.
	86	Callicarpa americana	American Beautyberry	B & B	24" HT MIN.
	209	Hydrangea quercifolia 'Pee Wee'	Pee Wee Oakleaf Hydrangea	B & B	24" HT MIN.
	99	Ilex glabra 'Chamzin'	Nordic™ Inkberry Holly	B & B	24" HT MIN.
	103	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.
	144	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.
	102	Morella pensylvanica	Northern Bayberry	B & B	24" HT MIN.
	94	Rhododendron x 'Delaware Valley White'	Delaware Valley White Azalea	B & B	24" HT MIN.
	82	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.

NOTE: SEE APPROVED DSP #17044 FOR EXISTING STREET TREE INFORMATION.

EXISTING TREE TO REMAIN

EXISTING TREES TO BE REMOVED

EXISTING TREES TO REMAIN

EXISTING TREES TO BE REMOVED

D

A

C

B

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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PROFESSIONAL ENGINEER
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7/02/2025

PRINT DATE 7/02/2025

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WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE PLAN

DRAWN BY	BRB
QC CHECKED BY	ZAL
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PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL / HT
TREES					
AT	13	Amelanchier canadensis 'Trazam'	Tradition® Canadian Serviceberry	B & B	2"Cal
CF	2	Carpinus betulus 'Fastigiata'	Upright European Hornbeam	B & B	2"-2.5" Cal.
CV	4	Chionanthus virginicus	White Fringetree	B & B	2"Cal
UJ	4	Ulmus americana 'Jefferson'	Jefferson American Elm	B & B	3"-3.5" Cal.

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	HEIGHT
SHRUBS					
AG	128	Abelia x grandiflora	Glossy Abelia	B & B	24" HT MIN.
CAM	86	Callicarpa americana	American Beautyberry	B & B	24" HT MIN.
HWP	209	Hydrangea quercifolia 'Pee Wee'	Pee Wee Oakleaf Hydrangea	B & B	24" HT MIN.
IGC	99	Ilex glabra 'Chamzin'	Nordic™ Inkberry Holly	B & B	24" HT MIN.
IVH	103	Itea virginica 'Henry's Garnet'	Henry's Garnet Sweetspire	B & B	24" HT MIN.
IVS	144	Itea virginica 'Sprich'	Little Henry® Sweetspire	B & B	24" HT MIN.
MPV	102	Morella pensylvanica	Northern Bayberry	B & B	24" HT MIN.
RDV	94	Rhododendron x 'Delaware Valley White'	Delaware Valley White Azalea	B & B	24" HT MIN.
VDC	82	Viburnum dentatum 'Christom'	Blue Muffin® Arrowwood Viburnum	B & B	24" HT MIN.

Schedule 4.7-1

Buffering Incompatible Uses Requirements *LM 4.7-3*

BUFFER B-C - Along Eastern Boundary

1)	General Plan Designation:	Developed Tier	
2)	Use of Proposed development	Multifamily	
3)	Impact of Proposed Development	Multifamily	
4)	Use of adjoining development	Rail Lines at or above ground level	
5)	Impact of Adjoining development	High	
6)	Minimum required Bufferyard (A, B, C, D or E)	D	
7)	Minimum required building setback:	50'	
8)	Building setback provided:	Avg. 14'	
9)	Minimum required width of landscape yard:	40 LF	
10)	Width of landscape yard provided:	Avg. 14 LF	
11)	Linear feet of buffer strip required along property line and right-of-way:	565 feet	
12)	Percentage of required bufferyard occupied by existing trees:	0%	
13)	Is a six (6) foot high fence or wall included in bufferyard?	NO	
14)	Total number of plant units required in buffer strip:	**904 Planting Units**	
15)	Total number of plant units provided:		
	Shade Trees (1 Tree = 10 PU)	0 Trees	0 Planting Units
	Ornamental/Evergreen Trees (1 Tree = 5 PU)	0 Trees	0 Planting Units
	Shrubs (1 Shrub = 1 PU)	608 Shrubs	608 Planting Units
			608 Planting Units

Schedule 4.9-1

Sustainable Landscaping Requirements *LM 4.9-1*

1) Percentage of Native Plant Material Required for each Category

Shade Trees	Total Provided 6	x 50% =	3	Total Native Required
		100% =	6	Total Native Provided
Minor Shade Trees	Total Provided 17	x 30% =	13	Total Native Required
		82% =	14	Total Native Provided
Evergreen Trees	Total Provided 0	x 30% =	0	Total Native Required
		#DIV/0!	6	Total Native Provided
Shrubs	Total Provided 1047	x 30% =	723	Total Native Required
		8% =	81	Total Native Provided

2) Are invasive species proposed? ____ Yes ✓ No

3) Are existing invasive species on-site in areas to remain un disturbed? ____ Yes ✓ No

4) If yes is checked in numbers 2 or 3, is a note included on the plan requiring removal of invasive species prior to certification in accordance with section 1.5; Certification of Installation of Plant Materials ____ Yes ✓ No

5) Are trees proposed to be planted on slopes greater than 3:1? ____ Yes ✓ No

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP#:		DRD Case #	Area (acres)
	LTO-C		DSP-20053	
Site Calculations:	Zone 1:			3.12
	Zone 2:			
	Zone 3:			
	Zone 4:			
	Total Acres:			3.12
Total Acres (gross acres)	% of TCC required		TCC Required (Acres)	TCC Required in (SF)
3.120	15.0%		0.47	20,386
A. TOTAL ON-SITE WC PROVIDED (acres) =			acres	0
B. TOTAL AREA EXISTING TREES (non-WC acres) =	0.00		acres	0
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =				3,920
D. TOTAL TREE CANOPY COVERAGE PROVIDED =				3,920
E. TOTAL SQUARE FOOTAGE REQUIRED =				20,386
				Shortage

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	**2 -1/2 - 3" = 65**		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	**1-1/2 - 1-3/4"= 75**		0
	2 - 2 1/2" = 100	17	1,700
	2 -1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	**2 -1/2 - 3" = 160**	2	320
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	**2 -1/2 - 3" = 225**	4	900
	3 - 3 1/2" = 250	4	1,000
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	**6 - 8' = 40**		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	**6 - 8' = 75**		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	**6 - 8' = 125**		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	**6 - 8' = 150**		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/TCC CREDIT (SF)		27	3,920

NOTE: SEE APPROVED DSP #17044 FOR EXISTING STREET TREE INFORMATION.
FOUR (4) STREET TREES INCLUDED ABOVE AS 'DECIDUOUS - MAJOR SHADE TREE'.

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LANDSCAPE ARCHITECT
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No. 3002
STATE OF MARYLAND

7/02/2025

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WEST HYATTSVILLE

WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

DRAWING TITLE
LANDSCAPE CALCULATIONS

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QC CHECKED BY	ZAL
CA REVIEWED BY	Approver

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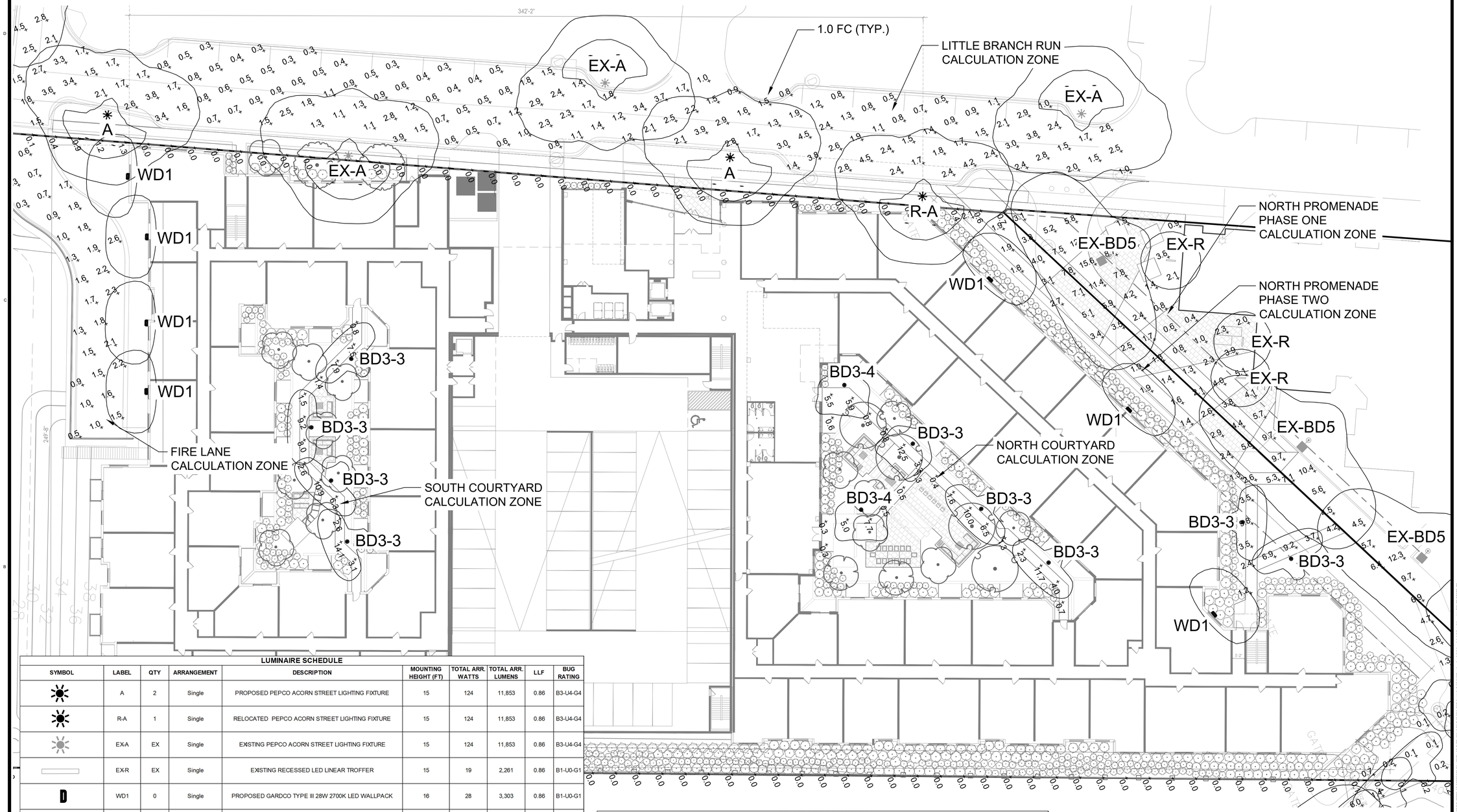

LUMINAIRE SCHEDULE

SYMBOL	LABEL	QTY	ARRANGEMENT	DESCRIPTION	MOUNTING HEIGHT (FT)	TOTAL ARR. WATTS	TOTAL ARR. LUMENS	LLF	BUG RATING
✳	A	2	Single	PROPOSED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4
✳	R-A	1	Single	RELOCATED PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4
✳	EX-A	EX	Single	EXISTING PEPCO ACORN STREET LIGHTING FIXTURE	15	124	11,853	0.86	B3-U4-G4
▭	EX-R	EX	Single	EXISTING RECESSED LED LINEAR TROFFER	15	19	2,261	0.86	B1-U0-G1
D	WD1	0	Single	PROPOSED GARDCO TYPE III 28W 2700K LED WALLPACK	16	28	3,303	0.86	B1-U0-G1
◉	EX_BD-4	EX	Single	EXISTING LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0
◉	EX_BD-3	EX	Single	EXISTING LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0
▭	EX_BD2-4	0	Single	EXISTING LIGMAN TYPE IV 30W 3000K LED SHOEBOX	12	54	4,983	0.86	0
◉	BD3-4	0	Single	PROPOSED LIGMAN TYPE IV 29W 3000K LED BOLLARD	3.5	29	2,232	0.86	0
◉	BD3-3	0	Single	PROPOSED LIGMAN TYPE III 29W 3000K LED BOLLARD	3.5	29	2,203	0.86	0
▭	EX_BD5	EX	Single	EXISTING WMATA STANDARD FIXTURE	12	159	18,960	0.86	B3-U0-G3

CALCULATION SUMMARY

LABEL	CALC TYPE	UNITS	AVERAGE	TARGET AVERAGE	MAX	TARGET MAX	MIN	TARGET MIN	AVG/MIN	TARGET AVG/MIN	MAX/MIN
FIRE LANE	ILLUMINANCE	FC	1.3	1.2	2.6	N/A	0.3	N/A	4.4	N/A	8.7
LITTLE BRANCH RUN	ILLUMINANCE	FC	1.6	1.2	4.5	N/A	0.3	N/A	5.5	6.0	15.0
NORTH PROMENADE PH1 (EX)	ILLUMINANCE	FC	4.9	1.2	15.6	N/A	0.4	1.2	12.3	N/A	39.0
NORTH PROMENADE PH2	ILLUMINANCE	FC	3.3	1.2	9.8	N/A	1.2	1.2	2.8	N/A	8.2
NORTH COURTYARD	ILLUMINANCE	FC	3.6	1.2	12.5	N/A	0.3	N/A	12.1	N/A	41.7
SOUTH COURTYARD	ILLUMINANCE	FC	5.8	1.2	14.1	N/A	0.8	N/A	7.3	N/A	17.6
PROPERTY BOUNDARY	ILLUMINANCE	FC	0.0	N/A	1.3	2.0	0.0	N/A	N/A	N/A	0.0

1. Target criteria taken from Sec. 27-6700 of Prince George's County Zoning Ordinance, Subdivision Regulations, & Landscape Manual.
2. Target criteria for Little Branch Run taken from IES RP-8-00 Table 2: Roadway Illuminance.
3. Property Boundary calcuations performed using only proposed fixtures.

GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

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LANDSCAPE ARCHITECT
CHRISTOPHER M. CARTER
REG. NO. 3009
EXPIRY DATE: 7/31/2025
STATE OF MARYLAND
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WEST HYATTSVILLE, MD

PROJECT NO. KH NO. 111123000

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PHOTOMETRIC PLAN

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QC CHECKED BY	KLB
CA REVIEWED BY	Approver

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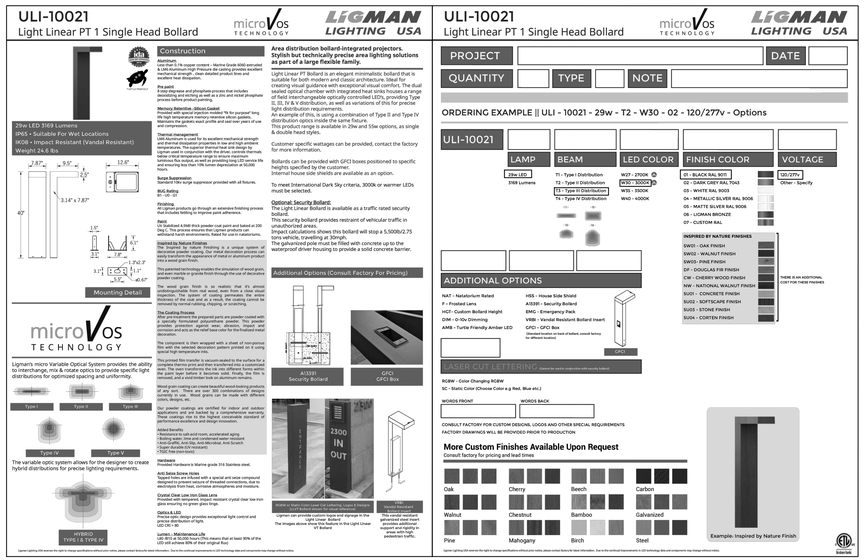
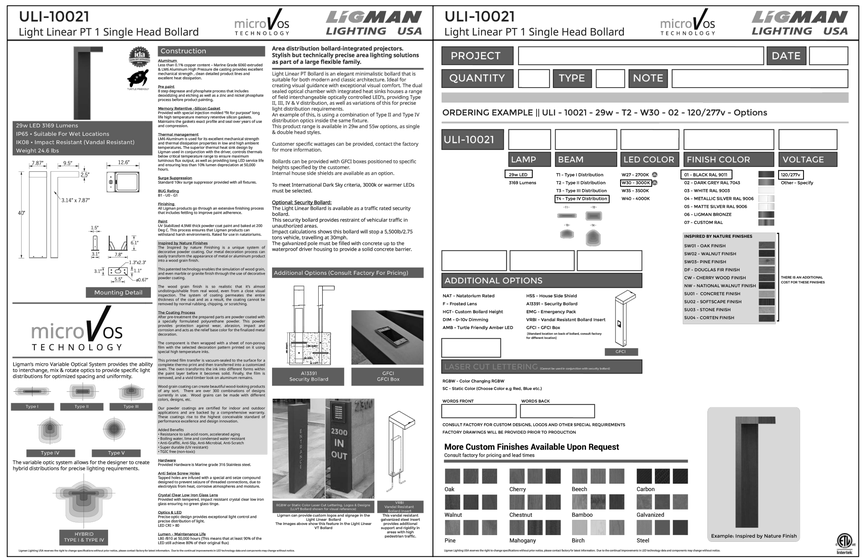
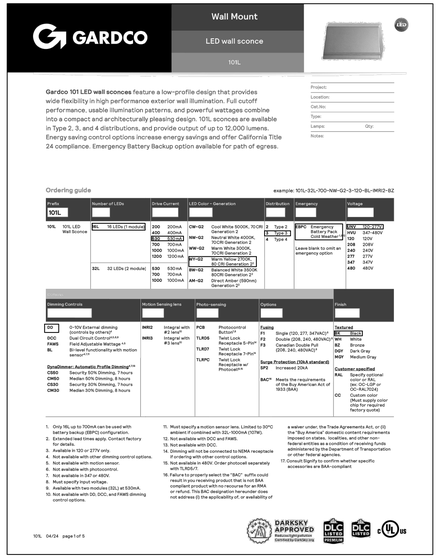


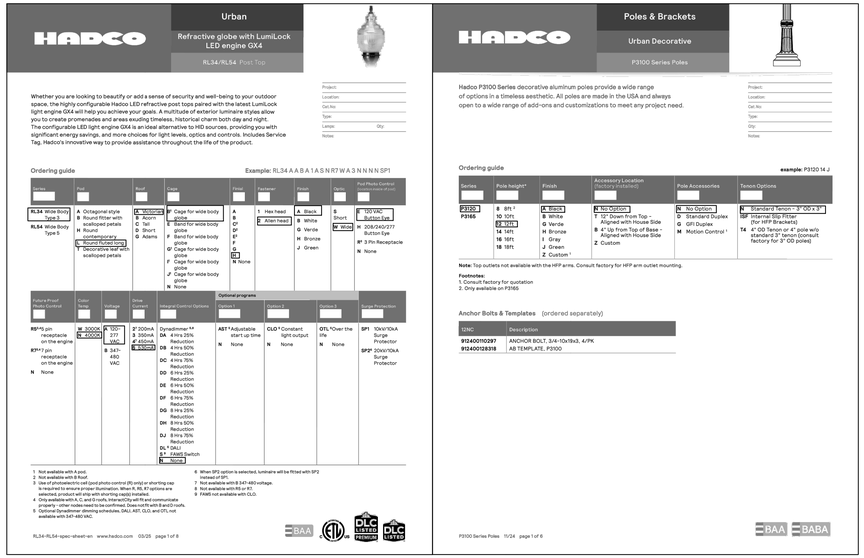
FIXTURE BD3-3



FIXTURE BD3-4



FIXTURE WD1



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PHOTOMETRIC DETAILS

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QC CHECKED BY	KLB
CA REVIEWED BY	Approver

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HUSH
ACOUSTICS LLC

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July 18, 2025

WHPC Block 4 LLC
c/o Matthew Michetti
Development Manager
Gilbane Development Company
1100 North Glebe Road #1000
Arlington, VA 22201

Re: West Hyattsville Phase 2
Noise Analysis

Mr. Michetti:

A prior Hush Acoustics LLC report dated August 24, 2021 summarized a Metrorail noise analysis for the West Hyattsville Phase 1 project in Prince George's County, MD. This report is an update for Phase 2 given the slightly shifted building location, and the building design. The prior analysis was based on sound levels measured along the Metrorail tracks from Thursday October 22, 2015, through Thursday October 29, 2015.

In our opinion it is acceptable to rely on the 2015 noise measurements for Phase 2. The only two factors affecting long-term average sound levels due to Metrorail trains are: (1) how loud each noise event is, and (2) how many noise events there are. The loudness of each noise even should not change over time. The number of noise events is a function of the Metrorail schedule. We understand service began at the West Hyattsville station in 1993, Yellow Line service was added in 2012, Yellow Line service was truncated in 2023, and Yellow Line service will partially return in December 2025. Therefore, it is likely that the number of trains per day was higher in 2015 than it is now.

This analysis was based on the following drawings:

- The overall layout site plan emailed by Soltesz on May 15, 2025. From this drawing we determined the distance from the proposed Phase 2 apartments to the centerline between the Metrorail tracks.
- The Typical Unit Overall Plan sheet A-41 prepared by DCS Design provided by Gilbane Development Company via email on May 6, 2025. This drawing shows room layouts within apartments.
- The Building Elevations drawing 301 prepared by DCS Design provided by Gilbane via email on May 5, 2025.

The prior report was completed based on the legacy zoning ordinance, but per the email from Gilbane on April 23, 2025, we understand the County is holding all projects to the new noise regulations. For completeness we are presenting noise levels in terms of both the legacy and new zoning ordinance criteria in this report. The legacy criteria are that the Day-Night Average Sound Level (DNL) not exceed 45 dB inside the residences or 65 in recreation areas. The new criteria are that both the daytime average sound level as well as the nighttime average sound level not exceed 65 dB in recreation areas or 45 dB inside the residences.

Average sound levels due to Metrorail trains at location M1 (which was 265 feet from the centerline between the tracks) for the loudest of the 6 days of full data were as follows:

- The DNL was 63.0 dB
- The daytime average sound level was 60.7 dB
- The nighttime average sound level was 55.3 dB

As noted above, the County criteria are that all 3 types of average sound levels be reduced to 65 dB in recreation areas and 45 dB indoors. Of the 3, the DNL is the most conservative. For the remainder of this report, we are focusing only on the DNL. To be conservative, we are designing for a DNL due to Metrorail of 43 dB indoors.

Sound levels at the proposed Phase 2 building were extrapolated based on sound levels due to trains at location M1 in our prior report. Sound levels were assumed to drop off at a rate of 4.5 dB per doubling of distance with respect to 265 feet. This is a common assumption for railroads with soft ground nearby. We also assumed that for apartments and the 5th floor outdoor area which are oriented perpendicular to the railroad, the building itself will provide 3 dB of attenuation. And for areas that are completely shielded from Metrorail noise such as the two courtyards, we assumed the building will provide 10 dB of attenuation. The resulting estimated DNL due to Metrorail are shown in Figures 1 and 2.

Indoor Noise

Figure 1 show that the DNL for apartments facing the railroad will be in the range of 67.3 to 68.8 dB, and at those perpendicular to the tracks the DNL will be lower. For simplicity, since the sound levels are in a fairly narrow range, we will treat all apartments as if the DNL outdoors is 68.8 dB. To reduce the DNL to 43 dB indoors requires that the building envelope reduce noise levels by as much as 25.8 dB.

The drawings show room sizes and types, and window sizes. Exterior cladding will consist of cementitious panels/siding for all residential walls. Per prior phases of the project, we assumed that exterior walls will consist of two layers of 5/8" gypsum board indoors, 2x6 wood studs with batt insulation, 5/8" OSB sheathing, ½" furring, and the cementitious panels/siding. All apartments will have six-foot tall vinyl hung windows and some will have eight-foot-tall balcony doors facing the Metrorail tracks.

Sound levels are often expressed for selected ranges of pitches (frequencies). The most common way to divide up frequencies is using one-third octave bands. The Noise Reduction (NR) is the difference between noise levels outdoors and indoors in a single one-third octave frequency band and is calculated based on the Noise Reduction (NR) in a single one-third octave band, the area of each exterior envelope material (e.g., walls, windows, doors, and roof), the transmission loss of each exterior envelope material, the surface area of each room finish material (e.g., walls, floors, beds, etc.), and the sound absorption coefficient of each room finish material. The areas of exterior envelope materials were taken from the architectural drawings.

Transmission loss is a laboratory measure of the sound insulation performance in a single one-third octave band of a product or assembly. The transmission losses of the windows and doors were obtained from published test reports provided by various manufacturers; the results were grouped based on ranges of reported Sound Transmission Class (STC) ratings. The STC rating is a common rating used to describe the sound insulation performance of windows and doors, as well as other products and assemblies. Per the Phase 1 door schedule, unit balcony doors are vinyl. Per Spec 084256 Architectural Terrace Doors from Phase 1, the proposed vinyl balcony doors had a rating of at least STC 34. Per Spec 085313 Vinyl Windows from Phase 1, vinyl windows had a rating of STC 30. We assumed that windows and balcony doors would have a rating of STC 30 for Phase 2. Acoustical data for the walls were estimated using computer software. Since the acoustical performance of the roof will be so much better than that of the walls and windows, and since the roof is partially shielded from Metrorail noise, the roof was neglected in our analysis.

Figure 1. DNL due to Metrorail at Building

Figure 2. DNL due to Metrorail in Rec Areas

9109 Coronado Terrace, Fairfax, VA 22031
T [703] 534.2790

The sound absorption coefficient is a value that expresses how much incident sound is absorbed by a room finish material; a value of 0.0 represents no absorption (i.e., complete reflection) while a value of 1.0 represents complete absorption. The areas and sound absorption coefficients of room finish materials were assumed based on typical finishes for the given type of room. In other words, it was assumed that rooms would be normally furnished; in unfurnished rooms noise levels will be higher. To be conservative, we assumed that no rooms would have carpeted flooring.

The Noise Level Reduction (NLR) is the A-weighted difference between noise levels outdoors and indoors and is calculated based on the sound spectrum outdoors, and the NR values in individual frequency bands. For the purposes of this calculation, it is not necessary to know the absolute noise level outdoors. Rather, it is only necessary to know how the noise levels vary as a function of frequency; this variation is known as the sound spectrum. The sound spectrum measured on site was used. The indoor DNL was determined by subtracting the NLR from the outdoor DNL of 68.8 dB. Table 1 presents the calculated DNL for each room impacted by Metrorail noise.

Table 1. Indoor DNL, dB, using STC 30 Windows and Balcony Doors

Typical Bedroom w/ Window	39.2
1BR D Bedroom w/ Door	41.6
1BR Living Room w/ Door	41.3
2BR Living Room w/ Door	41.6
1BR D Living Room w/ Double Window	38.5
Typical Living Room w/ Triple Window	39.6
3BR Living/Dining Room w/ Windows	40.9
2BR C Living/Dining Room w/ Windows	40.8

It can be seen from Table 2 that the DNL indoors will not exceed the goal of 43 dB in any room if STC 30 windows and balcony doors are used. To simply meet county criteria, we would recommend specifying at least STC 30 for windows and balcony doors. No upgrades are required for walls. If you wanted to err on the cautious side, use even higher STC ratings for windows and balcony doors.

Outdoor Noise

Figure 2 shows the DNL will be 54.8 to 57.9 dB in the 3 rec areas. Since this is 65 dB or lower, no noise mitigation is needed. If you have any questions, please contact me at 703/534-2790 or via e-mail at Gary@HushAcoustics.com.

Sincerely,

Gary Ehrlich, P.E.
Principal

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LEGEND

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- FP — 100 YEAR FLOODPLAIN
- EuB / UreB — SOILS BOUNDARY/SOILS LABEL
- SAN — EX. SEWER
- EX. WATER
- 18"RCP — EX. STORM DRAIN
- 15-25% STEEP SLOPES

GENERAL NOTES:

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2. THE SOURCE OF THE PROPERTY BOUNDARY ON THIS PLAN IS FROM SOLTESZ LLC.
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4. THE SOURCE OF THE SOILS INFORMATION ON THIS PLAN IS FROM THE USDA NRCS WEB SOIL SURVEY (WSS) IN A CUSTOM SOIL RESOURCE REPORT FOR AN AREA OF INTEREST (AOI) ESTABLISHED FOR THE SUBJECT SITE ONLY AND GENERATED ON JANUARY 20, 2021.
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NRI STATISTICS TABLE	
SITE STATISTICS	TOTAL
GROSS TRACT AREA	8.10AC.+/-
EXISTING 100-YEAR FLOODPLAIN	4.73 AC.+/-
NET TRACT AREA	3.37 AC. +/-
EXISTING WOODLAND IN THE FLOODPLAIN	0.00 AC. +/-
EXISTING WOODLAND NET TRACT	0.00 AC.+/-
EXISTING WOODLAND TOTAL	0.00 AC.+/-
EXISTING PMA	4.73 AC.+/-
REGULATED STREAMS (LF OF CENTERLINE)	0.0 L.F.+/-

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
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Administrative	Election District (ED)	17
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Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	Traffic Analysis Zone (TAZ-COG)	968
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* If site is within an APA, enter the name of the airport. If not enter "N/A"

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SCALE: 1" = 60'

60 30 0 60 120

Prince George's County Planning Department, M-NCPPC
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NATURAL RESOURCES INVENTORY PLAN APPROVAL
NRI-090-2020

	APPROVED BY	DATE	REASON FOR REVISION
00	Suzanne Nickle	9/8/2020	N/A
01	Mary Johnson	8/12/2021	Expanding area of site for PPS application
02			
03			
04			
05			
06			

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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
DAVID JOHN BOKE
No. 3006
LANDSCAPE ARCHITECT

NATURAL RESOURCE INVENTORY

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 60'	DATE: JAN. 2021
SHEET 1 OF 1	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

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	APPROVED BY	DATE	REASON FOR REVISION
00	Suzanne Nickle	9/8/2020	N/A
01	Mary Johnson	8/12/2021	Expanding area of site for PPS application
02			
03			
04			
05			
06			

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PROJECT NO. 0706-06-00	

ME 262 21

OWNER'S DEDICATION

We, WHPC BLOCK 3, LLC, and WHPC BLOCK 4, LLC, owners of the property shown hereon and described in the Surveyor's Certificate, hereby adopt this plat of subdivision and establish the minimum building restriction lines, and grant to Prince George's County the 100-year floodplain easement as shown hereon, subject to the terms and provisions recorded among the Land Records of Prince George's County, Maryland in Liber 38869 at folio 223,.

Property markers will be placed in accordance with Section 24-120(b)(6)(F)(ii) of the Subdivision Regulations of the Prince George's County Code.

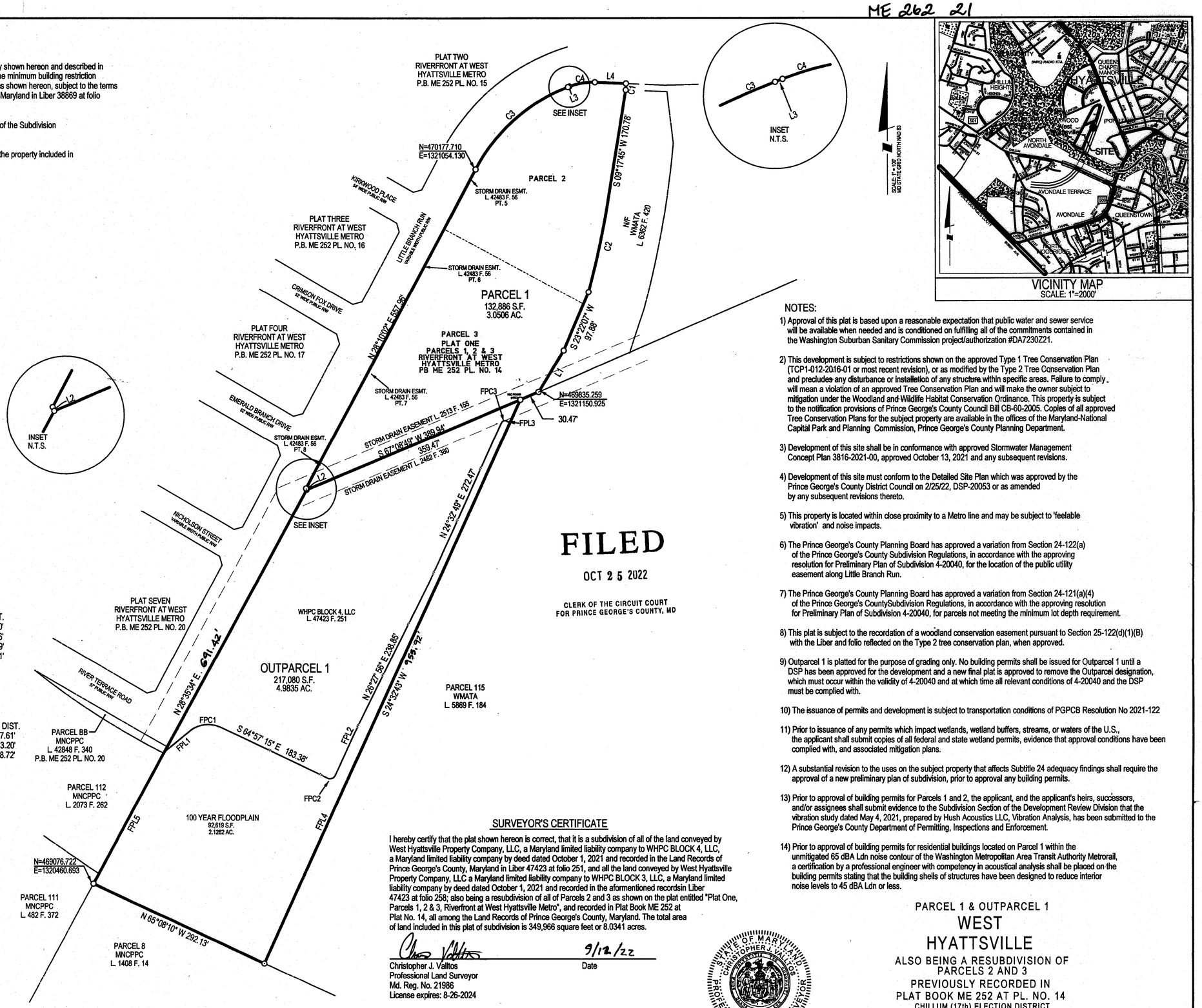
There are no suits, actions at law, liens, leases, mortgages, or trusts affecting the property included in this plat of subdivision.

WHPC BLOCK 3, LLC
BY: GD WH, LLC ITS MANAGER
BY: GILBANE DEVELOPMENT COMPANY, ITS MANAGER

Matthew Lawrence 9/7/22
BY: MATTHEW LAWRENCE, SENIOR VICE PRESIDENT DATE

WHPC BLOCK 4, LLC
BY: GD WH, LLC ITS MANAGER
BY: GILBANE DEVELOPMENT COMPANY, ITS MANAGER

Matthew Lawrence 9/7/22
BY: MATTHEW LAWRENCE, SENIOR VICE PRESIDENT DATE



VICINITY MAP
SCALE: 1"=2000'

NOTES:

1) Approval of this plat is based upon a reasonable expectation that public water and sewer service will be available when needed and is conditioned on fulfilling all of the commitments contained in the Washington Suburban Sanitary Commission project/authorization #DA7230Z21.

2) This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bill 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.

3) Development of this site shall be in conformance with approved Stormwater Management Concept Plan 3816-2021-00, approved October 13, 2021 and any subsequent revisions.

4) Development of this site must conform to the Detailed Site Plan which was approved by the Prince George's County District Council on 2/25/22, DSP-20053 or as amended by any subsequent revisions thereto.

5) This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts.

6) The Prince George's County Planning Board has approved a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

7) The Prince George's County Planning Board has approved a variation from Section 24-121(a)(4) of the Prince George's CountySubdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

8) This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved.

9) Outparcel 1 is platted for the purpose of grading only. No building permits shall be issued for Outparcel 1 until a DSP has been approved for the development and a new final plat is approved to remove the Outparcel designation, which must occur within the validity of 4-20040 and at which time all relevant conditions of 4-20040 and the DSP must be complied with.

10) The issuance of permits and development is subject to transportation conditions of PGPCB Resolution No 2021-122

11) Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

12) A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

13) Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

14) Prior to approval of building permits for residential buildings located on Parcel 1 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

FILED
OCT 25 2022
CLERK OF THE CIRCUIT COURT
FOR PRINCE GEORGE'S COUNTY, MD

LINE TABLE

NO.	BEARING	DISTANCE
L1	S 31° 25' 40" W	74.78'
L2	N 22° 51' 11" W	2.18'
L3	N 69° 09' 44" E	2.49'
L4	S 87° 41' 59" E	48.29'

CURVE TABLE

NO.	RADIUS	ARC	DELTA	TANGENT	CHD. BRG. & DIST.
C1	1,410.42'	10.00'	00°24' 22"	5.00'	S 02°05' 51" W 10.00'
C2	1,399.92'	144.82'	05°55' 39"	72.48'	S 12°13' 07" W 144.76'
C3	272.00'	194.62'	40°59' 42"	190.49'	N 48°39' 53" E 190.49'
C4	100.00'	40.38'	23°08' 18"	20.47'	N 80°43' 52" E 40.11'

FLOODPLAIN CURVE TABLE

NO.	RADIUS	ARC	DELTA	TANGENT	CHD. BRG. & DIST.
FPC1	44.70'	50.21'	64°21' 19"	28.12'	N 82°52' 06" E 47.61'
FPC2	9.30'	14.68'	90°25' 56"	-9.37'	N 69°49' 47" E 13.20'
FPC3	6.00'	9.76'	93°10' 10"	6.00'	N 71°07' 54" E 8.72'

FLOODPLAIN LINE TABLE

NO.	BEARING	DISTANCE
FPL1	N 50° 41' 27" E	51.10'
FPL2	N 24° 36' 49" E	90.09'
FPL3	S 62° 17' 01" E	5.64'
FPL4	S 24° 32' 43" W	916.86'
FPL5	N 28° 35' 34" W	230.30'

SURVEYOR'S CERTIFICATE

I hereby certify that the plat shown hereon is correct, that it is a subdivision of all of the land conveyed by West Hyattsville Property Company, LLC, a Maryland limited liability company to WHPC BLOCK 4, LLC, a Maryland limited liability company by deed dated October 1, 2021 and recorded in the Land Records of Prince George's County, Maryland in Liber 47423 at folio 251, and all the land conveyed by West Hyattsville Property Company, LLC a Maryland limited liability company to WHPC BLOCK 3, LLC, a Maryland limited liability company by deed dated October 1, 2021 and recorded in the aformentioned recordsin Liber 47423 at folio 258; also being a resubdivision of all of Parcels 2 and 3 as shown on the plat entitled "Plat One, Parcels 1, 2 & 3, Riverfront at West Hyattsville Metro", and recorded in Plat Book ME 252 at Plat No. 14, all among the Land Records of Prince George's County, Maryland. The total area of land included in this plat of subdivision is 349,966 square feet or 8.0341 acres.

Christopher J. Valltos 9/12/22
Christopher J. Valltos Date
Professional Land Surveyor
Md. Reg. No. 21986
License expires: 8-26-2024

STATE OF MARYLAND · CHRISTOPHER J. VALLTOS · 21986 · PROFESSIONAL LAND SURVEYOR

FOR PUBLIC WATER AND SEWER SYSTEMS ONLY

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
PRINCE GEORGE'S COUNTY PLANNING BOARD
APPROVED 10/13/2022
Peter A. Shapiro, Chairman
Gavin Cohen, Secretary-Treasurer
By: Jessica Jones, Assistant Secretary
MNCPPC FILE NO. 5-22103

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT
PRINCE GEORGE'S COUNTY, MARYLAND
APPROVED: 9/14/2022 DATE
DIRECTOR OR DESIGNEE

RECORDED 10-25-2022
PLAT BOOK ME 262
PLAT NO. 21

Zone: LTO-C (Prior M-X-T & T-D-O)
4-20040
207NE02

PARCEL 1 & OUTPARCEL 1
WEST
HYATTSVILLE
ALSO BEING A RESUBDIVISION OF
PARCELS 2 AND 3
PREVIOUSLY RECORDED IN
PLAT BOOK ME 252 AT PL. NO. 14
CHILLUM (17th) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND
SCALE 1" = 100' APRIL, 2022

SOLTESZ, LLC
LANHAM OFFICE
4300 Forbes Boulevard, Suite 230 Lanham, MD 20706 P.301.794.7555 F.301.794.7656
Engineering // Surveying // Planning // Environmental Sciences www.solteszco.com

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p251482

MSA 31250-20546

PRINCE GEORGE'S COUNTY CIRCUIT COURT (Subdivision Plats, PG) Plat Book ME 262, p. 21, MSA_S1250_20546. Date available 2022/10/25. Printed 12/02/2022.
Maryland State Archives

December 12, 2025

Maryland-National Capital Park and Planning Commission
Application Section
1616 McCormick Drive
Largo, Maryland 20774

Re: West Hyattsville
DSP-20053-02
Soltesz, No.: 07060600

In response to the SDRC comments, we offer the following responses:

URBAN DESIGN COMMENTS

MAJOR ISSUES:

1. Staff recommend that some amount of ground floor retail be provided on the north side of the building, facing the public plaza to mirror the retail constructed in Phase 1.
   Response: Revised the SOJ has been provided.

MINOR ISSUES:

1. Itemize and provide site details and unit cost for recreational amenities associated with the club room (gaming, furniture, AV, equipment), the 5th floor lounge, and the 5th floor terrace.
   Response: Updated recreational facilities chart has been provided on the DSP sheet 1.

2. Remove the bike room parking and repair station from the recreational amenities calculation.
   Response: Updated recreational facilities chart has been provided on the DSP sheet 1.

3. Remove notes associated with “Phase 1” from general notes.
   Response: Based upon our experience with multiple DSP’s that were phased, we are leaving the Phase 1 notes on the plan. By keeping the notes, it provides a full complete history and context to this-02 revision.

4. Submit a signage plan and sign details for all proposed signs
   Response: A signage plan has been provided.

5. Submit a parking space analysis for the number of parking spaces Per Section 27-574
   Response: This comment is not applicable because the TDDP standards apply.

6. Add mitigated and unmitigated ground level and upper level noise contours to the site plan per the submitted noise study
   Response: Mitigated and unmitigated noise contours have been added to the site plan.

7. Regarding the Alternative Compliance Request – See attached Comments from AC Committee attached. A brief summary is below

   a. Provide a more detailed justification for both the Section 4.7 and TCC requests

   b. Provide a cross section showing the vertical relationship between the proposed building, the landscape buffer and existing metro station platform

   c. Consider meeting or exceeding the plant unit requirement by planting trees in the abutting WMATA property

Response:

a. Please see '2025-12-12-WHII-SOJ-Section 4.7' for more detailed justification in regard to Section 4.7. Please see 'TCC Waiver Justification 11.24.25' for more detailed information in regard to TCC requests.

b. Please see cross section provided in TCC Waiver Justification.

c. Planting on the WMATA properly is not an option and will not be pursued for reasons including:

- **The WMATA property is not the property of the owner, and therefore:**
- **Creates challenges outside the scope of this project including procedural and coordination issues, needing approvals from WMATA, and receiving guarantees from WMATA about plant maintenance related issues.**
- **As noted above, plant maintenance would be of concern, and as the owner would not have authority to maintain the plants provided on the WMATA property, nor would plant maintenance be the focus of WMATA, it is likely the plantings would be quickly overgrown with invasives and choked out or alternatively become an unsightly nuisance.**

TRANSPORTAION COMMENTS

1. Provide circulation plans demonstrating the following:
   a. Pedestrian, bicycle and vehicular movement throughout the site.
   b. Large vehicles and loading movement throughout the site.
   Response: Updated the circulation plan has been provided.

2. Revise the site plans to identify the following:
   a. Continental style crosswalks at all vehicular crossings.
   Response: Continental style crosswalks have been provided at all vehicular crossings

   b. Details for short- & long-term bicycle racks and storage room.
   Response: Details for bicycle racks and storage room have been provided.

   c. Identify bicycle storage room.
   Response: Bicycle storage room has been identified.

   d. Identify location of the bicycle fix-it station per 4-20040 condition 6(c).
   Response: Location of the bicycle repair station has been identified.

   e. Identify and include details for ADA compliant curb ramps and crosswalks throughout the site

particularly at both points of vehicle entry in the proposed garage per 4-20040 condition 6 (d).
Response: ADA compliant curb ramps and crosswalks and the details have been provided on DSP sheet 4.

f. Identify EV charging locations per 4-20040 condition 6
Response: EV charging locations have been identified.

g. Provide dimensions for condition 6 (e) shared-use path on plan sheets.
Response: Dimensions for shared-use path have been provided.

AC COMMITTEE COMMENTS:

Section 4.7. Buffering Incompatible Uses

- Provide more in-depth justification for this request, including but not limited to noise impact mitigation, provided fence, and exiting storm drain
- Provide a cross section showing the vertical relationship between the proposed building, the landscape buffer and existing metro station platform
- Consider meet or exceed the Plant unit requirement by planting trees in the butting WMATA property
- Technical changes:
  - Delineate the length (565 LF) on plan
  - In the "Buffer Yard requirements" chart, Change the adjacent use from "industrial" to "transportation and utility"

Response: All comments addressed in '2025-12-12-WHII-SOJ-Section 4.7' and revised DSP submission with exception of consideration to planting on WMATA property for reasons as outlined in the previous response.

Section 25-128. Tree Canopy coverage Requirements

Provide more justification to each criteria to granting the waiver in accordance with Section 25-130 (a):

(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and or soil volume to accommodate healthy tree growth.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27 of this Code; and

(5) The waiver is the minimum necessary based on the criteria above.

Comment:

- **The topography is not an issue, since the site is mostly flat.**
- **Please provide a diagram illustrating the area of 1.91 acres of compensatory storage and prior storm drain easement.**
- **Please explain why no trees can be planted in proposed parcel 2 (bioretention pond), which is much larger than 1.91 acres of compensatory storage area.**
- **Explain why the parking can be reduced, since no parking minimum is required, and it is right next to the metro station.**

- The project has an approve PPS 4-20040 approved on 10/7/2021. Pursuant to Section 25-127, landscape plans demonstrating conformance to this Division approved as part of a permit or an entitlement case or entitlement cases subject to the Transitional Provisions of the Zoning Ordinance (Sec. 27-1700) or Subdivision Regulations (Sec. 24-2700) shall be subject to the regulations in place at the time of approval of any grandfathered permit or grandfathered development application. Therefore, the TCC requirement is grandfathered at the time of PPS approval, which is 10% of the grow acreage.

- Please revise the TCC schedule:
  - Change the zoning designation to "M-X-T"
  - Change the TCC requirement to 10%
  - Please confirm if the 3.12 acre represents the whole acreage of Phase 2
  - Ensure the number of trees by type in TCC is consistent with the plant schedule

- Revise the TCC waiver SOJ request, buy including the correct TCC information as noted above

RESPONSE: Please see 'TCC Waiver Justification 11.24.25' for more detailed information in regard to TCC waiver requests. All plan changes have been made as requested. The site area total for Phase 2 has been updated to include the 1.91 acres of compensatory storage, for a total acreage in Phase 2 of 4.98 acres.

COMMENT: <u>MAJOR ISSUES MEMORANDUM</u>, Streetscape Standards
1. Street Trees: Street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements, (p.82).
Analysis: *The applicant is proposing to remove street trees along Little Branch Run. The applicant is encouraged to provide improvements which enhance the greenway identity within neighborhoods and extend this identity to commercial and mixed-use areas. Due to the location of the proposed development in immediately adjacent to the West Hyattsville Metro station, the applicant is encourage to create an inviting streetscape, utilizing landscaping or street tree improvement, to facilitate the pedestrian experience to and from the Metro Station.*
RESPONSE: The revised plan proposes the removal of 11 existing street trees and the relocation of 1 tree due to proposed parking improvements, required building access, and pedestrian improvements. In keeping with the spirit of the comment, the revised plan proposes the planting of 11 columnar canopy trees adjacent to the right-of-way.

SOLTESZ LLC

COMMENT: AMENDMENT 6
Streetscape Standards, General Design Principles Standard 7, "Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face." (p.82)
Analysis: *The applicant has proposed landscaping along the building base but has not proposed planters or window boxes. The applicant is encouraged to explore landscaping which aligns with the intent of TDDP landscaping standards for flowering plants.*
RESPONSE: Phase 2 intends to provide a similar application of flowering shrubs and perennials as was approved and provided in Phase 1 (see below). Flowering plants that provide seasonal variety will be provided on the ground plane along the streetscape and pedestrian promenade between Phase 1 and Phase 2.

COMMENT: AMENDMENT 9
General Streetscape Standards, Public Street Lighting Standard 6, "Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up lighting) may be used on the exterior of buildings." (p.90)
Analysis: *The applicant is proposing LED lighting. The applicant is encouraged to provide additional information regarding the specifications for LED lighting and if the color temperature is at or greater than 2700K, which approximates incandescent lighting.*
RESPONSE: Color temperature selections per the specifications provided on sheet PH101 note a color range of 2700-4000K, fixture dependent. An additional table has been provided clarifying color temperature selection by fixture.

COMMENT: AMENDMENT 13
General Streetscape Standards, Sod, Groundcover and Mulch Standard 4, "Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover." (p.93)
Analysis: *The applicant is encouraged to use native plant species which may be drought tolerant. Alternatively, the applicant is encouraged to explore stormwater management best-practice techniques which support the Amendment and obviate the need for an automated irrigation system.*
RESPONSE: Revised plans include the use of primarily native drought-tolerant species. Plant selections are originated from the recommended plant list as provided in the 2010 PGC Landscape Manual.

MAJOR ISSUES/COMMENTS TO BE ADDRESSED:

1. Please revise the plans to clearly show the complete and continuous 10-foot PUE. While a 10-foot PUE is shown on Sheet 3, it does not continue onto Sheet 4, and the full extent of the PUE is not identified.
   Response: Label of the PUE has been removed. A variation request was made with the PPS application.

SOLTESZ LLC

ENVIRONMENTAL PLANNING SECTION COMMENTS:

1. Provide the updated approved floodplain waiver from DPIE.
   Response: The updated approved floodplain waiver will be provided upon receipt from DPIE.

2. Replace the TCP2 approval block with a TCP2 Case History Table found on our website: https://www.pgplanning.org/projects/woodland-conservation-ordinance/
   Response: The TCP2 approval block has been replaced.

3. Leave a space at the bottom right corner of each TCP2 plan sheet for EPS staff to place an approval stamp at time of certification.
   Response: A space for an approval stamp has been provided.

4. Label the proposed stormwater management structures on the TCP2.
   Response: The proposed SWM structure has been labeled on the TCP2.

5. Revise Note 9 to state, “This plan is grandfathered under the provisions of Section-25-119(g) and is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance.”
   Response: Note 9 has been revised.

If you have any further questions or concerns, please do not hesitate to contact our office.

Sincerely,

Soltesz, LLC

Young Roh
Senior Designer

August 26, 2025

Maryland-National Capital Park and Planning Commission
Urban Design Section
1616 McCormick Drive
Largo, Maryland 20774

Re: West Hyattsville
DSP-20053-02
Soltesz, No.: 07060600

Dear Application Section,

In response to the comments dated July 31, 2025, we offer the following responses:

Reviewer Comments:

5. It would appear an Alternative Compliance is necessary from Section 4.7 bufferyard along the metro tracks. If so, please submit this AC and it must be ready for acceptance with the DSP. Ensure the AC application includes requests for all sections of the 2010 Landscape Manual that are not met.
   ACL SOJ was included in this submission, however ACL Application will need to be submitted in DARTS

Response: ACL Application has been submitted.

6. The Tree Canopy Coverage requirement in the current LTO Zone is 15% of the net tract area. Revise the schedule and plan as necessary to demonstrate conformance. If a waiver from the requirement is necessary per Section 25-130, it must be ready to accept at the time of the DSP.
   This request was included in the ACL SOJ, but requires a waiver instead. Please submit a waiver as a Minor Administrative Waiver in DARTS prior to acceptance.

Response: The TCC waiver justification has been provided.

10. Revise the plan to show details and information for conformance to PPS Conditions 6 and 21 relative to bike and pedestrian improvements and adequacy, proper siting, and establishment of triggers for proposed private on-site recreational facilities.
    a. Recreation Facilities chart:
       I. Label the middle column
       II. Add the total dwelling units to this chart
       III. Clarify/Explain the unit cost for the entertainment area
       IV. Itemize the fitness center facility items and provide site details
       V. Itemize lobby amenities and provide site details
       VI. Itemize the clubroom amenities and provide site details
       VII. Itemize 5th floor amenity spaces and provide site details
       VIII. Remove Pet spa, restrooms, and bike storage from this chart as they do not qualify as private recreation facilities.

Response: Recreation Facilities chart has been provided on DSP sheet1.

1. Address highlighted items above

Response: All highlighted items have been provided.

2. Provide site details for indoor and outdoor amenities.

Response: See Recreation Facilities chart

2. Label gravel wetlands overlook on the plans

Response: See architectural plan.

Post Acceptance Comments:

- Provide EV Charging spaces within the parking garage.
  Response: TBD.

Geotechnical Review:

A geotechnical report for the retaining wall proposed at the southern end of the proposed building is required. The report shall include a global stability analysis on the wall per Techno-Gram 002-2021.

A letter of MSE Wall Feasibility Analysis has been provided with the second submission. Please clarify the following:

1. Seal the letter with a PE stamp.
2. The letter stated the base of the wall is planned in a flood plain. According to the Techno-Gram, segmental retaining walls shall not be placed below the 100-year floodplain elevation. Spoken with a DPIE engineer, no plans are approved without floodplain waiver approval for this project.
3. Clarify the wall height. Based on the detailed site plan, the top and bottom of the wall in tallest wall section are 45 and 28, respectively, which is 17 feet. However, the 12 feet wall section was analyzed for global stability in the letter.

Response: A Geotechnical report has been provided.

If you have any further questions or concerns, please do not hesitate to contact our office.

Sincerely,

Soltesz, LLC

Young Roh
Senior CAD Designer

CASE NO: DSP-20053
CASE NAME: WEST HYATTSVILLE PROPERTY
PARTY OF RECORD: 13
PB DATE: 12-16-2021

MATT MICHETTI
GILBANE DEVELOPMENT COMPANY
1100 NORTH GLEBE SUITE 1000
ARLINGTON VA 22201
(CASE NUMBER: DSP-20053)

MICHAEL LENHART
LENHART TRAFFIC CONSULTANTS
645 BALTIMORE ANNAPOLIS BOULEVARD SUITE 214
SEVERNA PARK MD 21146
(CASE NUMBER: DSP-20053)

SOLTESZ, LLC
4300 FORBES BOULEVARD SUITE 230
LANHAM MD 20706
(CASE NUMBER: DSP-20053)

SOLTESZ, LLC.
4300 FORBES BOULEVARD SUITE 230
LANHAM MD 20706
(CASE NUMBER: DSP-20053)

THOMAS HALLER
GIBBS AND HALLER
1300 CARAWAY COURT/S SUITE 102
LARGO MD 20774
(CASE NUMBER: DSP-20053)

TRIET NGUYEN
8614 WESTWOOD CENTER DRIVE SUITE 800
TYSONS VA 22182
(CASE NUMBER: DSP-20053)

DOUG CARTER
DAVIS CARTER SCOTT
8614 WESTWOOD CENTER DRIVE SUITE 800
TYSONS VA 22182
(CASE NUMBER: DSP-20053)

TRIET NGUYEN
DAVIS CARTER SCOTT LTD
8614 WESTWOOD CENTER DRIVE
TYSONS VA 22182
(CASE NUMBER: DSP-20053)

WEST HYATTSVILLE PROPERTY COMPANY
1100 NORTH GLEBE ROAD SUITE 1000
ARLINGTON VA 22201
(CASE NUMBER: DSP-20053)

JIM CHANDLER
CITY OF HYATTSVILLE
4310 GALLATIN STREET
HYATTSVILLE MD 20781
(CASE NUMBER: DSP-20053)

CLIFF MAYO
NA
3615 HAMILTON STREET
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053)

MS.NANCY L DIMAIO
4009 INGRAHAM STREET 4009 INGRAHAM ST
HYATTSVILLE MD 20781
(CASE NUMBER: DSP-20053)

MR.JEFFREY GOINS
5AC LLC
1515 E STREET NORTHEAST
WASHINGTON DC 20003
(CASE NUMBER: DSP-20053)

CASE NO: DSP-20053-02
CASE NAME: WEST HYATTSVILLE PHASE 2
PARTY OF RECORD: 10
PB DATE:

YOUNG ROH
SOLTESZ LLC
4300 FORBES BOULEVARD
LANHAM MD 20706
(CASE NUMBER: DSP-20053-02)

DAVID BICKEL
SOLTESZ LLC
4300 FORBES BOULEVARD, SUITE 230
LANHAM MD 20706
(CASE NUMBER: DSP-20053-02)

MR.DEXTER WARE
5612 ALPHA RIDGE AVENUE
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)

DR.ANNELIES GOGER
5105 BENTON AVENUE
BETHESDA MD 20814
(CASE NUMBER: DSP-20053-02)

LINA GOMEZ VALENCIA
2513 EMERALD BRANCH DRIVE
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)

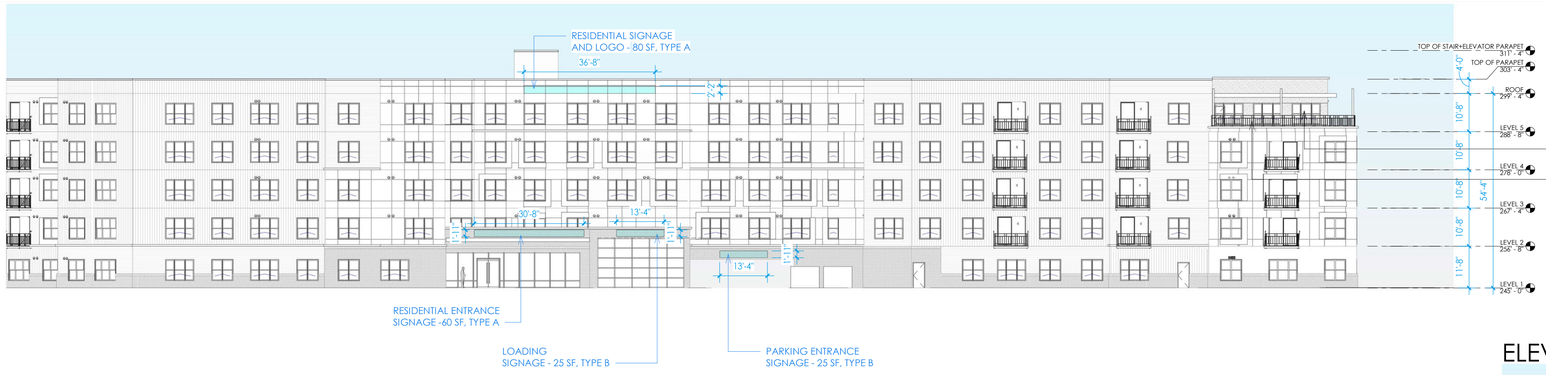
KYLE ROBB
2512 CRIMSON FOX DRIVE
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)

MR.MARTIN ROZENBERG
2519 RIVERTERRACE ROAD 2519 RIVER TERRACE RD.
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)

MR.KELSON NISBETT
KELSON NISBETT FOR CITY COUNCIL
5614 LITTLE BRANCH RUN
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)

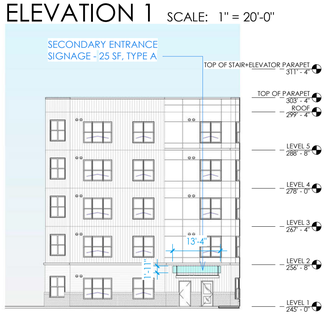
MR.JOSEPH A ORRANGE
5604 LITTLE BRANCH RUN
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)

DR.JANICE ORTEGA
5600 LITTLE BRANCH RUN STREET
HYATTSVILLE MD 20782
(CASE NUMBER: DSP-20053-02)



ELEVATION 1 SCALE: 1" = 20'-0"

ELEVATION 2 SCALE: 1" = 20'-0"

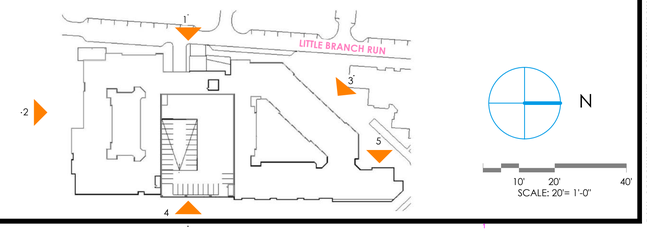


ELEVATION 5 SCALE: 1" = 20'-0"

ELEVATION 3 SCALE: 1" = 20'-0"

ELEVATION 4 SCALE: 1" = 20'-0"

SIGNAGE SCHEDULE			
SIGNAGE TYPE	DESCRIPTION	COUNT	AREA
A	LIGHTED, TRIMLESS SIGN WITH CHANNEL LETTERS	6	345 SF
B	PAINTED ALUMINUM PANELS 1" DEEP - STUD-MOUNTED ON WALL SURFACE DIMENSIONAL LETTERS WITH PAINTED FINISHES	2	50 SF
TOTAL		8	395 SF



NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND COUNTY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182

P 703.556.9275
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www.dcsdesign.com

I CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED ARCHITECT UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NUMBER 19106, EXPIRATION DATE 09.28.26.

PRINT DATE 12/10/2025 5:04:10 PM

ISSUE DATE

DSP SUBMISSION	06/11/2025

REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE ELEVATIONS

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

A304

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12/10/2025 5:04:10 PM

NOTE:

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. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.

RIVER TERRACE RD

NICHOLSON ST

LITTLE BRANCH RUN

342'-2"

PROPERTY LINE

LOADING SIGNAGE - 25 SF, TYPE B

LOADING SIGNAGE - 25 SF, TYPE B

13'-4"

30'-8"

RESIDENTIAL SIGNAGE AND LOGO - 50 SF, TYPE A

20'-2"

13'-4"

36'-8"

PARKING ENTRANCE SIGNAGE - 25 SF, TYPE B

RESIDENTIAL SIGNAGE AND LOGO - 80 SF, TYPE A

SOVREN BUILDING

294'-5"

249'-8"

OPEN TO COURTYARD LEVEL 1

36'-2 1/2"

121'-8"

RAMP 5.79%

DN

OPEN TO COURTYARD LEVEL 1

RESIDENTIAL SIGNAGE AND LOGO - 50 SF, TYPE A

23'-2"

DOAS UNIT SCREENED

13'-4"

SECONDARY ENTRANCE SIGNAGE - 25 SF, TYPE A

RESIDENTIAL SIGNAGE AND LOGO - 80 SF, TYPE A

36'-8"

145'-2 1/2"

120'-8"

550'-0"

PROPERTY LINE

SIGNAGE PLAN SCALE: 1" = 20'-0"

N

10' 20' 40'
SCALE: 20'= 1'-0"

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

8614 Westwood Center Dr.
Suite 800
Tysons, Virginia 22182

P 703.556.9275
F 703.821.6976
www.dcsdesign.com

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PRINT DATE 12/10/2025 5:04:16 PM

ISSUE DATE

DSP SUBMISSION	06/11/2025

REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE PLAN

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	Approver

DRAWING NUMBER

A305

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12/10/2025 5:04:16 PM

NOTE:

. THE PLAN AND IMAGERY SHOWN AT PROJECT PLAN IS CONCEPTUAL AND MAY BE MODIFIED WITH FINAL ENGINEERING AND COUNTY REVIEW.

. RENDERINGS ARE PROVIDED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT FINAL ARCHITECTURAL OR SITE DESIGN.

SIGNAGE FACE AREA SUMMARY

ELEVATION 1 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	2	140 SF
B	LOADING SIGNAGE	1	25 SF
B	PARKING ENTRANCE SIGNAGE	1	25 SF
TOTAL		4	190 SF

ELEVATION 2 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 3 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	50 SF
TOTAL		1	50 SF

ELEVATION 4 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	RESIDENTIAL SIGNAGE AND LOGO	1	80 SF
TOTAL		1	80 SF

ELEVATION 5 SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A	SECONDARY ENTRANCE SIGNAGE	1	25 SF
TOTAL		1	25 SF

TOTAL SIGNAGE FACE AREA SUMMARY

SIGNAGE TYPE	DESCRIPTION	COUNT	TOTAL FACE AREA
A		6	345 SF
B		2	50 SF
TOTAL		8	395 SF

dcs DESIGN

DAVIS CARTER SCOTT Ltd

Architecture
Interior Architecture
Land Planning

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Suite 800
Tysons, Virginia 22182

P 703.556.9275
F 703.821.6976
www.dcsdesign.com

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ISSUE DATE

DSP SUBMISSION 06/11/2025

REVISION DATE

PROJECT TITLE

WEST HYATTSVILLE

HYATTSVILLE, MD 20782

PROJECT NO. 323222

DRAWING TITLE

SIGNAGE SCHEDULE

DRAWN BY	TN
QC CHECKED BY	WF
CA REVIEWED BY	JH

DRAWING NUMBER

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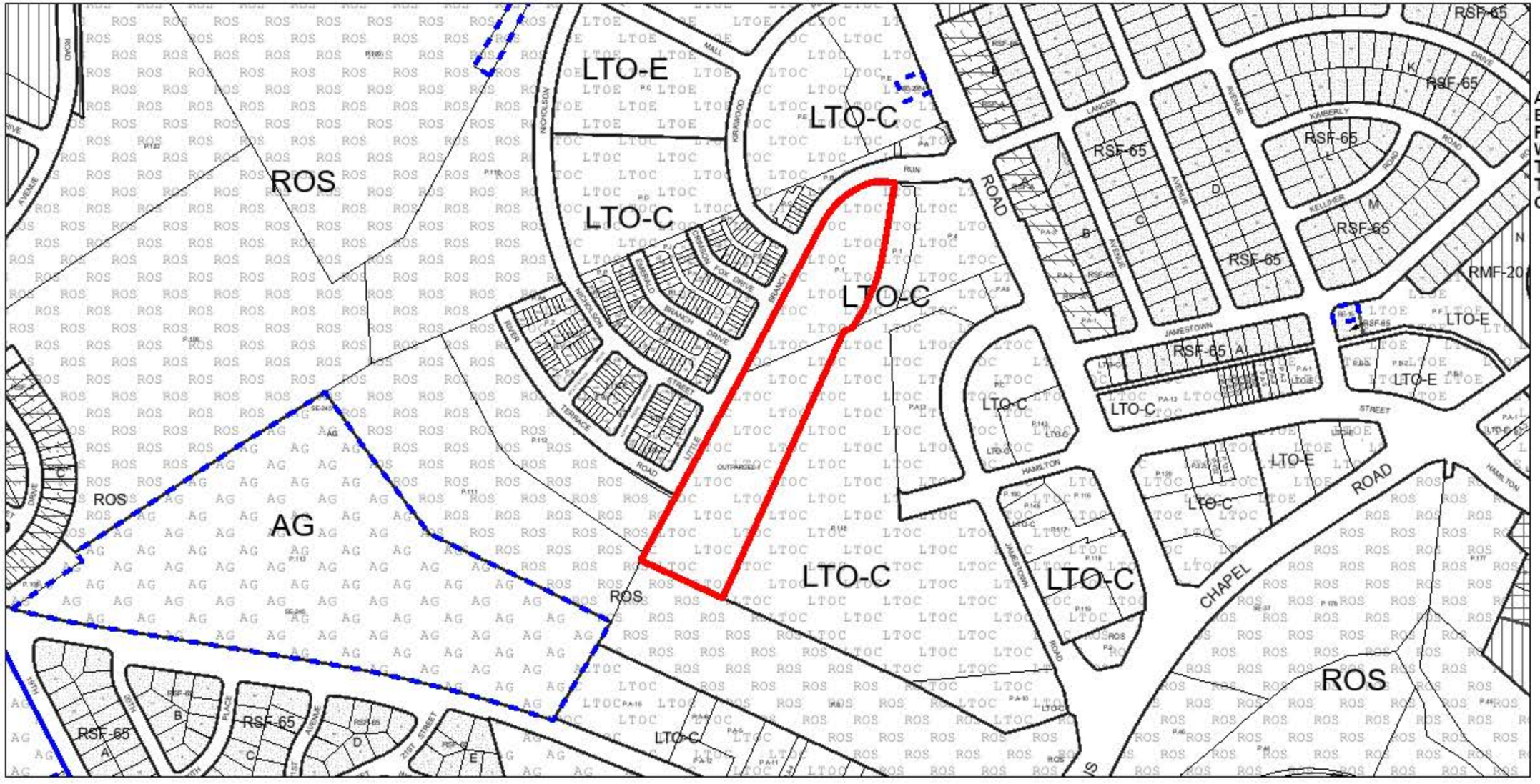

ZONING SKETCH MAP

APP NO: DSP-20053-02
EXISTING ZONE:
PLANNING AREA: 68
WSSC GRID: ts
TAX MAP: 41
TAX GRID: E4
COUNCIL DISTRICT: 2

0 300
ft
1 inch = 300 feet

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Geographic Information System

Created: 12/31/2025

Subject: Letter – MSE Wall Feasibility Analysis

Project: Gilbane Development Company – West Hyattsville Phase II - ECS Job No. 02:10884
5615 Little Branch Run, Hyattsville, Prince George's County, Maryland 20782

Date: September 29, 2025

From: Corey Mislinski, P.E., Principal Engineer; Andrew Troutner, E.I.T., Geotechnical Project Manager II

To: Matt Michetti, Gilbane Development Company via email MMichetti@GilbaneCo.com

---

This letter presents the results of the MSE wall feasibility analysis for the referenced project.

ECS has evaluated the apparent critical cross-section of the retaining wall as shown on Attachment A – Conceptual Site Plan. According to this plan, the top of wall elevation and bottom of wall elevation is EL. ±40 feet and EL. ±28 feet, respectively, for a total retained wall height of ±12 feet at this cross-section. At the base of wall, the finished grade is planned to be relatively flat, and in a flood plain. The wall backslope is planned to be relatively flat, supporting a fire access lane and a residential dwelling. A scaled cross section of the wall, access road and residential dwelling is presented on Attachment B – Stability Cross Section. ECS has assumed the following loading conditions associated with the anticipated site conditions and locations:

- 360 psf at fire access lane
- 3,000 psf at 36" wide strip footing
- 250 psf approximated floor slab

Test boring B-4 performed by GTA and presented in HKA's geotechnical report dated June 14, 2024, was utilized as the representative soil conditions at this cross section. This test boring is included as Attachment C – Representative Test Boring. Residual silty sands exist at or near the planned bottom of wall, and the groundwater elevation is estimated to be near elevation ±22 feet. However, for the purpose of this feasibility analysis, ECS has estimated a permanent groundwater elevation of ±28 feet. ECS understands controlled cohesive fill soils were placed and compacted within the retained zone of the retaining wall and additional fill will be placed to achieve finished grade to support the access lane and residential dwelling. Due to the limited soil data within this area of the site, ECS has assumed the following conservative engineering parameters for this wall feasibility assessment:

- Reinforced zone – 135 pcf, 38 degrees, 0 psf cohesion
- Retained zone – 120 pcf, 28 degrees, 0 psf cohesion
- Foundation soils – 120 pcf, 28 degrees, 0 psf cohesion

The results of the global stability analysis indicate a minimum factor of safety of 1.5 can be achieved based on the input parameters described above. These global stability results are presented in Attachment B.

ECS understands a 100-yr storm elevation of EL. ±40 feet based on the 2022 DPIE approved floodplain study. ECS believes storm water from such an event would raise and then recede over a relatively short period of time. Also, soils within the zone of influence of the wall are relatively fine-grained (i.e. low porosity values). ECS does not believe these soil and water conditions will exhibit the effects of rapid drawdown. In addition, ECS does not believe the potential for scour exists at the base of wall due to the anticipated flow of water within the influence of the wall.

ECS has reviewed the conceptual wall configurations, available geotechnical information and Prince George's County DPIE Techno-Gram dated October 1, 2021. The following comments are provided based on the applicable sections of the Techno-Gram to support the feasibility of a conventional MSE wall at this site.

Techno-Gram 002-2021 Section Comments:

1. The retaining wall is intended to comply with the appropriate codes.
2. The height of the retaining wall will measured, as required.
3. A building permit is anticipated based on the proposed retaining wall height.
4. A soil investigation will be performed based on the minimum spacing requirements and proposed retaining wall alignment.
5. The retaining wall will not be constructed with timber or wooden members.
6. The permitting sequence outlined will be followed, as required
7. Building permits will be obtained, as required.
8. The retaining wall will be greater than the preferred wall height. However, the conceptual retaining wall is intended to follow all other requirements.
9. The retaining wall will be located at an approved location.
10. The retaining wall design will include the appropriate documentation within the submittal.
11. The retaining wall will include the appropriate easements and maintenance agreements.
12. The retaining wall permit plans are intended to comply with the PG-DPIE checklist requirements. Drawings and calculations will be prepared to comply with the minimum requirements.
13. The retaining wall will be located at an appropriate location and not require scour analysis.
14. The retaining wall is intended to be located within the 100-yr storm design elevation. Select fill (e.g. #21A stone) backfill, a gabion basket faced wall system, and significant drainage systems behind and below the wall will be incorporated into the wall design to mitigate issues associated with groundwater fluctuations.
15. A global stability analysis has been performed for the feasibility level design for this retaining wall. A final global stability analysis will be performed for the final wall design.
16. Appropriate drainage systems will be included with the retaining wall design.
17. The typical retaining wall cross section and detail will include the specified treatments for water infiltration.
18. A surface stormwater swale will be specified, where appropriate and as required.
19. Drainage elements will be incorporated into the final wall design, where appropriate and as required.
20. Drainage elements will be incorporated into the final wall design, where appropriate and as required.
21. Slope stabilization measure will be shown on the final wall plans, where appropriate and as required.
22. The final retaining wall is anticipated to pass all required inspections, as required.
23. The final retaining wall will be inspected where appropriate and as required.

ECS is available to discuss these results at your request.

Respectfully Submitted,
ECS Mid-Atlantic, LLC

Andrew Troutner, E.I.T.
Geotechnical Project Manager II
ATroutner@ecslimited.com

Corey Mislinski, P.E.
Principal Engineer
CMislinski@ecslimited.com

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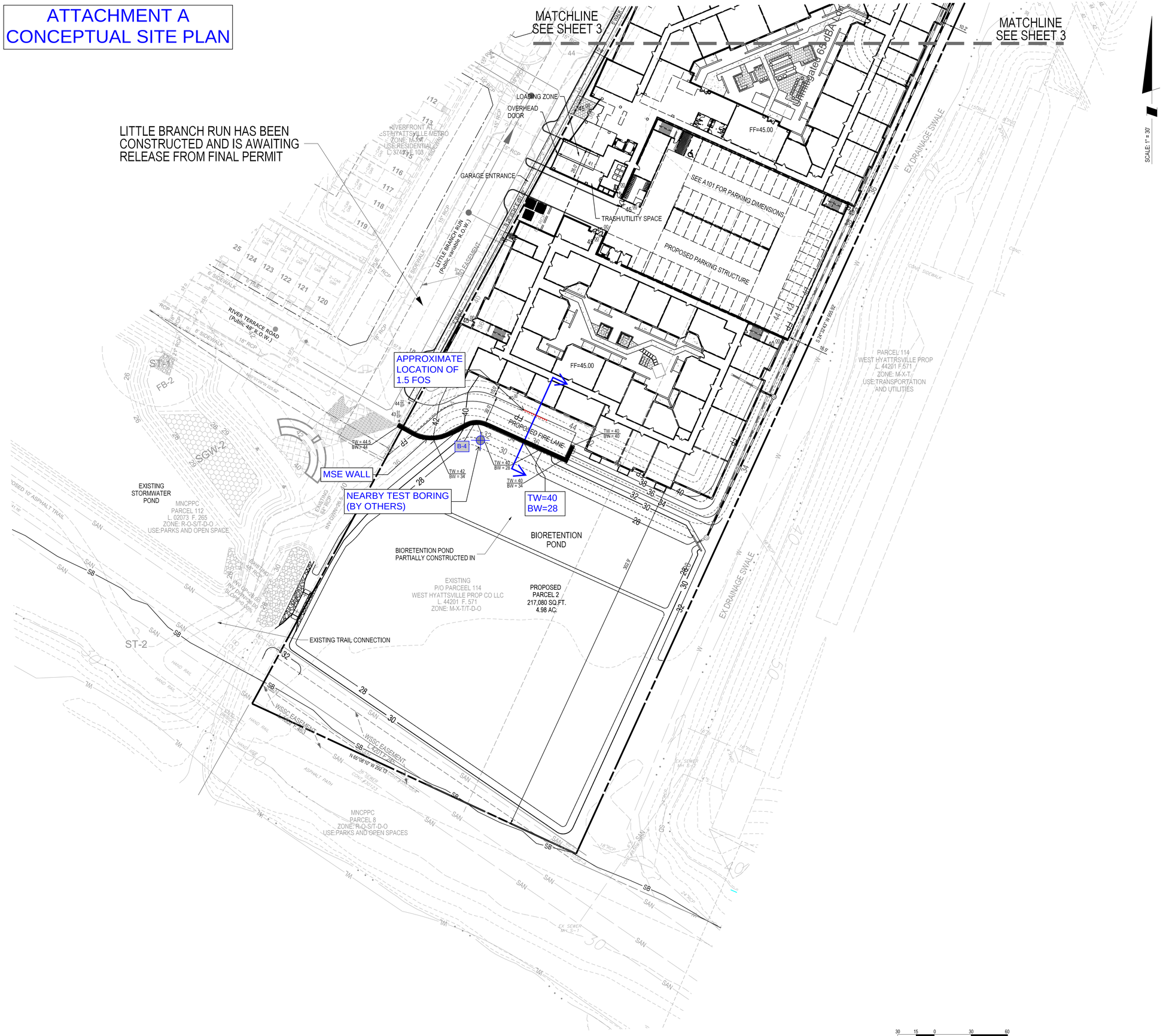
LICENSE NO. 64084
EXPIRATION DATE: 12-16-2026

Attachments: Attachment A – Conceptual Site Plan
Attachment B – Stability Cross-Section
Attachment C – Representative Test Boring

ATTACHMENT A
CONCEPTUAL SITE PLAN



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Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAMILY DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

9/11/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 209NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83, VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021; DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S. VERSION: V8 / NCS
SHEET 4 OF 4	
PROJECT NO. 0706-06-00	

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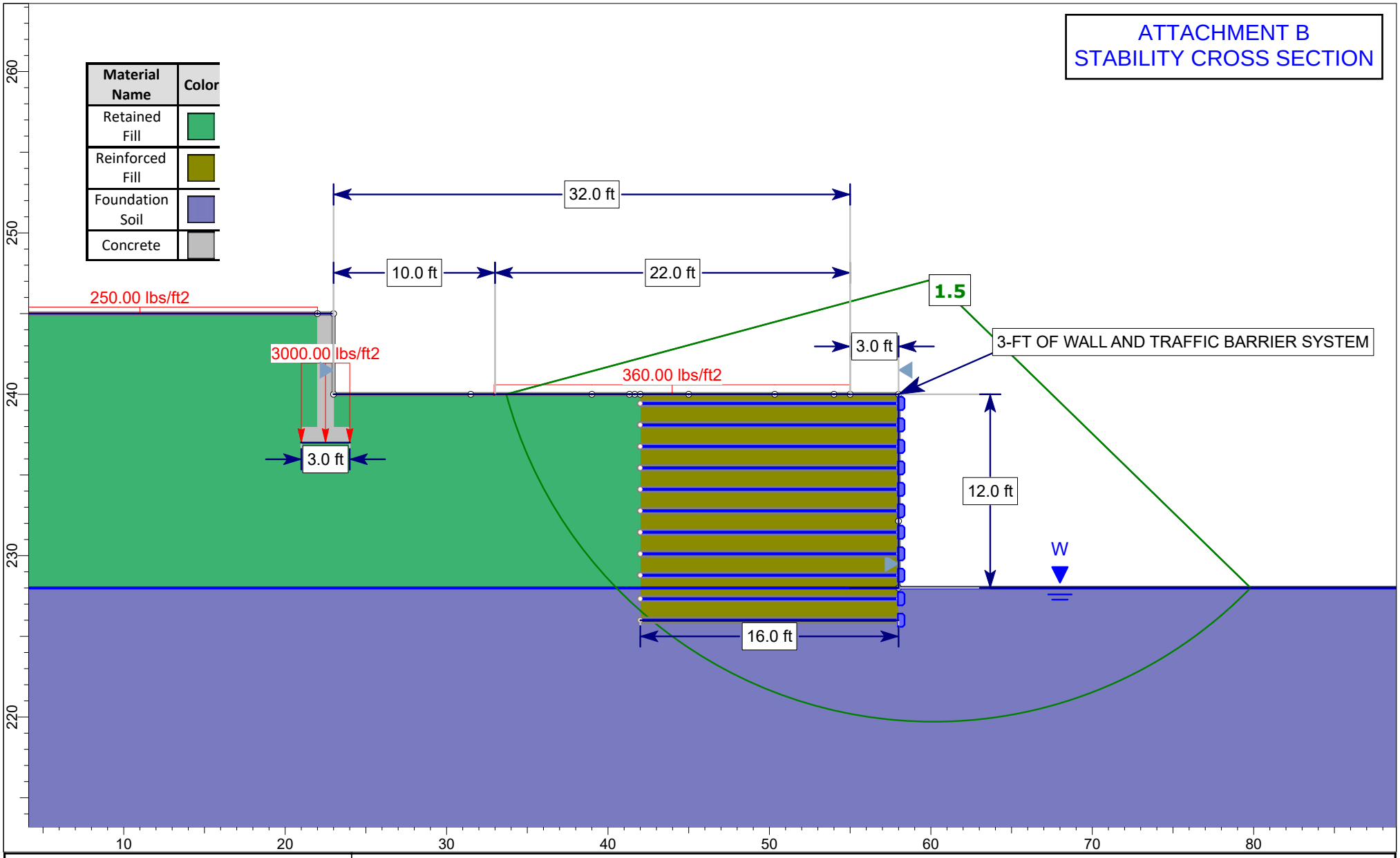
ATTACHMENT B
STABILITY CROSS SECTION



rocscience	West Hyattsville Phase II - MSE Wall Feasibility		
	Group: Revised September 2025	Scenario: 1	
	Drawn By:	Company:	
	Date: 9/23/25	File Name: Typical Section_Revised.slmd	

SLIDEINTERPRET 9.033

ATTACHMENT C
REPRESENTATIVE TEST BORING

LOG OF BORING NO. B-4

PROJECT: **WMATA Property**
PROJECT NO.: **191229**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): 12.4
DATE: 11-7-2019
CAVED (ft): Grouted*

DATE STARTED: **11-7-2019**
DATE COMPLETED: **11-7-2019**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **J. Culver**
DRILLING METHOD: **HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ **13.5**
GROUND SURFACE ELEVATION: **33.5**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **SS**
CHECKED BY: **TLC**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	12	2-5-7	12	33.5	0	FILL		Brown, moist, medium dense, Silty SAND, trace Gravel (Fill).	Topsoil: 3 in.
S-2	2.5	12	6-7-7	14	31.5		FILL		Orangish Brown, moist, medium dense, Poorly Graded GRAVEL with Clay and Sand, trace Mica (Fill).	
S-3	5.0	12	8-14-9	23	29.5	5	SM		Gray, moist, medium dense, Silty SAND with Gravel.	
S-4	8.5	12	10-12-13	25	26.5	10	SM		Gray, moist, medium dense, Silty SAND, trace Gravel, Clay Lenses.	
S-5	13.5	20	9-4-15	19	21.5	15	SP		Gray, wet, medium dense, Poorly Graded SAND, trace Silt.	▽ ▽
S-6	18.5	0	50/5"	50/5"	16.5	20	SC		Gray, wet, very dense, Clayey SAND (No Recovery**).	**Upon completion of SPT testing for Samples S-6 and S-7, the split-spoon samplers were observed to be empty. The descriptions shown here are based on auger spoils manually collected by the drill crew at the approximate depths of the subject SPT tests.
S-7	23.5	0	50/1.5"	50/1.5	11.5	25	SC		Gray, wet, very dense, Clayey SAND, trace Gravel (No Recovery**).	
					8.5	30			Boring terminated at 25 feet. *In accordance with WMATA requirements, the borehole was backfilled with grout, placed via tremie pipe, at completion of drilling. Consequently, groundwater level readings could not be measured.	

NOTES: **Existing ground surface elevation at the boring location was interpolated from the topographic contour lines shown on the available plan and is approximate.**

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. B-4

Subject: Letter – MSE Wall Feasibility Analysis

Project: Gilbane Development Company – West Hyattsville Phase II - ECS Job No. 02:10884
5615 Little Branch Run, Hyattsville, Prince George's County, Maryland 20782

Date: September 29, 2025

From: Corey Mislinski, P.E., Principal Engineer; Andrew Troutner, E.I.T., Geotechnical Project Manager II

To: Matt Michetti, Gilbane Development Company via email MMichetti@GilbaneCo.com

---

This letter presents the results of the MSE wall feasibility analysis for the referenced project.

ECS has evaluated the apparent critical cross-section of the retaining wall as shown on Attachment A – Conceptual Site Plan. According to this plan, the top of wall elevation and bottom of wall elevation is EL. ±40 feet and EL. ±28 feet, respectively, for a total retained wall height of ±12 feet at this cross-section. At the base of wall, the finished grade is planned to be relatively flat, and in a flood plain. The wall backslope is planned to be relatively flat, supporting a fire access lane and a residential dwelling. A scaled cross section of the wall, access road and residential dwelling is presented on Attachment B – Stability Cross Section. ECS has assumed the following loading conditions associated with the anticipated site conditions and locations:

- 360 psf at fire access lane
- 3,000 psf at 36" wide strip footing
- 250 psf approximated floor slab

Test boring B-4 performed by GTA and presented in HKA's geotechnical report dated June 14, 2024, was utilized as the representative soil conditions at this cross section. This test boring is included as Attachment C – Representative Test Boring. Residual silty sands exist at or near the planned bottom of wall, and the groundwater elevation is estimated to be near elevation ±22 feet. However, for the purpose of this feasibility analysis, ECS has estimated a permanent groundwater elevation of ±28 feet. ECS understands controlled cohesive fill soils were placed and compacted within the retained zone of the retaining wall and additional fill will be placed to achieve finished grade to support the access lane and residential dwelling. Due to the limited soil data within this area of the site, ECS has assumed the following conservative engineering parameters for this wall feasibility assessment:

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Respectfully Submitted,
ECS Mid-Atlantic, LLC

Andrew Troutner, E.I.T.
Geotechnical Project Manager II
ATroutner@ecslimited.com

Corey Mislinski, P.E.
Principal Engineer
CMislinski@ecslimited.com

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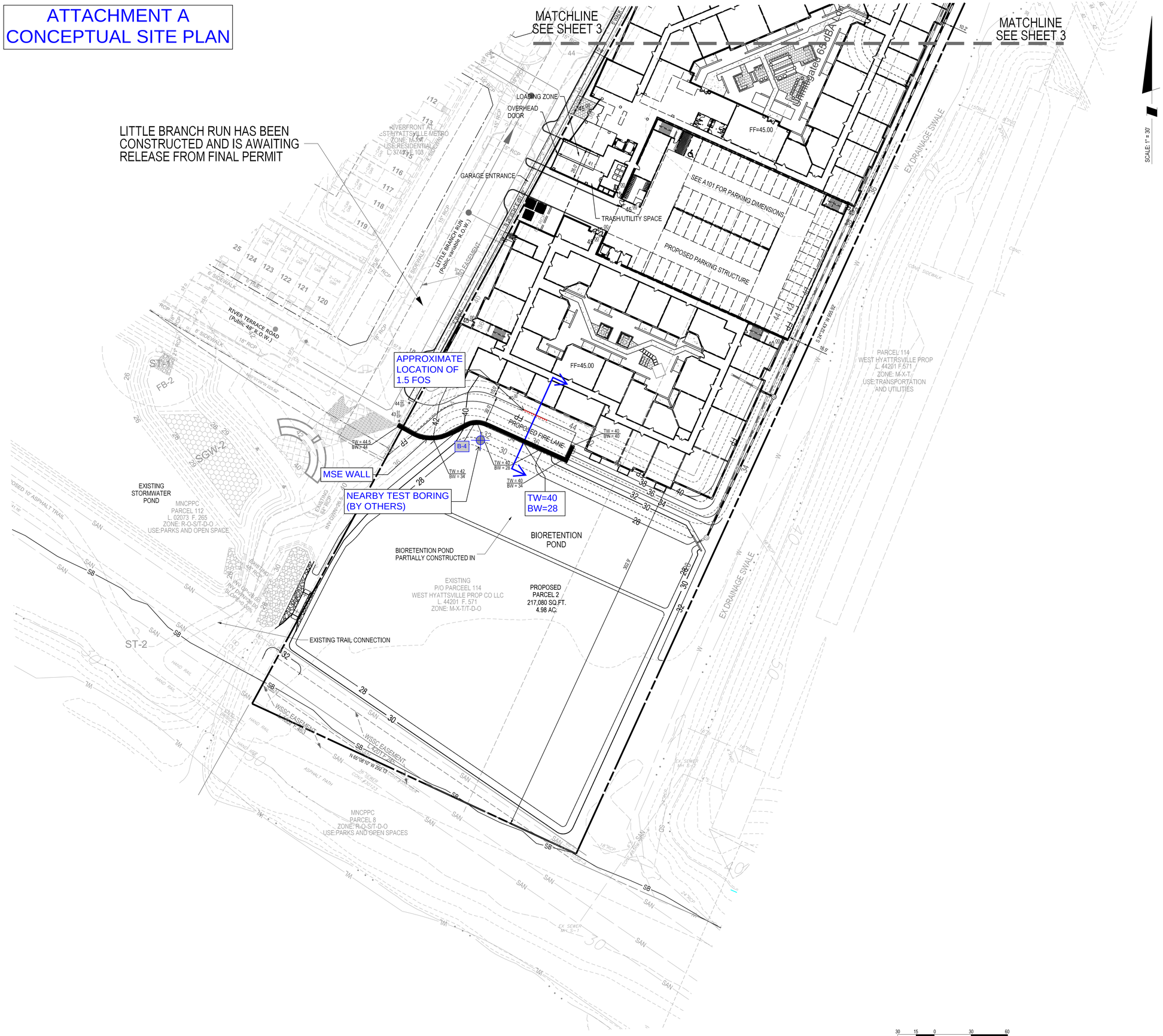
LICENSE NO. 64084
EXPIRATION DATE: 12-16-2026

Attachments: Attachment A – Conceptual Site Plan
Attachment B – Stability Cross-Section
Attachment C – Representative Test Boring

ATTACHMENT A
CONCEPTUAL SITE PLAN



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Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAMILY DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

9/11/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 209NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83, VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021; DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S. VERSION: V8 / NCS
SHEET 4 OF 4	
PROJECT NO. 0706-06-00	

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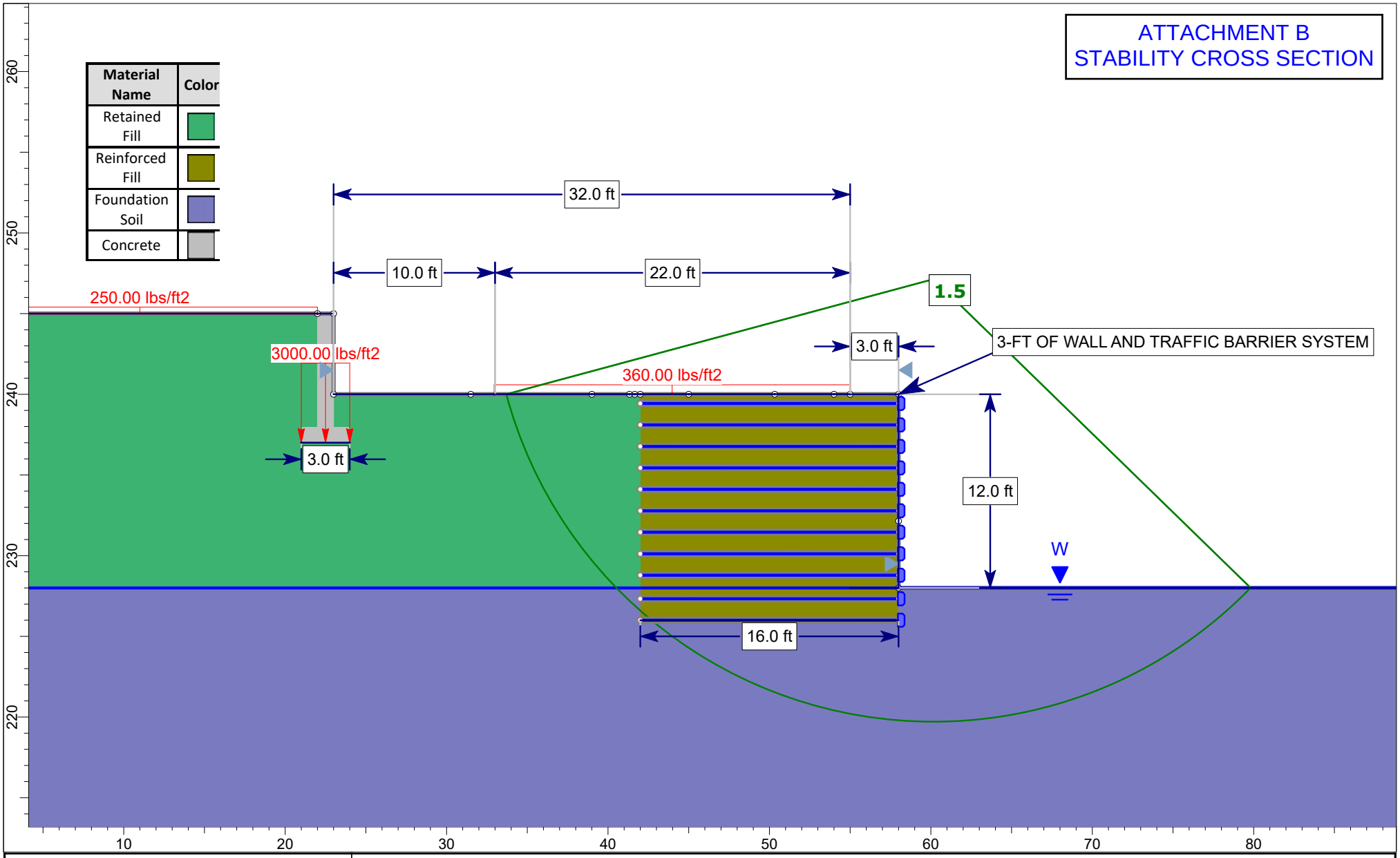
ATTACHMENT B
STABILITY CROSS SECTION



rocscience	West Hyattsville Phase II - MSE Wall Feasibility		
	Group: Revised September 2025	Scenario: 1	
	Drawn By:	Company:	
	Date: 9/23/25	File Name: Typical Section_Revised.slmd	

SLIDEINTERPRET 9.033

ATTACHMENT C
REPRESENTATIVE TEST BORING

LOG OF BORING NO. B-4

PROJECT: **WMATA Property**
PROJECT NO.: **191229**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): 12.4
DATE: 11-7-2019
CAVED (ft): Grouted*

DATE STARTED: **11-7-2019**
DATE COMPLETED: **11-7-2019**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **J. Culver**
DRILLING METHOD: **HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ **13.5**
GROUND SURFACE ELEVATION: **33.5**
DATUM: **Topo**
EQUIPMENT: **Diedrich D-50**
LOGGED BY: **SS**
CHECKED BY: **TLC**

SAMPLE NUMBER	SAMPLE DEPTH (ft.)	SAMPLE RECOVERY (in.)	SAMPLE BLOWS/6 inches	N (blows/ft.)	ELEVATION (ft.)	DEPTH (ft.)	USCS	GRAPHIC SYMBOL	DESCRIPTION	REMARKS
S-1	0.0	12	2-5-7	12	33.5	0	FILL		Brown, moist, medium dense, Silty SAND, trace Gravel (Fill).	Topsoil: 3 in.
S-2	2.5	12	6-7-7	14	31.5		FILL		Orangish Brown, moist, medium dense, Poorly Graded GRAVEL with Clay and Sand, trace Mica (Fill).	
S-3	5.0	12	8-14-9	23	29.5	5	SM		Gray, moist, medium dense, Silty SAND with Gravel.	
S-4	8.5	12	10-12-13	25	26.5	10	SM		Gray, moist, medium dense, Silty SAND, trace Gravel, Clay Lenses.	
S-5	13.5	20	9-4-15	19	21.5	15	SP		Gray, wet, medium dense, Poorly Graded SAND, trace Silt.	▽ ▽
S-6	18.5	0	50/5"	50/5"	16.5	20	SC		Gray, wet, very dense, Clayey SAND (No Recovery**).	**Upon completion of SPT testing for Samples S-6 and S-7, the split-spoon samplers were observed to be empty. The descriptions shown here are based on auger spoils manually collected by the drill crew at the approximate depths of the subject SPT tests.
S-7	23.5	0	50/1.5"	50/1.5	11.5	25	SC		Gray, wet, very dense, Clayey SAND, trace Gravel (No Recovery**).	
					8.5	30			Boring terminated at 25 feet. *In accordance with WMATA requirements, the borehole was backfilled with grout, placed via tremie pipe, at completion of drilling. Consequently, groundwater level readings could not be measured.	

NOTES: **Existing ground surface elevation at the boring location was interpolated from the topographic contour lines shown on the available plan and is approximate.**

GEO-TECHNOLOGY ASSOCIATES, INC.
14280 Park Center Drive, Suite A
Laurel, MD 20707

LOG OF BORING NO. B-4

Subject: Letter – MSE Wall Feasibility Analysis

Project: Gilbane Development Company – West Hyattsville Phase II - ECS Job No. 02:10884
5615 Little Branch Run, Hyattsville, Prince George's County, Maryland 20782

Date: September 29, 2025

From: Corey Mislinski, P.E., Principal Engineer; Andrew Troutner, E.I.T., Geotechnical Project Manager II

To: Matt Michetti, Gilbane Development Company via email MMichetti@GilbaneCo.com

---

This letter presents the results of the MSE wall feasibility analysis for the referenced project.

ECS has evaluated the apparent critical cross-section of the retaining wall as shown on Attachment A – Conceptual Site Plan. According to this plan, the top of wall elevation and bottom of wall elevation is EL. ±40 feet and EL. ±28 feet, respectively, for a total retained wall height of ±12 feet at this cross-section. At the base of wall, the finished grade is planned to be relatively flat, and in a flood plain. The wall backslope is planned to be relatively flat, supporting a fire access lane and a residential dwelling. A scaled cross section of the wall, access road and residential dwelling is presented on Attachment B – Stability Cross Section. ECS has assumed the following loading conditions associated with the anticipated site conditions and locations:

- 360 psf at fire access lane
- 3,000 psf at 36" wide strip footing
- 250 psf approximated floor slab

Test boring B-4 performed by GTA and presented in HKA's geotechnical report dated June 14, 2024, was utilized as the representative soil conditions at this cross section. This test boring is included as Attachment C – Representative Test Boring. Residual silty sands exist at or near the planned bottom of wall, and the groundwater elevation is estimated to be near elevation ±22 feet. However, for the purpose of this feasibility analysis, ECS has estimated a permanent groundwater elevation of ±28 feet. ECS understands controlled cohesive fill soils were placed and compacted within the retained zone of the retaining wall and additional fill will be placed to achieve finished grade to support the access lane and residential dwelling. Due to the limited soil data within this area of the site, ECS has assumed the following conservative engineering parameters for this wall feasibility assessment:

- Reinforced zone – 135 pcf, 38 degrees, 0 psf cohesion
- Retained zone – 120 pcf, 28 degrees, 0 psf cohesion
- Foundation soils – 120 pcf, 28 degrees, 0 psf cohesion

The results of the global stability analysis indicate a minimum factor of safety of 1.5 can be achieved based on the input parameters described above. These global stability results are presented in Attachment B.

ECS understands a 100-yr storm elevation of EL. ±40 feet based on the 2022 DPIE approved floodplain study. ECS believes storm water from such an event would raise and then recede over a relatively short period of time. Also, soils within the zone of influence of the wall are relatively fine-grained (i.e. low porosity values). ECS does not believe these soil and water conditions will exhibit the effects of rapid drawdown. In addition, ECS does not believe the potential for scour exists at the base of wall due to the anticipated flow of water within the influence of the wall.

ECS has reviewed the conceptual wall configurations, available geotechnical information and Prince George's County DPIE Techno-Gram dated October 1, 2021. The following comments are provided based on the applicable sections of the Techno-Gram to support the feasibility of a conventional MSE wall at this site.

Techno-Gram 002-2021 Section Comments:

1. The retaining wall is intended to comply with the appropriate codes.
2. The height of the retaining wall will measured, as required.
3. A building permit is anticipated based on the proposed retaining wall height.
4. A soil investigation will be performed based on the minimum spacing requirements and proposed retaining wall alignment.
5. The retaining wall will not be constructed with timber or wooden members.
6. The permitting sequence outlined will be followed, as required
7. Building permits will be obtained, as required.
8. The retaining wall will be greater than the preferred wall height. However, the conceptual retaining wall is intended to follow all other requirements.
9. The retaining wall will be located at an approved location.
10. The retaining wall design will include the appropriate documentation within the submittal.
11. The retaining wall will include the appropriate easements and maintenance agreements.
12. The retaining wall permit plans are intended to comply with the PG-DPIE checklist requirements. Drawings and calculations will be prepared to comply with the minimum requirements.
13. The retaining wall will be located at an appropriate location and not require scour analysis.
14. The retaining wall is intended to be located within the 100-yr storm design elevation. Select fill (e.g. #21A stone) backfill, a gabion basket faced wall system, and significant drainage systems behind and below the wall will be incorporated into the wall design to mitigate issues associated with groundwater fluctuations.
15. A global stability analysis has been performed for the feasibility level design for this retaining wall. A final global stability analysis will be performed for the final wall design.
16. Appropriate drainage systems will be included with the retaining wall design.
17. The typical retaining wall cross section and detail will include the specified treatments for water infiltration.
18. A surface stormwater swale will be specified, where appropriate and as required.
19. Drainage elements will be incorporated into the final wall design, where appropriate and as required.
20. Drainage elements will be incorporated into the final wall design, where appropriate and as required.
21. Slope stabilization measure will be shown on the final wall plans, where appropriate and as required.
22. The final retaining wall is anticipated to pass all required inspections, as required.
23. The final retaining wall will be inspected where appropriate and as required.

ECS is available to discuss these results at your request.

Respectfully Submitted,
ECS Mid-Atlantic, LLC

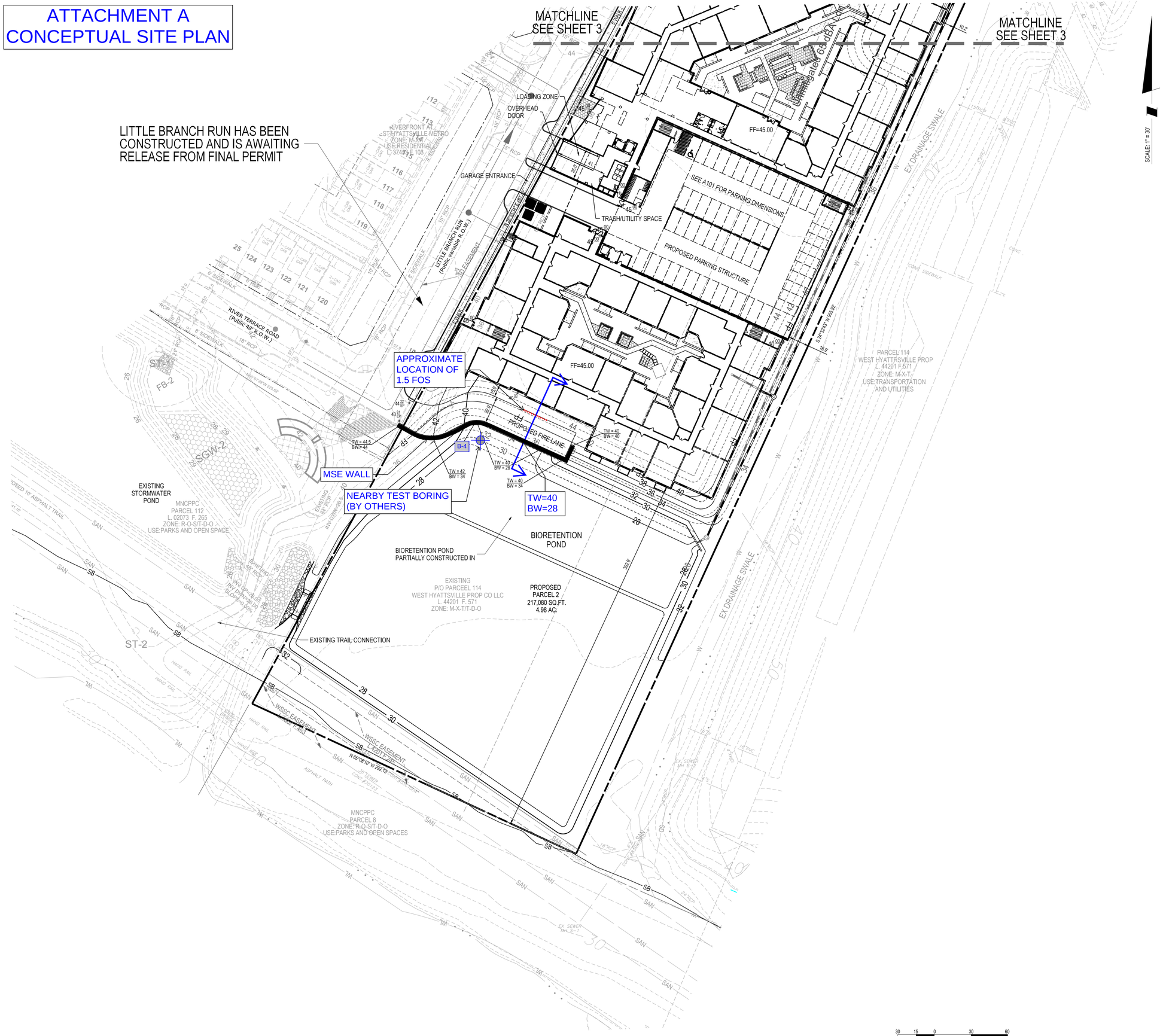
Andrew Troutner, E.I.T.
Geotechnical Project Manager II
ATroutner@ecslimited.com

Corey Mislinski, P.E.
Principal Engineer
CMislinski@ecslimited.com

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. 64084
EXPIRATION DATE: 12-16-2026

Attachments: Attachment A – Conceptual Site Plan
Attachment B – Stability Cross-Section
Attachment C – Representative Test Boring

ATTACHMENT A
CONCEPTUAL SITE PLAN



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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAMILY DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

9/11/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T/TDO
WSSC 200' SHEET: 209NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83, VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021; DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S. VERSION: V8 / NCS
SHEET 4 OF 4	
PROJECT NO. 0706-06-00	

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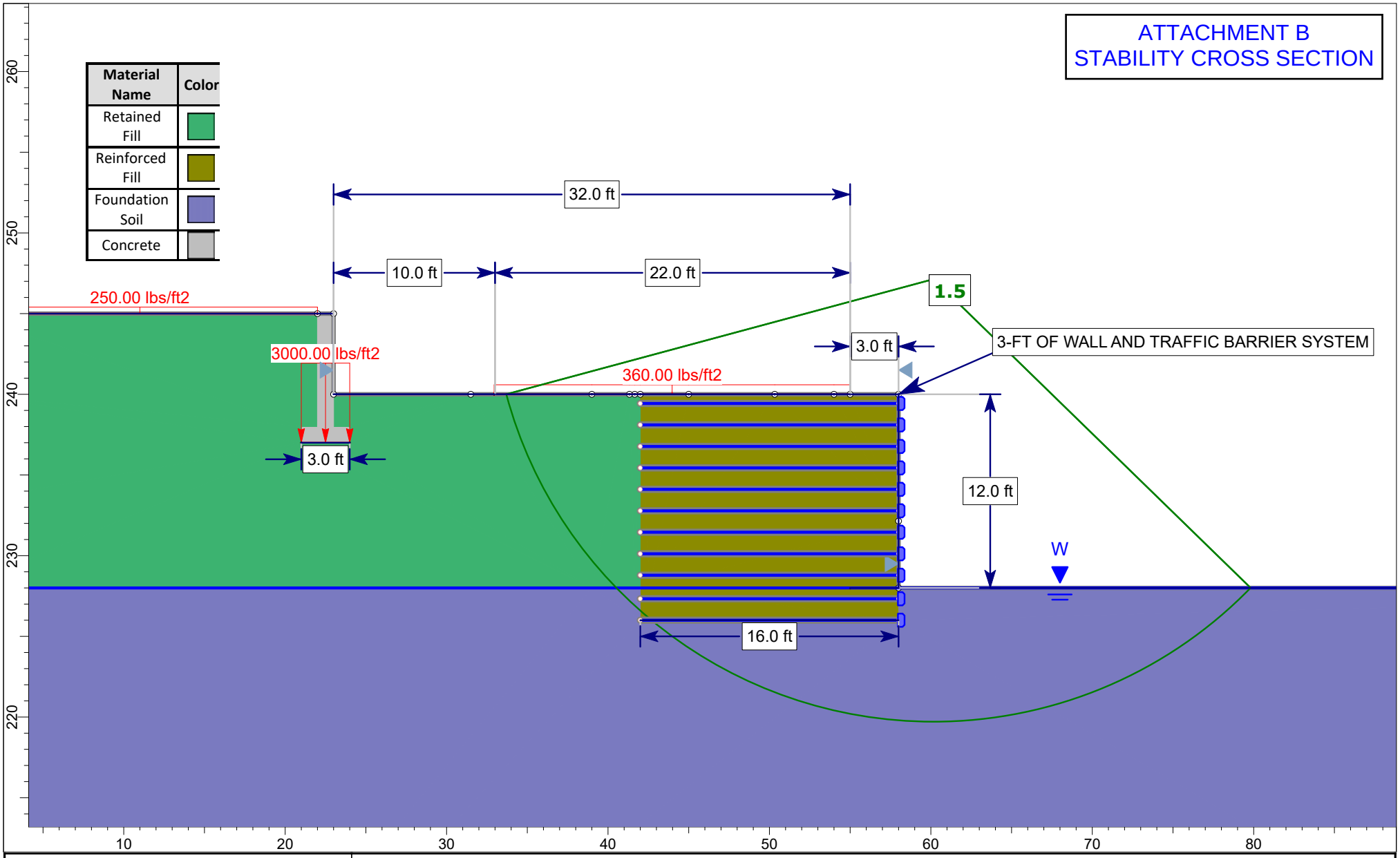
ATTACHMENT B
STABILITY CROSS SECTION



rocscience	West Hyattsville Phase II - MSE Wall Feasibility		
	Group: Revised September 2025	Scenario: 1	
	Drawn By:	Company:	
	Date: 9/23/25	File Name: Typical Section_Revised.slmd	

SLIDEINTERPRET 9.033

ATTACHMENT C
REPRESENTATIVE TEST BORING

LOG OF BORING NO. B-4

PROJECT: **WMATA Property**
PROJECT NO.: **191229**
PROJECT LOCATION: **Prince George's County, Maryland**

WATER LEVEL (ft): 12.4
DATE: 11-7-2019
CAVED (ft): Grouted*

DATE STARTED: **11-7-2019**
DATE COMPLETED: **11-7-2019**
DRILLING CONTRACTOR: **Geo-Technology Associates, Inc.**
DRILLER: **J. Culver**
DRILLING METHOD: **HSA**
SAMPLING METHOD: **Split Spoon/Automatic Hammer**

WATER ENCOUNTERED DURING DRILLING (ft) ▽ **13.5**
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LOGGED BY: **SS**
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Laurel, MD 20707

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Test boring B-4 performed by GTA and presented in HKA's geotechnical report dated June 14, 2024, was utilized as the representative soil conditions at this cross section. This test boring is included as Attachment C – Representative Test Boring. Residual silty sands exist at or near the planned bottom of wall, and the groundwater elevation is estimated to be near elevation ±22 feet. However, for the purpose of this feasibility analysis, ECS has estimated a permanent groundwater elevation of ±28 feet. ECS understands controlled cohesive fill soils were placed and compacted within the retained zone of the retaining wall and additional fill will be placed to achieve finished grade to support the access lane and residential dwelling. Due to the limited soil data within this area of the site, ECS has assumed the following conservative engineering parameters for this wall feasibility assessment:

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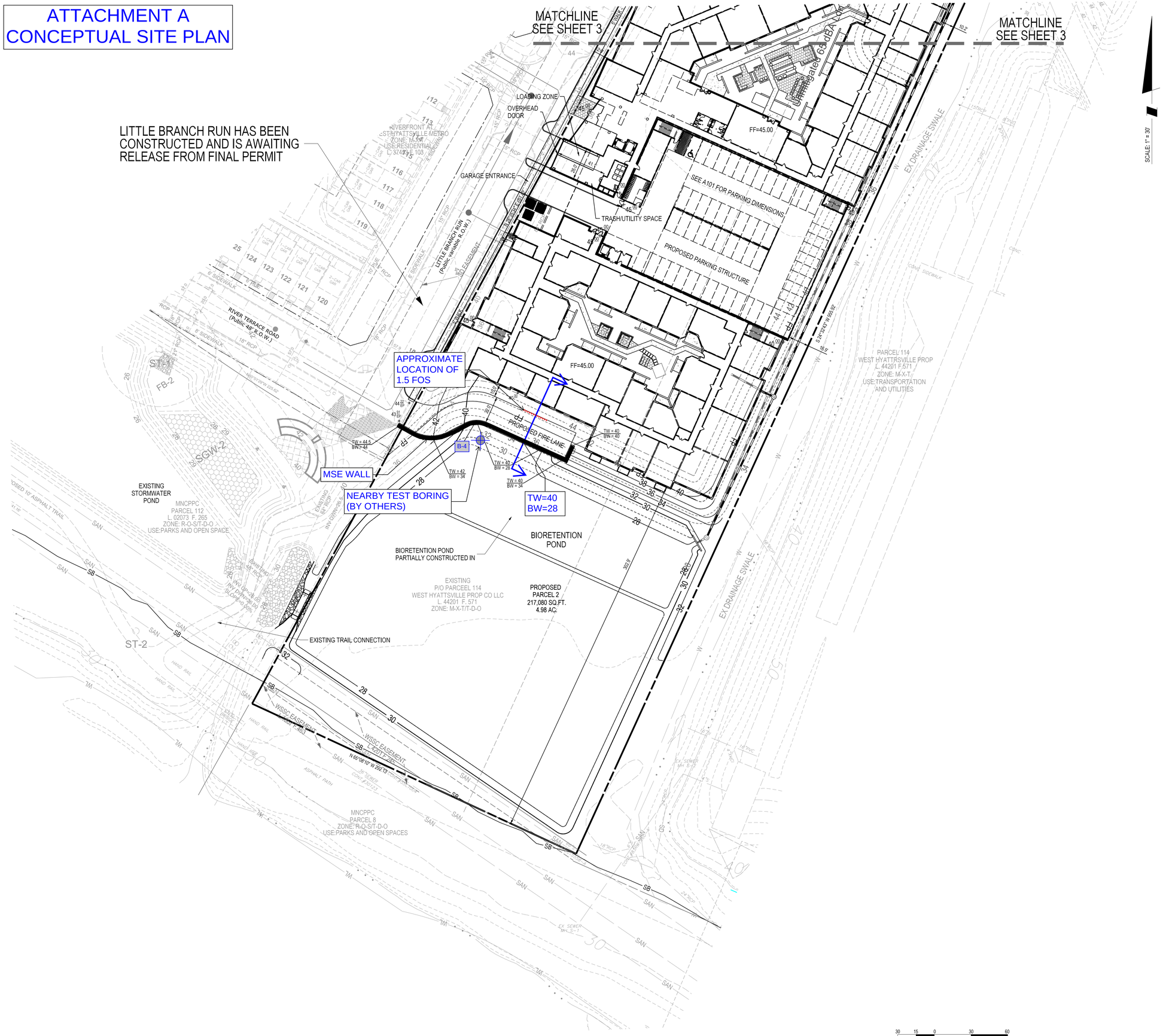
Andrew Troutner, E.I.T.
Geotechnical Project Manager II
ATroutner@ecslimited.com

Corey Mislinski, P.E.
Principal Engineer
CMislinski@ecslimited.com

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. 64084
EXPIRATION DATE: 12-16-2026

Attachments: Attachment A – Conceptual Site Plan
Attachment B – Stability Cross-Section
Attachment C – Representative Test Boring

ATTACHMENT A
CONCEPTUAL SITE PLAN



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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE
2	PROP. MULTIFAMILY DWELLING UNITS ON PARCEL 2 AND MODIFY THE COURT YARD	YOR	06/23/2025
1	ADD SOLAR PANELS & INCREASE SIGN AREA	DJB	06/30/2024

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

9/11/2025

PLAN VIEW

DETAILED SITE PLAN DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (7TH) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

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SHEET 4 OF 4	
PROJECT NO. 0706-06-00	

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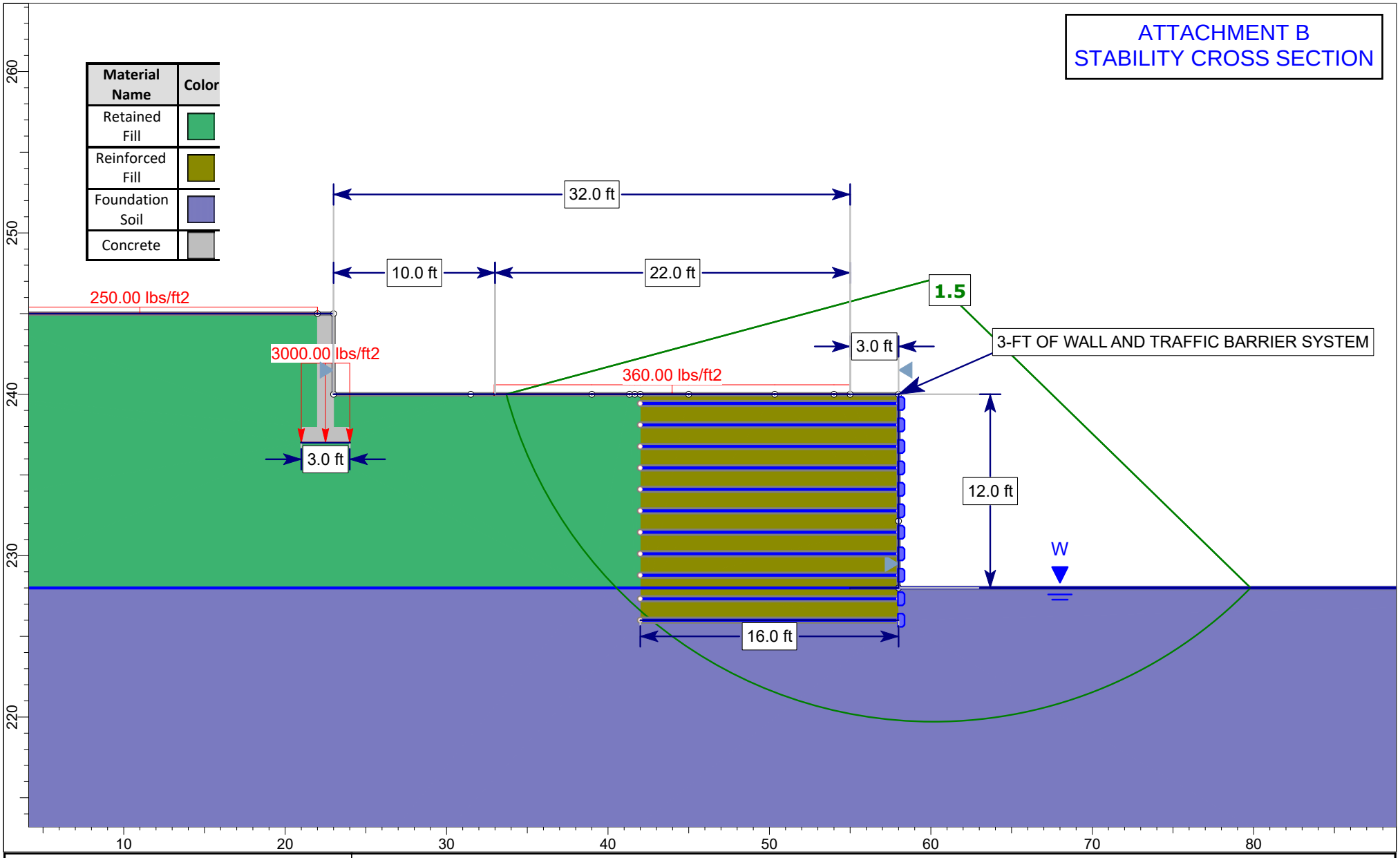
ATTACHMENT B
STABILITY CROSS SECTION



rocscience	West Hyattsville Phase II - MSE Wall Feasibility		
	Group: Revised September 2025	Scenario: 1	
	Drawn By:	Company:	
	Date: 9/23/25	File Name: Typical Section_Revised.slmd	

SLIDEINTERPRET 9.033

ATTACHMENT C
REPRESENTATIVE TEST BORING

LOG OF BORING NO. B-4

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PROJECT NO.: **191229**
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DRILLING METHOD: **HSA**
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CHECKED BY: **TLC**

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Laurel, MD 20707

LOG OF BORING NO. B-4

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, Maryland 20774
(301) 883-5710

STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: PEER REVIEW - HYATTSVILLE, PARCELS 2, 3, 114 (FPS 202024)-MULTIFAMILY

CASE #: 3816-2021-00

APPLICANT'S NAME: West Hyattsville Property Company, LLC

ENGINEER : Soltesz LLC

REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is PRIVATE.

These additional approvals are required: None.

These fees apply: REVIEW.

These bonds apply: None.

Required water quality controls: SUBMERGED GRAVEL WET.

Required water quantity controls: 100 YEAR ATTENUATION(S).

A maintenance agreement is required.

No special conditions apply.

Required easements: STORM DRAIN.

Storm Water Management fee payment of none in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)

CONDITIONS OF APPROVAL:

Please see second page.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: October 13, 2024
EXPIRATION DATE: October 13, 2027

FOR OFFICE USE ONLY

ADC MAP:	5409 E7,E8	200' SHEET:	206NE02
STREET NAME:	HAMILTON ST		
WATERSHED:	14-Northeast Branch (Anacostia)		
NUMBER OF DU'S:	0	COST PER DWELLING:	0

CC: APPLICANT, SCD, PERMITS

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CASE NAME: PEER REVIEW - HYATTSVILLE, PARCELS 2, 3, 114 (FPS 202024)-MULTIFAMILY

CASE #: 3816-2021-00

P.G.C. FORM #3693 (REV 04/93)

CONDITIONS OF APPROVAL:

1. LANDSCAPE PLANS ARE REQUIRED AT TECHNICAL REVIEW.
2. AT THE TIME OF TECHNICAL REVIEW PROVIDE COPY OF EXISTING STORM DRAIN EASEMENT FOR EXISTING STORM DRAIN SYSTEM. IF THE RIGHT-OF-WAY DOES NOT EXIST THEN A RIGHT-OF-WAY MUST BE RECORDED
3. THIS PROJECT WILL REQUIRE A SITE DEVELOPMENT FINE GRADING PERMIT.
4. 100-YR QUANTITY MANAGEMENT PROPOSED TO BE UNDERGROUND STORAGE WITHIN PROPOSED BUILDING B.
5. ESD TO THE MEP PROPOSED IN ONE SUBMERGED GRAVEL WETLAND WITHIN THE 100-YR FLOODPLAIN.
6. FLOODPLAIN STUDY #FPS 202024.
7. THE CONCEPT FOR BUILDING A & B HAVE BEEN COMBINED INTO THIS APPROVAL. SEE CONCEPT 11905-2016-01 FOR PREVIOUS APPROVALS ON BUILDING A.

REVIEWED BY CRC / SS.
EXTENSION ONLY. SUPERSEDES PREVIOUS APPROVAL DATED 10-13-2021. REVIEWED Y DW.

THE PRINCE GEORGE'S COUNTY GOVERNMENT

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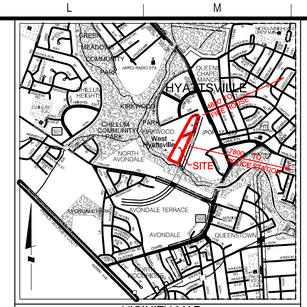
STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: PEER REVIEW - HYATTSVILLE, PARCELS 2, 3, 114 (FPS 202024)-MULTIFAMILY

CASE #: 3816-2021-00

SITE DEVELOPMENT CONCEPT PLAN

WEST HYATTSVILLE MULTIFAMILY



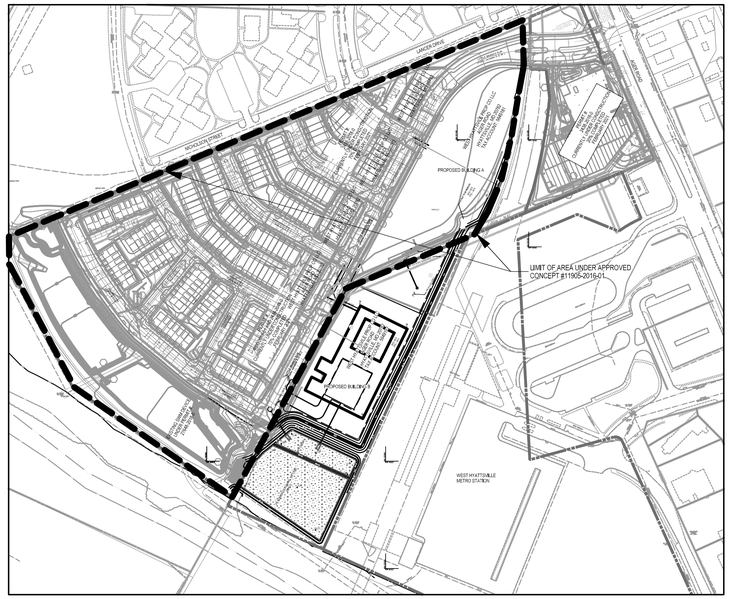
PLAN LEGEND

PG 10/08

	EXISTING	PROPOSED
CONTOUR (INDEX, INTERMEDIATE)	102 / 100	
DRAINAGE DIVIDE		
EASEMENTS (LABEL, LINE)	EX SD EASEMENT	
EXISTING SPECIMEN TREE (APPROXIMATE LOCATION)		
FLOODPLAIN DELINEATION (100YR)	FP	
FLOODPLAIN BUFFER	FPB	
PROPERTY LINE (SITE, ADJOINERS)		
PUBLIC UTILITY EASEMENT	10' PUE	
SPOT SHOTS	123.4	
SOILS BOUNDARY/SOILS LABEL (SOURCE: USDA-SOIL SURVEY OF PRINCE GEORGE'S COUNTY 1967)	AdB2 / CI	
TREE LINE		
BIOSWALE		BIOSWALE
SUBMERGED GRAVEL WETLAND		SUBMERGED GRAVEL WETLAND
MICRO BIORETENTION		MBR
PERMEABLE PAVEMENT		
BUILDING		

UTILITIES

CABLE (LINE, MANHOLE, VAULT)	COMCAST CTV
ELECTRIC (LINE, MANHOLE, POLE, VAULT/BOX)	E / OH - E
FIBER OPTIC (LINE/MARKERS)	FO
NATURAL GAS (LINE, MANHOLE, MARKER)	EX 6" NG
SEWER (LINE, MANHOLE)	EX 8" SAN
STORMDRAIN (LINE, INLETS, MANHOLE)	EX 15" RCP SD / 15" RCP
TELEPHONE (LINE, MANHOLE, VAULT/BOX)	T / OH -T
WATER (LINE, HYDRANT, MANHOLE, METER, VALVE, WELL)	EX 8" W



INDEX OF SHEETS

COVER SHEET	1
DRAINAGE AREA MAP	2-3
STORMWATER MANAGEMENT PLAN	4-5

GENERAL NOTES

1. PROJECT NAME: WEST HYATTSVILLE MULTIFAMILY
2. GROSS ACREAGE : 8.02 AC.+/-
   FLOODPLAIN ACREAGE: 0.0 AC.
3. NET ACREAGE: +/-8.02 AC.
4. AREA OF DISTURBANCE : +/-8.02 AC.
5. EXISTING IMP. AREA IN LOD: +/- 0.00 AC.
6. NEW SITE IMPERVIOUS AREA: +/-3.65 AC.
7. EXISTING ZONE: M-X-T
8. WSSC GRID: 207NE02
9. TAX MAP: 41, E4
   GRID:
10. ASSUMED 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY UNLESS OTHERWISE SHOWN.
11. MANDATORY PARK DEDICATION NOT APPLICABLE.
12. NO CEMETERIES EXIST ON OR CONTIGUOUS TO PROPERTY.
13. NO HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
14. NO STREAMS ARE PRESENT ON SITE.
15. NO WETLANDS ARE PRESENT ON SITE
16. 100-YEAR FLOODPLAIN IS PRESENT ON SITE.
17. PMA AREA IS NOT PRESENT ON SITE
18. WATERSHED: ANACOSTIA RIVER
19. SITE IS NOT WITHIN CHESAPEAKE BAY CRITICAL AREA
20. SOURCE OF TOPOGRAPHY: PROVIDED BY SOLTESZ, INC. AND PRINCE GEORGE'S COUNTY GIS
21. OWNER:

    WEST HYATTSVILLE PROPERTY COMPANY, LLC
    1100 NORTH GLEBE ROAD SUITE 100, ARLINGTON VA, 22201
    PHONE 703-312-7241
22. THE PROJECT CONSISTS OF THE GRADING OF THE SITE IN ORDER TO CONSTRCRUCT TWO MULTIFAMILY BUILDINGS, AND A SUBMERGED GRAVEL WETLAND TO TREATE ANY RUNOFF CAUSE BY THE NEW DEVELOPMENT ON SITE.

NOTE:
DRAINAGE AREAS IN TABLE INCLUDE THE FACILITY

Prince George's County Government
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division
9400 Peppercorn Place, Suite 420
Largo, Maryland 20774

Final Plan BMP SUMMARY TABLE

Revision Date: May 30, 2014

Project Name: The Clay Tract | Concept No.: 3816-2021-00 | Permit No: | Total Site Acreage: 10.77

POI	LABEL	NAME	MD NORTH	MD EAST	LAND USE	CONSTRUCTION PURPOSE	DRAINAGE AREA (AC)	TOTAL IMPERVIOUS AREA (AC)	NEW IMPERVIOUS AREA (AC)	EXISTING IMPERVIOUS AREA (AC)	PERCENT IMPERVIOUS	Rv	TARGET P_E (IN)	TARGET VOL (FT^3)	DESIGN VOL (FT^3) USING ESD PRACTICES	DESIGN VOLUME (CF) USING STRUCTURAL PRACTICES	MAX ESD VOL (ESD max) (CF)	RCN	ON_OFF_SITE
A	SGW-01	Submerged Gravel Wetlands	469145	1320668	High Density Residential	NEWD	7.550	3.650	3.650	0.000	48.0%	0.46	1.51	20194.0	26448.0	-	26448.0	70	On Site
						TOTAL	7.550	3.650					TOTAL	20,194	26,448				

TOTAL UNTREATED IMPERVIOUS AREA= 3.65 ac | REQUIRED ESDv= 20,194 cu-ft | PROVIDED ESDv= 26,448 cu-ft

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

West Hyattsville Property Company, LLC
1100 North Glebe Road
Suite 100
Arlington, Virginia 22201
703-312-7241
Attn: Matt Michetti

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. 40836 EXPIRATION DATE: 06/27/2023

STATE OF MARYLAND · JASON R. MILLS · NO. 40836 · PROFESSIONAL ENGINEER

9/7/2021

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW - HYATTSVILLE, PARCELS 2, 3, 114 (FPS 202024 I-MULTIFAMILY
Case Number (Plan Approval #): 3816-2021-0
Case Type: PSWM
Issuance Date: 10/13/2021
Address: 2700 HAMILTON ST HYATTSVILLE, Maryland 20782
Lot(s) and Block(s): Parcels 2, 3, 114
Reviewed by CRC / SS
APPROVED BY:
Rey De Guzman
DPIE DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT (DPIE)
PRINCE GEORGE'S COUNTY, MARYLAND
PEER REVIEW APPROVAL STAMP

"I hereby certify that I have successfully completed participation in DPIE's Peer Review Program. I have reviewed these plans in detail and they are in conformance with the county's Code, General Specifications and Standards."

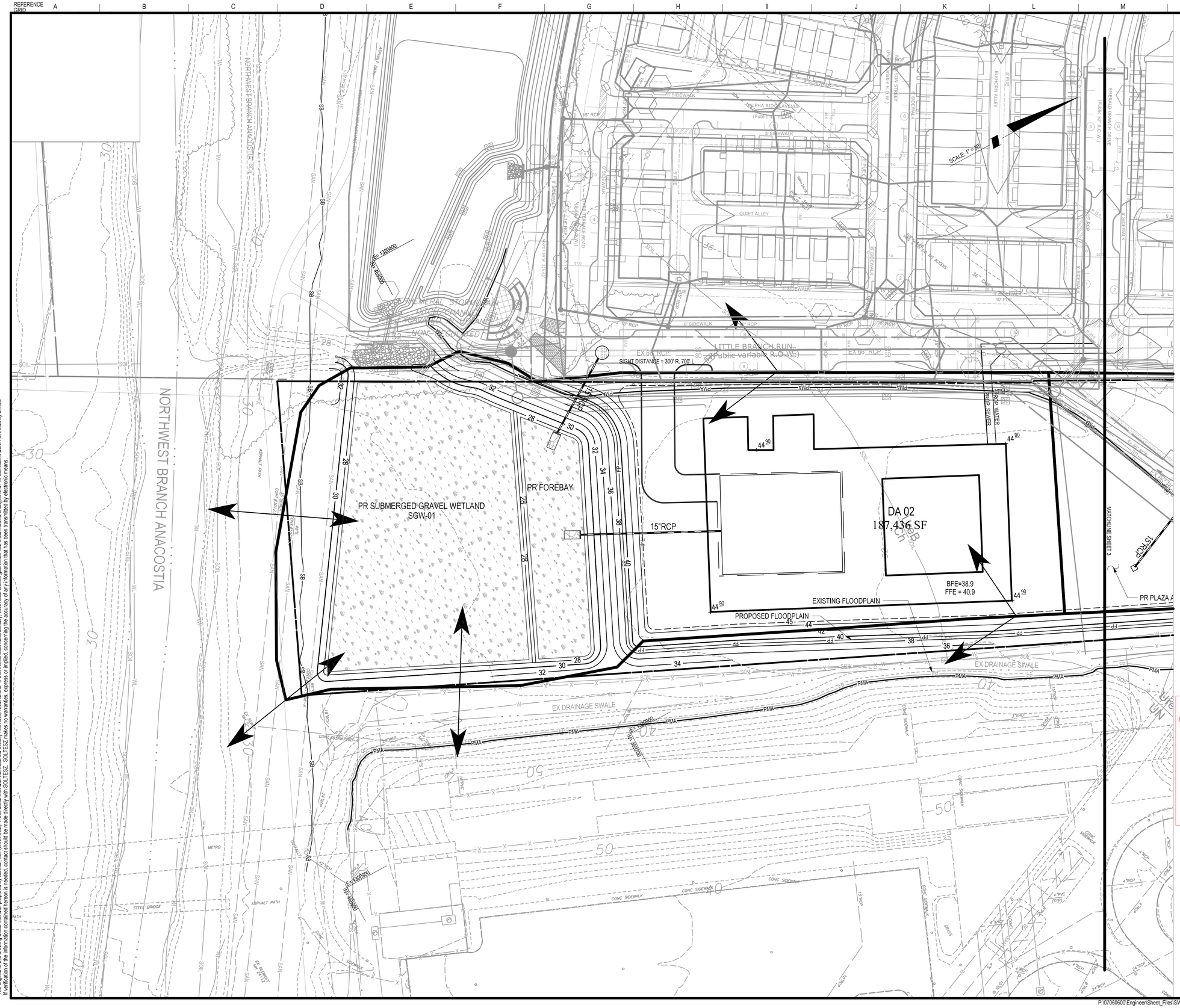
APPROVAL DATE: Sept 27, 2021
PEER REVIEWER:
COMPANY NAME: NEAR SHORE ENGINEERING LLC
PERMIT NUMBER: 3816-2021

COVER SHEET

SITE DEVELOPMENT CONCEPT PLAN
WEST HYATTSVILLE METRO
PHASE 1
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP	ZONING CATEGORY:
41, E4	M-X-T
WSSC 200' SHEET	
207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
ONE INCH — 1" = 200'	DATE: 9/7/2021
SHEET 1 OF 5	DESIGNED: MRB TECHNICIAN: MRB CHECKED: JRM CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

The original of this drawing document was prepared by Soltesz, Inc. (SOLTESZ). If this document was not obtained directly from SOLTESZ and/or it was transmitted electronically, SOLTESZ cannot guarantee that unauthorized changes and / or alterations were not made by others. If verification of the information contained hereon is needed, contact should be made directly with SOLTESZ. SOLTESZ makes no warranties, express or implied, concerning the accuracy of any information that has been transmitted by electronic means.


SCALE: 1" = 20'
NORTHWEST BRANCH ANACOSTIA
LITTLE BRANCH RUN
(Public variable R.O.Ws)
ALPHA RIDGE AVENUE
(Public 52' R.O.W.)
GUILFORD TERRACE ROAD
(Public 52' R.O.W.)
QUIET ALLEY
ELKHORN ALLEY
ELKHORN STREET
(Public variable R.O.W.)
FERRIS BRANCH DRIVE
(Public 52' R.O.W.)
5' SIDEWALK
6' SIDEWALK
15" RCP
18" RCP
24" RCP
EX 36" RCP
EX 48" RCP
EX 54" RCP
EX 60" RCP
EX 66" RCP
EX 72" RCP
EX 78" RCP
EX 84" RCP
EX 90" RCP
EX 96" RCP
EX 102" RCP
EX 108" RCP
EX 114" RCP
EX 120" RCP
EX

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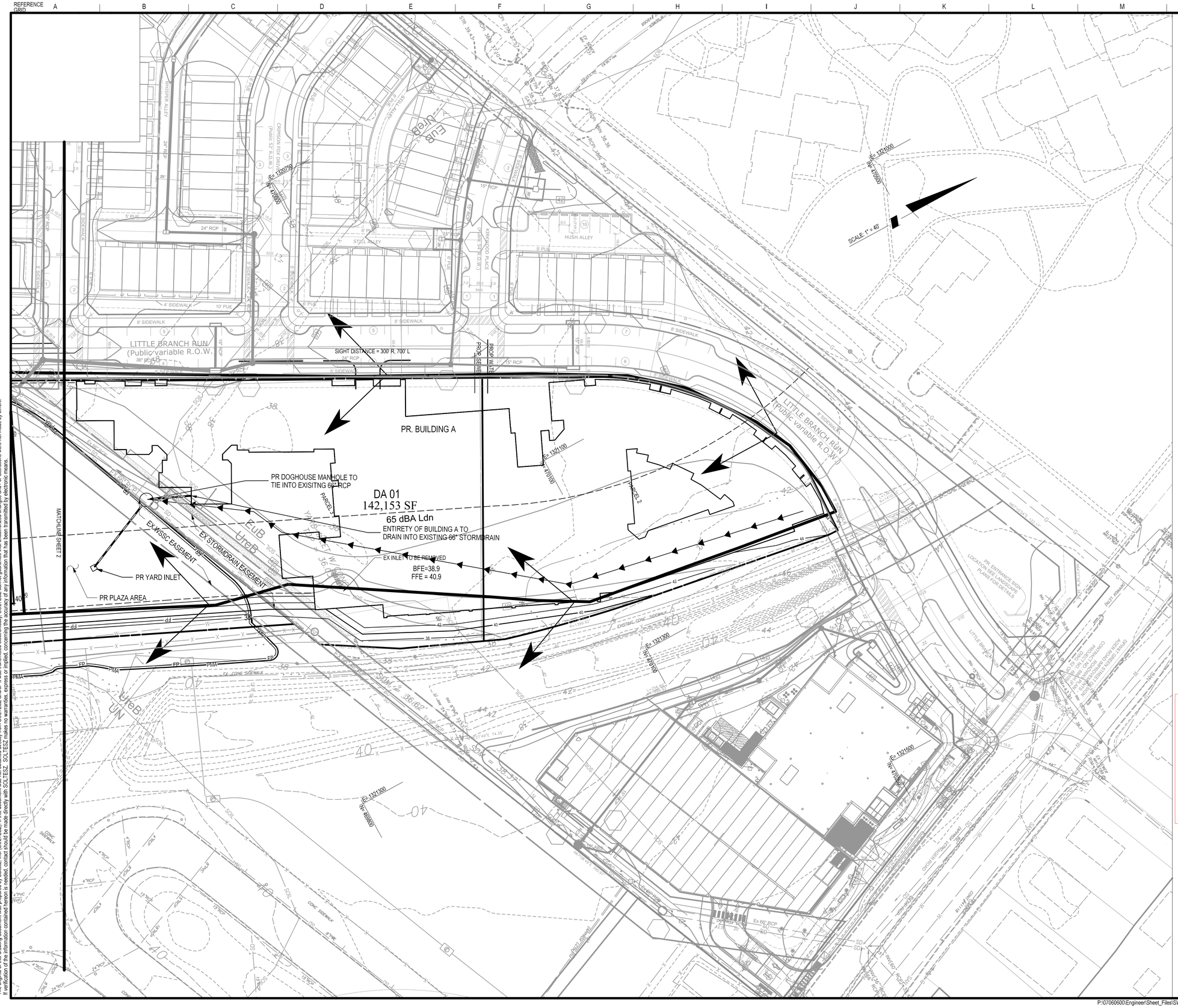
LITTLE BRANCH RUN
(Public variable R.O.W.)
36" RCP
54" RCP
24" RCP
15" RCP
8" SIDEWALK
5' SIDEWALK
4' SIDEWALK
10' PUE
5' PUE
8' PUE
WHISPER ALLEY
STILL ALLEY
HUSH ALLEY
CRIMSON FOX DRIVE (PUBLIC 57' R.O.W.)
MIDNIGHT SUN PLACE (PUBLIC 57' R.O.W.)
SIGHT DISTANCE = 300' R, 700' L
PROP SSWM
PROP W.L.T.
PR. BUILDING A
PR DOGHOUSE MANHOLE TO TIE INTO EXISITNG 66" RCP
DA 01
142,153 SF
65 dBA Ldn
ENTIRETY OF BUILDING A TO DRAIN INTO EXISTING 66" STORMDRAIN
EX INLET TO BE REMOVED
BFE=38.9
FFE = 40.9
PR YARD INLET
PR PLAZA AREA
EX WSSC EASEMENT
EX STORMDRAIN EASEMENT
PARCEL 1
PARCEL 2
MATCHLINE SHEET 2
SCALE: 1" = 40'
PR ENTRANCE SIGN, LOCATION BY LANDSCAPE PLANS FOR DETAILS
EXISTING CONC. SIDEWALK
EX 66" RCP
EX 60" RCP
EX 15" RCP
EX 24" RCP
EX 18" RCP
EX 12" RCP
EX 8" WATER
EX 8" SEWER
EX 12" WATER
EX 6" WATER
EX 4" WATER
EX 8" GAS
EX 6" GAS
EX 4" GAS
EX 2" GAS
EX 1" GAS
EX 4" SSCO
EX 6" SSCO
EX 8" SSCO
EX 10" SSCO
EX 12" SSCO
EX 15" SSCO
EX 18" SSCO
EX 21" SSCO
EX 24" SSCO
EX 27" SSCO
EX 30" SSCO
EX 36" SSCO
EX 42" SSCO
EX 48" SSCO
EX 54" SSCO
EX 60" SSCO
EX 66" SSCO
EX 72" SSCO
EX 78" SSCO
EX 84" SSCO
EX 90" SSCO
EX 96" SSCO
EX 102" SSCO
EX

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REFERENCE GRID: A B C D E F G H I J K L M N O

EXISTING SWM DEVICE UNDER PERMIT #: 27648-2018-0

PERMIT #: 4690-2018-01 AND 2438-2018-0
CURRENTLY UNDER CONSCTRUCTION
70% COMPLETED
FEBRUARY 2021

WEST HYATTSVILE PROP CO LLC
AGER ROAD
HYATTSVILLE, MD 20782

EXISTING OUTFALL
E= 1320400
N= 466900

ALPHA RIDGE AVENUE (Public 45' R.O.W.)
NICHOLSON STREET (Public Variable R.O.W.)
ELKHORN ALLEY
EMERALD BRANCH DRIVE (Public 52' R.O.W.)
RIVER TERRACE ROAD (Public 48' R.O.W.)
LITTLE BRANCH RUN (Public variable R.O.W.)
NORTHWEST BRANCH ANACOSTIA

SCALE: 1" = 20'

SIGHT DISTANCE = 300' R, 700' L

PROPOSED BUILDING B
WEST HYATTSVILE PROP CO LLC
AGER ROAD
HYATTSVILLE, MD 20782
TAX ACCOUNT: 5649192
COURTYARD
BFE=38.9
FFE = 40.9

PR GARAGE ENTRANCE
100-YR CONTROL STRUCTURE (HEIGHT= 4', AREA = 1027(0 SQ.FT), BUILDING B ROOF DRAINAGE AREA SHALL DRAIN TO UNDER-GROUND DETENTION FIRST, THEN FLOW TO GRAVEL WETLAND. IF AT THE TIME OF FINE GRADING PERMIT WE ARE ABLE TO SHOW THAT THE FLOW TO THE GRAVEL WETLAND MEETS OR EXCEEDS THE 100 YR CONTROL, THEN ONLY THE GRAVEL WETLAND WILL BE INSTALLED. THE UNDERGROUND SYSTEM AND ~~THE GRAVEL WETLAND WILL~~ WORK TOGETHER TO ACHIEVE 100YR CONTROL AND WATER QUALITY.

PR FOREBAY
PR SUBMERGED GRAVEL WETLAND SGW-01
15"RCP
Unmitigated 65 dBA Ldn Noise contour
EDGE OF PAVING
PR PLAZA A
EXISTING FLOODPLAIN MODIFICATION APPROVED UNDER FPS 2202024
PROPOSED FLOODPLAIN APPROVED FPS 2202024
EX DRAINAGE SWALE
WMATA TRACKS
METRO
STEEL BRIDGE
ASPHALT PATH
CONC SIDEWALK
PROP WATER
PROP SEWER
E= 1320600
N= 466900

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SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

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OWNER / DEVELOPER / APPLICANT

West Hyattsville Property Company, LLC
1100 North Glebe Road
Suite 100
Arlington, Virginia 22201
703-312-7241
Attn: Matt Michetti

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. 40836 EXPIRATION DATE: 06/27/2023

STATE OF MARYLAND — JASON R. WELLS — No. 40836 — PROFESSIONAL ENGINEER
9/7/2021

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

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Address: 2700 HAMILTON ST HYATTSVILLE, Maryland 20782
Lot(s) and Block(s): Parcels 2, 3, 114
Reviewed by CRC / SS
APPROVED BY:
Rey De Guzman
DPIE — DEPARTMENT OF PERMITTING, INSPECTIONS AND ENFORCEMENT

Peer Reviewed By:
Carl R. Corse, P.E.
CRC
Discipline:
SITE / ROAD
Date:
Sept 27, 2021

PLAN VIEW

SITE DEVELOPMENT CONCEPT PLAN
WEST HYATTSVILLE METRO
PHASE 1
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 60'	DATE: 9/7/2021
	DESIGNED: MRB
	TECHNICIAN: MRB
	CHECKED: JRM
	CAD STD'S. VERSION: V8 / NCS
SHEET 4 OF 5	
PROJECT NO. 0706-06-00	

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PERMIT #:
2438-2018-0
CURRENTLY UNDER CONSCTRUCTION
70% COMPLETED
FEBRUARY 2021

PERMIT #:
2438-2018-0
CURRENTLY UNDER CONSCTRUCTION
20% COMPLETED
FEBRUARY 2021

PROPOSED BUILDING A

PROPOSED BUILDING A WAS APPROVED UNDER PREVIOUS CONCEPT 11905-2016-01. PREVIOUS CONCEPT REQUIRED TWO ONSITE MICRO-BIORENTENTIONS. THIS PROJECT IS PROPOSING TO HAVE THE VOLUME TO BE PLACED IN THE WETLAND GRAVEL SHOWN ON SHEET #4

65 dBA Ldn
ENTIRETY OF BUILDING A TO DRAIN INTO EXISTING 66" STORMDRAIN

EX INLET TO BE REMOVED
BFE=38.9
FFE = 40.9

PR DOGHOUSE MANHOLE TO TIE INTO EXISITNG 66" RCP

PR YARD INLET

PR PLAZA AREA

PR ENTRANCE SIGN - LOCATION SEE LANDSCAPE PLANS FOR DETAILS

EDGE OF PAVING

MATCHLINE SHEET 4

EX WSSC EASEMENT

EX STORMDRAIN EASEMENT

WEST HYATTSVILE PROP CO LLC
AGER ROAD
HYATTSVILLE, MD 20782

WEST HYATTSVILE PROP CO LLC
AGER ROAD
HYATTSVILLE, MD 20782
TAX ACCOUNT: 5649181

KIRKWOOD ASSOC'S
2616 KIRKWOOD PL
HYATTSVILLE, MD 20782
TAX ACCOUNT: 0339895

LITTLE BRANCH RUN
(Public variable R.O.W.)

WHISPER ALLEY

STILL ALLEY

HUSH ALLEY

CRIMSON (PUBLIC 52' R.O.W.)

PRAYWOOD PLACE (PUBLIC 34' R.O.W.)

SIGHT DISTANCE = 300' R, 700' L

PROP SEWER

PROP WTR

WMATA TRACKS

SCALE: 1" = 40'

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

West Hyattsville Property Company, LLC
1100 North Glebe Road
Suite 100
Arlington, Virginia 22201
703-312-7241
Attn: Matt Michetti

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.** 40836 **EXPIRATION DATE:** 06/27/2023

STATE OF MARYLAND — JASON R. MILLS — PROFESSIONAL ENGINEER

8/3/2021

Prince George's County Maryland
Department of Permitting, Inspections & Enforcement
APPROVED PLAN SET

The Department of Permitting, Inspections and Enforcement has completed a review of this document for code compliance. As required by State Code, the design professional(s) responsible for the preparation and content of this document must provide a record copy of these documents with their original seal, signature and date.

Case Name: PEER REVIEW - HYATTSVILLE, PARCELS 2, 3, 114 (FPS 202024)-MULTIFAMILY
Case Number (Plan Approval #): 3816-2021-0
Case Type: PSWM
Issuance Date: 10/13/2021
Address: 2700 HAMILTON ST HYATTSVILLE, Maryland 20782
Lot(s) and Block(s): Parcels 2, 3, 114
Reviewed by CRC / SS

APPROVED BY:
Rey De Guzman
DPIE — DEPARTMENT OF PERMITTING, INSPECTION AND ENFORCEMENT

Peer Reviewed By:
Carl R. Corse, P.E.
CRC
Discipline:
SITE / ROAD
Date:
Sept 27, 2021

PLAN VIEW

SITE DEVELOPMENT CONCEPT PLAN
WEST HYATTSVILLE METRO
PHASE 1
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
ONE INCH = 1" = 40'	DATE: 8/3/2021
SHEET 5 OF 5	DESIGNED: MRB TECHNICIAN: MRB CHECKED: JRM CAD STD'S. VERSION: V8 / NCS
PROJECT NO. 0706-06-00	

STATEMENT OF JUSTIFICATION
REQUEST FOR WAIVER OF
TREE CANOPY COVERAGE REQUIREMENT
RIVERFRONT AT WEST HYATTSVILLE
DSP-20053-02
8/15/2024

This Statement of Justification is submitted by WHPC BLOCK 4, LLC (the "Applicant") in support of a request for a waiver to the Tree Canop Coverage requirements contained in Subtitle 25 of the Prince George's County Code. This request is submitted in conjunction with the processing of Detailed Site Plan DSP-20053-02. The proposed development will be constructed within the Riverfront at West Hyattsville project on property located at 5615 Little Branch Run, Hyattsville, Maryland 20782. The proposed project will contain a total of 342 multifamily dwelling units. The property is currently zoned LTO-C but is being developed in accordance with the provisions of the prior M-X-T/D-D-O Zones.

Subtitle 25 of the Zoning Ordinance establishes requirements for tree canopy coverage for development projects in Prince George's County. The requirements vary depending on the Zoning of the property which is the subject of the application. Pursuant to Section 25-128, the tree canopy coverage requirement in the LTO zone is 15% of the net tract area of a site, which in this case is 3.12 acres. Per Section 25-129, the tree canopy coverage may consist of existing trees to be preserved, proposed on-site woodland conservation, trees planted throughout the site, and street trees located within the right-of-way along the property frontage may be counted toward meeting this requirement. If a property cannot meet the tree canopy coverage requirements, a waiver may be granted in accordance with Section 25-130 of the Zoning Ordinance. The applicant is requesting a waiver of the tree canopy coverage requirement in this application.

The landscape plan included with the proposed detailed site plan contains a Tree Canopy Coverage Schedule. The Schedule reflects that 20,386 square feet of tree canopy coverage is required for the site and that 3,920 square feet is provided. As a result, a waiver of 16,466 square feet is requested.[1]

Section 25-130 sets forth the criteria for approval of a waiver of the tree canopy coverage requirement. Each of the criteria is addressed below.

(1) Topography, site limitations, or other site conditions are such that the full compliance to the requirements are impossible or impractical to comply with the provision of tree canopy coverage on the site in accordance with this Division;

[1] There were four (4) street trees shown on the east side of Little Branch Run on the Infrastructure Detailed Site Plan (DSP-16029) which are included in the TCC Schedule. The tree canopy provided by these trees exceeded the requirements for the townhouse Detailed Site Plan (DSP-17044) and are located along the frontage of the Subject Property.

COMMENT: The site is unique in several respects. The property is a narrow site that sits between Little Branch Run and the platform of the West Hyattsville Metro Station. The property can be seen outlined in red on the aerial photograph below:

The northern boundary of the property extends along the center line of a major storm drain easement conveyed to WSSC in 1960. Finally, the entire property is impacted by 100-year floodplain. All of these factors have a major impact on the site layout and the ability to satisfy the tree canopy coverage requirement.

First, the property is being developed in accordance with the Transit District Development Standards contained in the Transit District Development Plan ("TDDP") applicable to the West Hyattsville Metro Station. As such, the property is constructed close to the street, with wide sidewalks. Due to the narrow distance between the existing street line and the building required by the TDDP, only street trees and a few other trees can be placed in this area.

As noted above, the northern boundary line is defined by an existing storm drain easement. The applicant has utilized this storm drain easement as a public benefit by extending a pedestrian pathway to an existing tunnel leading to the Metro Station. While this area is an attractive hardscape area, the easement restricts the ability to plant trees. The proposed building, and the already constructed building to the north of the storm drain easement, are placed to define this key pedestrian corridor.

Finally, the eastern boundary extends along the Metro line for its entire distance, while the southern boundary abuts the Northwest Branch Stream Valley Park owned by M-NCPPC. Since all of the property is impacted by 100-year floodplain, compensatory storage must be provided. The Applicant

is providing compensatory storage on the southernmost 1.91 acres of the property. This area and existing a WSSC sewer line prevent planting trees in this area. Thus, once filled, the area available for development is less than 250 feet in width and must accommodate both the building and the parking garage. Within the footprint of the building are two courtyards which will be utilized as amenity space and will include as many trees as can be accommodated. However, all areas on the perimeter of the building are constrained as described above due to topography or other site limitations which make conformance to the tree canopy coverage requirements impossible.

(2) Provision of the full extent of the tree canopy coverage requirement cannot reasonably be expected because of a lack of rooting space and/or soil volume to accommodate healthy tree growth.

COMMENT: As noted above, there are numerous restrictions on the ability to provide additional trees along the perimeter of the building. These restrictions related to existing easements, floodplain conditions or constrained space.

(3) The planting of additional trees will result in the need to remove existing pavement being used to meet other County Code requirements;

COMMENT: The planting of additional trees would result in the need to reduce the size of the building, which is not feasible given the small size of the property and the other development constraints noted above. Although planting trees would not result in the remove existing pavement use to meet other County Code requirements, the restrictions related to the compensatory floodplain storage and the prior storm drain easement are factors related to other code requirements which meet the intent of this criterion. It is further emphasized that the subject property is in the core of the Transit District, immediately abutting the platform of a Metro Station. The parcel previously owned by WMATA exhibits severe constraints that directly impact the ability to satisfy the tree canopy requirement.

(4) Existing or proposed parking and loading spaces are not in excess of the minimum necessary according to Subtitle 27, Part 11, Parking and Loading Standards; and

COMMENT: The applicant is not proving more parking than is required for the proposed development, and the parking which is provided is within a parking garage. The TDDP does not contain a minimum parking requirement, it contains a maximum parking requirement. The off-street parking ratios in the TDOZ limit the maximum number of parking spaces to 513. A total of 379 parking spaces is proposed. Thus, the inability to provide additional tree canopy coverage does not relate to over-parking the proposed development.

(5) The waiver is the minimum necessary based on the criteria above.

COMMENT: The TDOZ encourages dense development in the core of the Transit District. It requires buildings constructed close to the street to encourage a more urban, pedestrian friendly streetscape and it encourages buildings to occupy as much of the street frontage as possible. The provision of compensatory floodplain storage is required for any development of the property. For these reasons, and in consideration of the applicable criteria, the waiver is the minimum necessary.

CONCLUSION

Based upon the above, due to the unique circumstances of the site, a waiver of the tree canopy coverage requirements applicable to the proposed detailed site plan is justified and support for the waiver is requested.

Respectfully Submitted

Thomas H. Haller, Esq.
Gibbs and Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301)306-0033 (P)
thaller@gibbshaller.com

WEST HYATTSVILLE
TREE CONSERVATION PLAN TYPE II

General Notes

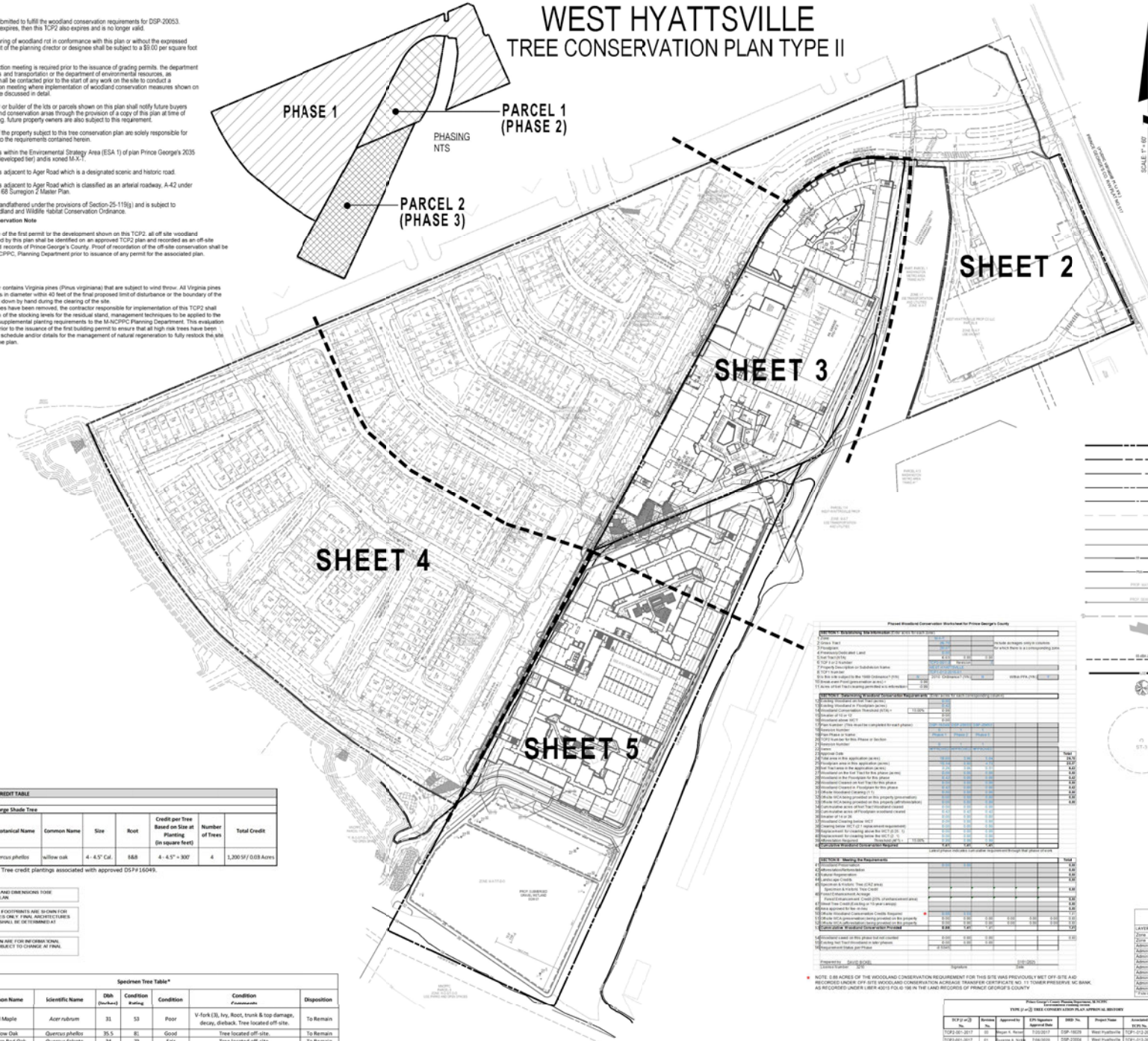
1. This plan is submitted to fulfill the woodland conservation requirements for DSP-20053. If DSP-20053 expires, then this TCP2 also expires and is no longer valid.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the planning director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. the department of public works and transportation or the department of environmental resources, as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the Environmental Strategy Area (ESA 1) of plan Prince George's 2035 (formerly the developed tier) and is xoned M-X-T.
7. The property is adjacent to Ager Road which is a designated scenic and historic road.
8. The property is adjacent to Ager Road which is classified as an arterial roadway. A-42 under Planning Area 68 Surregion 2 Master Plan.
9. This plan is grandfathered under the provisions of Section-25-119(g) and is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance.

Off-site Woodland Conservation Note

1. Prior to the issuance of the first permit tor the development shown on this TCP2. all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

Virginia Fine Notes

1. The subject property contains Virginia pines (Pinus virginiana) that are subject to wind throw. All Virginia pines greater than 6 inches in diameter within 40 feet of the final proposed limit of disturbance or the boundary of the property shall be cut down by hand during the clearing of the site.
2. Afte the Virginia pines have been removed, the contractor responsible for implementation of this TCP2 shall submit an evaluation of the stocking levels for the residual stand, management techniques to be applied to the resiual stand, and supplemental planting requirements to the M-NCPPC Planning Department. This evaluation shall be submitted prior to the issuance of the first building permit to ensure that all high risk trees have been remved. A planting schedule and/or dtails for the management of natural regeneration to fully restock the site mus be shown on the plan.



SCALE 1" = 60'

SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2-5: PLAN VIEW

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15 -OVER 25% STEEP SLOPES
- NOISE CONTOUR
- LIMIT OF DISTURBANCE
- STREET TREE CREDIT
- EXISTING SPECIMEN TREE

STREET TREE CREDIT TABLE

Category:
Deciduous - Large Shade Tree

Key	Botanical Name	Common Name	Size	Root	Credit per Tree Based on Size at Planting (in square feet)	Number of Trees	Total Credit
QP	Quercus phellos	willow oak	4 - 4.5" Cal.	B&B	4 - 4.5" = 300'	4	1,200 SF / 0.03 Acres

NOTE: Street Tree credit plantings associated with approved DSP#16049.

NOTE: FINAL LOT SIZES AND DIMENSIONS TOBE DETERMINED AT SITE PLAN

NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURES AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT

NOTE: UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING

Specimen Tree Table*

No.	Common Name	Scientific Name	Dbh (inches)	Condition Rating	Condition	Condition Comments	Disposition
ST-1**	Red Maple	Acer rubrum	31	53	Poor	V-fork (3), Ivy, Root, trunk & top damage, decay, dieback. Tree located off-site.	To Remain
ST-2**	Willow Oak	Quercus phellos	35.5	81	Good	Tree located off-site.	To Remain
ST-3**	Southern Red Oak	Quercus falcata	34	73	Fair	Tree located off-site.	To Remain

* Note: Trees were field located per approved NRI/FSD plan-002-16.
** This tree is located off-site.

Prince George's County Planning Department, M-NCPPC
Development Review Division

GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	M-X-T
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	41, E4
Administrative	WSSC Grid (Sheet 200)	207NE02, 208NE02
Administrative	Policy Analysis Zone (PAZ)	N/A
Administrative	Planning Area (Plan Area)	68
Administrative	Election District (ED)	17
Administrative	Councilmanic District (CD)	2
Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	Traffic Analysis Zone (TAZ-COG)	968, 970
Administrative	PG Traffic Analysis Zone (TAZ-PG)	968
* If site is within an APA, enter the name of the airport. If not enter "N/A"		N/A

Prince George's County Planning Department, M-NCPPC
Development Review Division

TYPE II TREE CONSERVATION PLAN APPROVAL HISTORY

TCP II (-01) No.	Revision No.	Approved by	Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP2-001-2017	00	Megan K. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A. Nickle	7/26/2020	DSP-20054	West Hyattsville	TCP1-012-2016	Revision to Woodland Conservation Worksheet
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Revision to Woodland Conservation Worksheet
TCP2-001-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	Revision to Woodland Conservation Worksheet

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OWNER / DEVELOPER / APPLICANT

c/o GIBIANE DEVELOPMENT COMPANY
WHPCBLOCK 3, LLC & WHPC BLOCK 4,LLC.
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND — MICHAEL JOSEPH BOSCHERT — 21501 — REGISTERED LANDSCAPE ARCHITECT

12/12/2025

COVER SHEET

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (TWO) ELECTION DISTRICT, PRINCE GEORGES COUNTY, MARYLAND

TAX MAP: 41, E4
ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 207NE02
SITE DATUM HORIZONTAL: NAD83
SITE DATUM VERTICAL: NGVD1929
SHEET 1 OF 5
DATE: APRIL 2021
DESIGNED: YOR
TECHNICIAN: YOR
CHECKED: DJB
QA/QC SITE'S VERSION: VB / KCS
PROJECT NO. 0706-06-00

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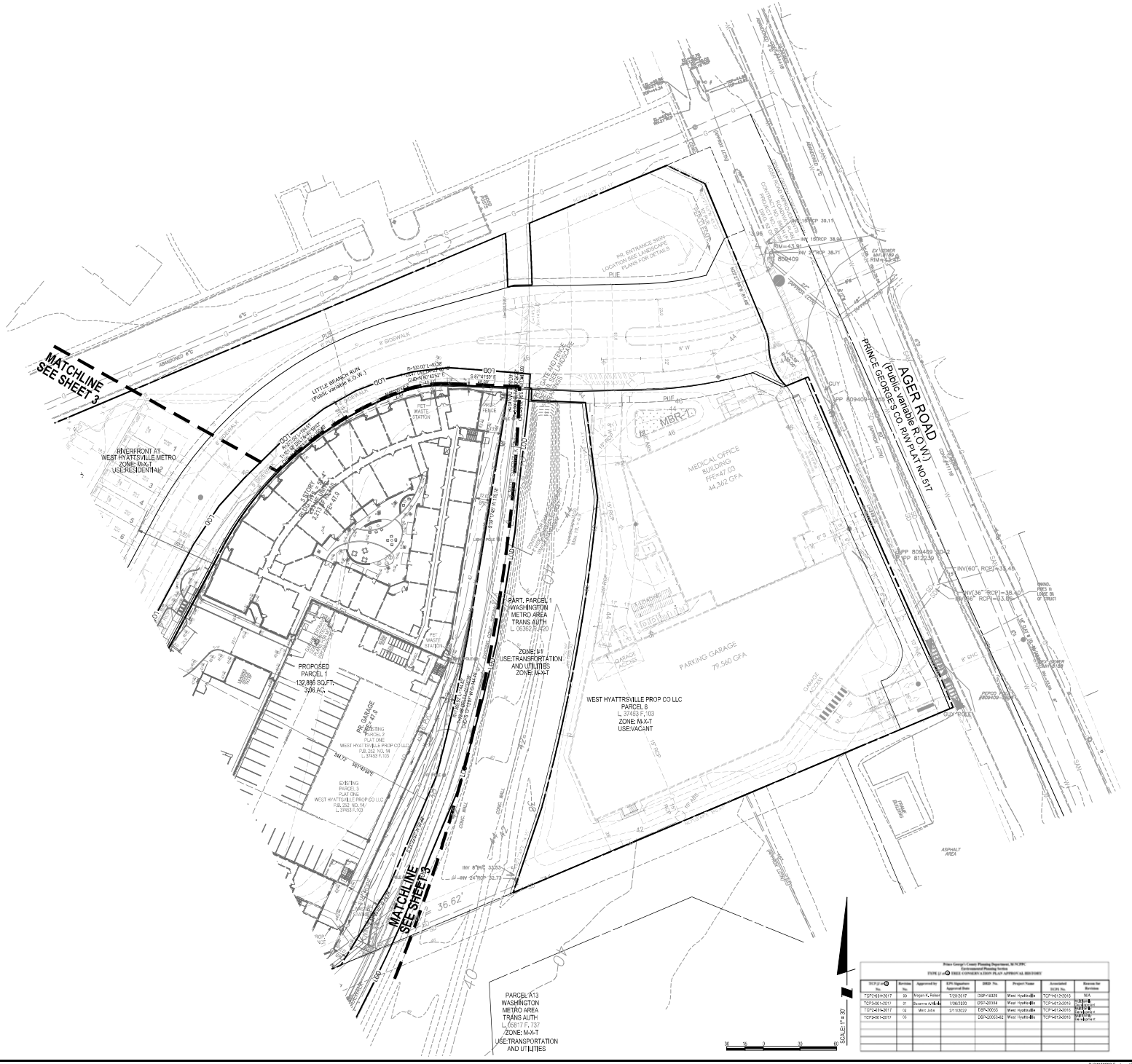

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NO.	REVISIONS	BY	DATE

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OWNER / DEVELOPER / APPLICANT

c/o GLENAE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND — JOSEPH C. SIEMINSKI — No. 21324 — REGISTERED LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (11TH ELECTION DISTRICT) / PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP 41, E4	ZONING CATEGORY MXT
WSSC 200' SHEET 200NE02 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL, 2021
SHEET 2 OF 5	DESIGNED: YOR DRAWN BY: YOR CHECKED: DJB CAD SYS'S. FILENAME: VB / NCS
PROJECT NO. 01065-06-00	

TCP2 (if any) No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated SCD No.	Reason for Revision
TCP2-038-2017	00	Megan K. Reiser	7/28/2017	DSP-18029	West Hyattsville	TCP1-012-2016	N/A
TCP2-001-2017	01	Suzanne A.Nicholas	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	
TCP2-015-2017	02	Mary Jane	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	
TCP2-001-2017	03			DSP-20053-01	West Hyattsville	TCP1-012-2016	
				DSP-20053-02	West Hyattsville	TCP1-012-2016	

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TCP2 (P or O) No.	Revision No.	Approved by:	EPS Signature Approval Date	DSP No.	Project Name	Associated DSP/R No.	Reason for Revision
TCP2-001-2017	00	Megan G. Reiser	7/20/2017	DSP-16029	West Hyattsville	TCP1-012-2016	N/A
TCP2-010-2017	01	Suzanne A. Nelson	7/05/2020	DSP-20053	West Hyattsville	TCP1-012-2016	ADD NEW PARCEL
TCP2-001-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	ADD NEW PARCEL
TCP2-010-2017	03			DSP-20053-02	West Hyattsville	TCP1-012-2016	ADD NEW PARCEL

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OWNER / DEVELOPER / APPLICANT

c/o CLIBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND — CHRISTOPHER T. PHILLIPS — LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II FOR DSP-20053-02

WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (10TH ELECTION DISTRICT) / PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP 41, E4	ZONING CATEGORY(S) M-X-T
WSSC 200' SHEET ZONE(S) 207NE03	
GRID DATUM HORIZONTAL: NAD83 VERTICAL: NAVD1988	
1" = 30'	DATE: APRIL, 2021
SHEET 3 OF 5	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: VB / NCS
PROJECT NO. 0706-06-00	

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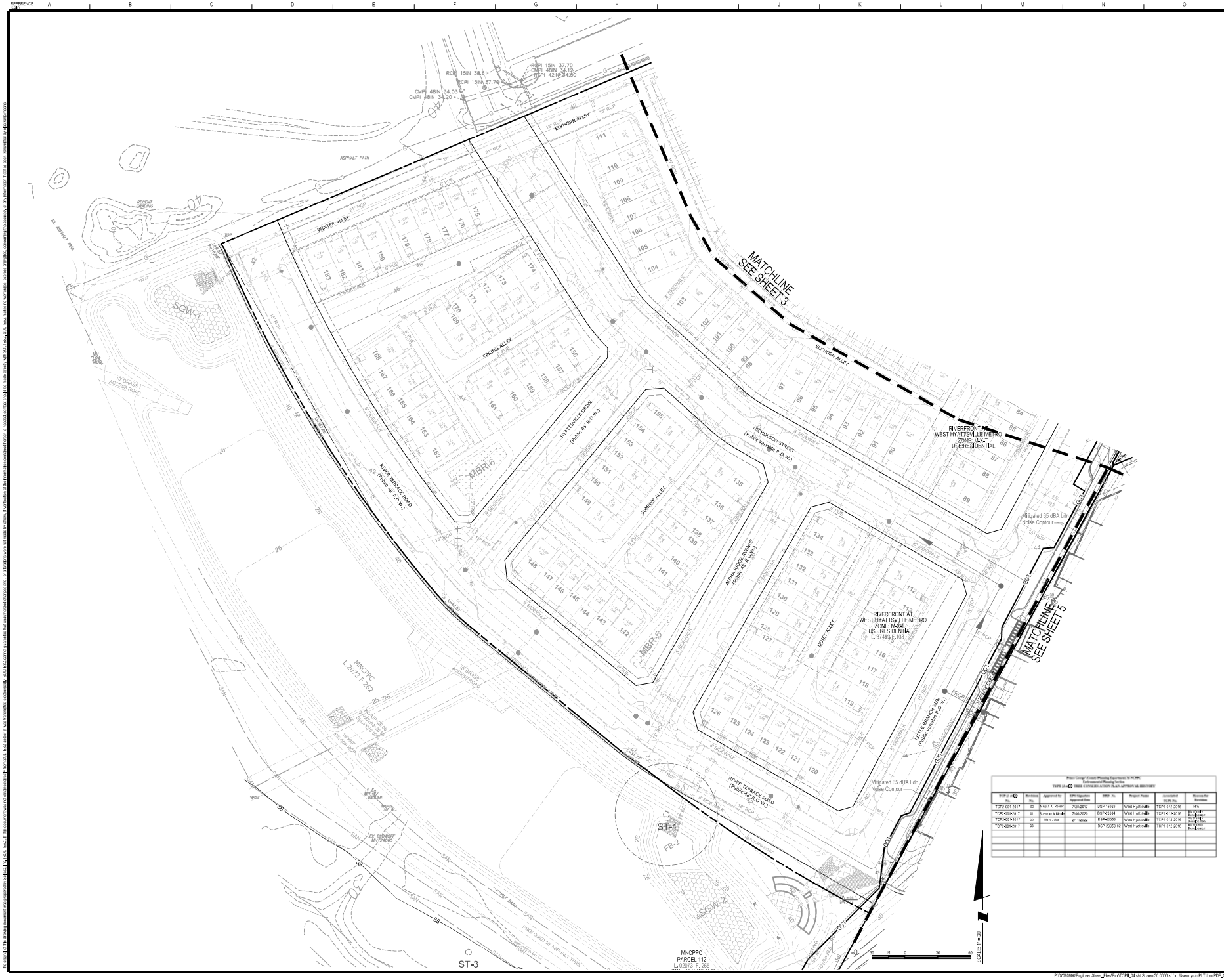

TCP2 or TCP1 No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated DSP/ Rev. No.	Reason for Revision
TCP2-026-2017	00	Megan K. Reiser	7/20/2017	DSP-16025	West Hyattsville	TCP1-012-2016	N/A
TCP2-026-2017	01	Suzanne A[illegible]	7/06/2020	DSP-20053	West Hyattsville	TCP1-012-2016	Technical Revision
TCP2-026-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Technical Revision
TCP2-026-2017	03			DSP-20053-01	West Hyattsville	TCP1-012-2016	Technical Revision (Landscape Development)

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NO.	REVISIONS	BY	DATE

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OWNER / DEVELOPER / APPLICANT

c/o GLENAE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC,
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201
CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND — MARC JUBA — 21564 — REGISTERED LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (10TH ELECTION DISTRICT), PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP	ZONING CATEGORY(S)
41, E4	M-X-T
WSSC GRID SHEET	
ZONING 207NE03	
SITE DATUM	
HORIZONTAL: NAD83	
VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL, 2021
	DESIGNED: YOR
	TECHNICIAN: YOR
	CHECKED: DJB
SHEET 4	CAD STD'S / FILENAME: VS / NCS
OF 5	
PROJECT NO.	
0706-0600	

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SCP or TCP2 No.	Revision No.	Approved by	EPS Signature Approval Date	DSP No.	Project Name	Associated SCPs No.	Reason for Revision
TCP2-001-2017	00	Megan E. Reiser	7/20/2017	DSP-18029	West Hyattsville	TCP1-012-2016	N/A
TCP2-037-2017	01	Suzanne A. Nicoll	7/06/2020	DSP-20004	West Hyattsville	TCP1-012-2016	Add variance
TCP2-037-2017	02	Marc Juba	2/11/2022	DSP-20053	West Hyattsville	TCP1-012-2016	Add variance
TCP2-037-2017	03			DSP-20053-01	West Hyattsville	TCP1-012-2016	Add variance

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Lanham, MD 20706
P. 301.794.7555 F. 301.794.7556
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Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

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STATE OF MARYLAND — CHRISTOPHER S. WARD — LANDSCAPE ARCHITECT

12/12/2025

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (6TH ELECTION DISTRICT) / PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP	ZONING CATEGORY
41, E4	MXT
WSSC 200' SHEET	
ZONING 207NE02	
GRID DATUM HORIZONTAL: NAD83	
VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL, 2021
SHEET 5 OF 5	DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S. FILENAME: VB / NCS
PROJECT NO. 01066-06-00	

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WEST HYATTSVILLE
TREE CONSERVATION PLAN TYPE II

General Notes

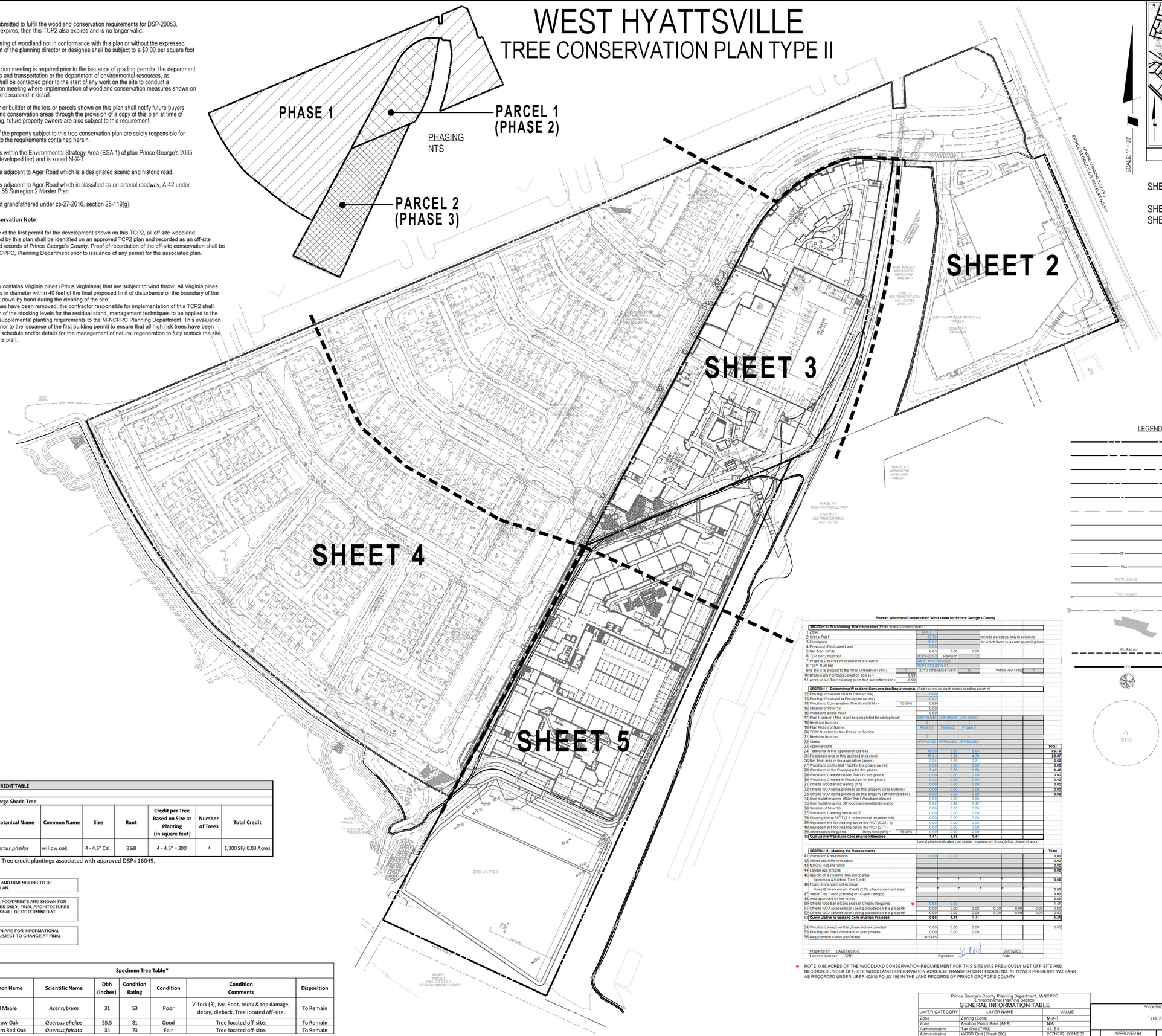
1. This plan is submitted to fulfill the woodland conservation requirements for DSP-20053. If DSP-20053 expires, then this TCP2 also expires and is no longer valid.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the planning director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. the department of public works and transportation or the department of environmental resources, as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the Environmental Strategy Area (ESA 1) of plan Prince George's 2035 (formerly the developed tier) and is xoned M-X-T.
7. The property is adjacent to Ager Road which is a designated scenic and historic road.
8. The property is adjacent to Ager Road which is classified as an arterial roadway, A-42 under Planning Area 68 Surregion 2 Master Plan.
9. This plan is not grandfathered under cb-27-2010, section 25-119(g).

Off-site Woodland Conservation Note

1. Prior to the issuance of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

Virginia Pine Notes

1. The subject property contains Virginia pines (Pinus virginiana) that are subject to wind throw. All Virginia pines greater than 6 inches in diameter within 40 feet of the final proposed limit of disturbance or the boundary of the property shall be cut down by hand during the clearing of the site.
2. After the Virginia pines have been removed, the contractor responsible for implementation of this TCP2 shall submit an evaluation of the stocking levels for the residual stand, management techniques to be applied to the residual stand, and supplemental planting requirements to the M-NCPPC Planning Department. This evaluation shall be submitted prior to the issuance of the first building permit to ensure that all high risk trees have been removed. A planting schedule and/or details for the management of natural regeneration to fully restock the site must be shown on the plan.



SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2-5: PLAN VIEW

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15 -OVER 25% STEEP SLOPES
- 65 dBA Ldn — NOISE CONTOUR
- LOD — LIMIT OF DISTURBANCE
- STREET TREE CREDIT
- EXISTING SPECIMEN TREE

Phased Woodland Conservation Worksheet for Prince George's County

SECTION I- Establishing Site Information (Enter acres for each zone)								
1 Zone		M-X-T						
2 Gross Tract		26.70			include acreages only in columns			
3 Floodplain		20.07			for which there is a corresponding zone			
4 Previously Dedicated Land		0.00						
5 Net Tract (NTA)		6.63	0.00	0.00				
6 TCP II or 2 Number		TCP2-001-24	Revision	-2				
7 Property Description or Subdivision Name		WEST HYATTSVILLE						
8 TCP1 Number		TCP1-012-2016-01						
9 Is this a site subject to the 1989 Ordinance? (Y/N)	N	2010 Ordinance? (Y/N)	N		Within PFA (Y/N)	Y		
10 Break-even Point (preservation acres) =	0.99							
11 Acres of Net Tract clearing permitted w/o reforestation =	-0.99							
SECTION II - Determining Woodland Conservation Requirements (Enter acres for each corresponding column)								
12 Existing Woodland on Net Tract (acres)		0.00						
13 Existing Woodland in Floodplain (acres)		0.42						
14 Woodland Conservation Threshold (NTA) =	15.00%	0.99						
15 Smaller of 10 or 12		0.00						
16 Woodland above WCT		0.00						
17 Plan Number (This must be completed for each phase)		DSP-16049	DSP-20053	DSP-20053				
18 Revision Number		0	1	1				
19 Plan Phase or Name:		Phase 1	Phase 2	Phase 3				
20 TCP2 Number for this Phase or Section								
21 Revision Number		-0	-1	-1				
22 Status		APPROVED	APPROVED	APPROVED				
23 Approval Date								Total
24 Total area in this application (acres)		18.63	3.06	5.04				26.70
25 Floodplain area in this application (acres)		15.34	0.00	4.73				20.07
26 Net Tract area in the application (acres)		3.29	3.06	0.31				6.63
27 Woodland on the Net Tract for this phase (acres)		0.00	0.00	0.00				0.00
28 Woodland in the Floodplain for this phase		0.42	0.00	0.00				0.42
29 Woodland Cleared on Net Tract for this phase		0.00	0.00	0.00				0.00
30 Woodland Cleared in Floodplain for this phase		0.42	0.00	0.00				0.42
31 Off-site Woodland Clearing (-1)		0.00	0.00	0.00				0.00
32 Off-site WCA being provided on this property (preservation)		0.00	0.00	0.00				0.00
33 Off-site WCA being provided on this property (afforestation)		0.00	0.00	0.00				0.00
34 Cum mulative acres of Net Tract Woodland cleared		0.00	0.00	0.00				
35 Cum mulative acres of Floodplain woodland cleared		0.42	0.00	0.42				
36 Smaller of 14 or 26		0.00	0.00	0.00				
37 Woodland Clearing below WCT		0.00	0.00	0.00				
38 Clearing below WCT (2:1 replacement requirement)		0.00	0.00	0.00				
39 Replacement for clearing above the WCT (0.25 :1)		0.00	0.00	0.00				
40 Replacement for clearing below the WCT (2 :1)		0.00	0.00	0.00				
39 Afforestation Required Threshold (AFT) =	15.00%	0.99	0.99	0.99				
41 **Cumulative Woodland Conservation Required**		**1.41**	**1.41**	**1.41**				
		Latest phase indicates cum ulative requirement through that phase of work						
SECTION III - Meeting the Requirements								Total
42 Woodland Preservation		0.00	0.00					0.00
43 Afforestation/Reforestation								0.00
44 Natural Regeneration								0.00
44 Landscape Credits								0.00
45 Specimen & Historic Tree (CRZ area)								
Specimen & Historic Tree Credit								0.00
46 Forest Enhancement Acreage								
Forest Enhancement Credit (25% of enhancement area)								0.00
47 Street Tree Credit (Existing or 10-year canopy)								0.00
48 Area approved for fee-in-lieu								0.00
50 Off-site Woodland Conservation Credits Required	*	0.88	0.53					1.41
51 Off-site WCA (preservation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
52 Off-site WCA (afforestation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
53 **Cum mulative Woodland Conservation Provided**		**0.88**	**1.41**	1.41				**1.41**
54 Woodland saved on this phase but not counted		0.00	0.00	0.00				0.00
55 Existing Net Tract Woodland in later phases		0.00	0.00	0.00				
56 Requirement Status per Phase		-0.5345						

Prepared by: DAVID BICKEL — Signature — Date: 07/01/2025
License Number: 3210

* 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

STREET TREE CREDIT TABLE							
Category:							
Deciduous - Large Shade Tree							
Key	**Botanical Name**	**Common Name**	**Size**	**Root**	**Credit per Tree Based on Size at Planting (in square feet)**	**Number of Trees**	**Total Credit**
QP	*Quercus phellos*	willow oak	4 - 4.5" Cal.	B&B	4 - 4.5" = 300'	4	1,200 SF/ 0.03 Acres

NOTE: Street Tree credit plantings associated with approved DSP#16049.

NOTE: FINAL LOT SIZES AND DIMENSIONS TO BE DETERMINED AT SITE PLAN.

NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURES AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT.

NOTE: UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

Specimen Tree Table*							
No.	**Common Name**	**Scientific Name**	**Dbh (Inches)**	**Condition Rating**	**Condition**	**Condition Comments**	**Disposition**
ST-1**	Red Maple	*Acer rubrum*	31	53	Poor	V-fork (3), Ivy, Root, trunk & top damage, decay, dieback. Tree located off-site.	To Remain
ST-2**	Willow Oak	*Quercus phellos*	35.5	81	Good	Tree located off-site.	To Remain
ST-3**	Southern Red Oak	*Quercus falcata*	34	73	Fair	Tree located off-site.	To Remain

* Note: Trees were field located per approved NRI/FSD plan-002-16.
** This tree is located off-site.

60 30 0 60 120

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	M-X-T
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	41, E4
Administrative	WSSC Grid (Sheet 200)	207NE02, 206NE02
Administrative	Policy Analysis Zone (PAZ)	N/A
Administrative	Planning Area (Plan Area)	68
Administrative	Election District (ED)	17
Administrative	Councilmanic District (CD)	2
Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	Traffic Analysis Zone (TAZ-COG)	968, 970
Administrative	PG Traffic Analysis Zone (TAZ-PG)	968
	If site is within an APA, enter the name of the airport, if not enter 'N/A'	N/A

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPROVAL
TCP2 - 001-2017

	APPROVED BY	DATE	DRD#	REASON FOR REVISION
00	Megan K. Reiser	7/20/2017	DSP-16029	N/A
01	Suzanne A. Nickle	7/06/2020	DSP-20004	Multifamily Development
02	Marc Juba	2/11/2022	DSP-20053	Multifamily Development
03			DSP-20053-02	Multifamily Development
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STATE OF MARYLAND — DAVID JOHN BICKEL — NO. 3210 — LANDSCAPE ARCHITECT

COVER SHEET

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FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT; PRINCE GEORGE'S COUNTY; MARYLAND

TAX MAP:	41, E4
ZONING CATEGORY:	M-X-T
WSSC 200' SHEET	206NE02 207NE02
SITE DATUM HORIZONTAL:	NAD83
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CHECKED:	DJB
CAD STD'S VERSION:	V8 / NCS
PROJECT NO.	0706-06-00

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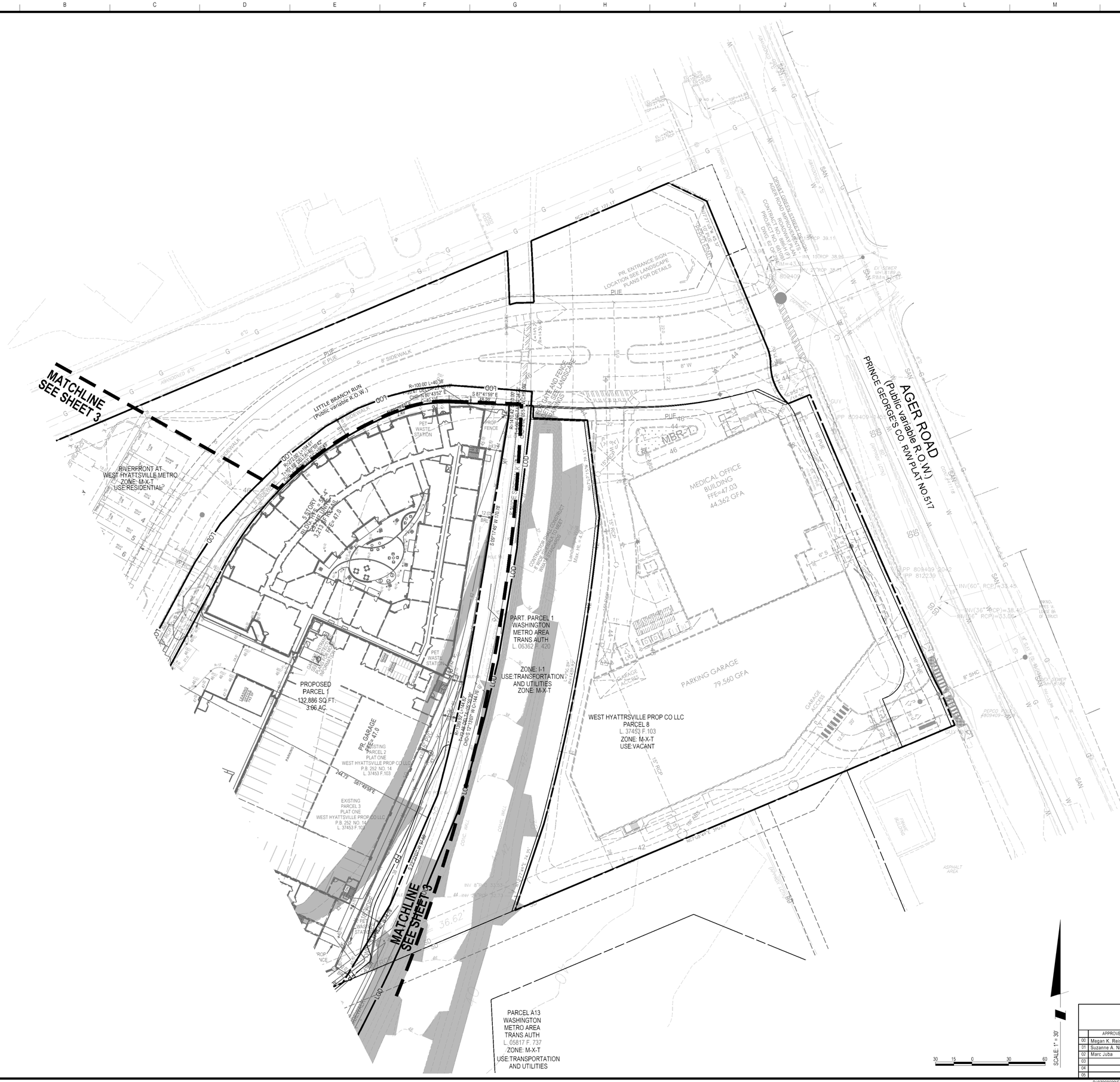

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CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND
SUSAN JOHN BOGEL
No. 1519
LANDSCAPE ARCHITECT

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM: HORIZONTAL: NAD83; VERTICAL: NGVD1929	
GRAPHIC SCALE: 1" = 30'	DATE: APRIL 2021
SHEET 2 OF 5	DESIGNED: YOR; TECHNICIAN: YOR; CHECKED: DJB; CAD STD'S VERSION: V8 / NCS
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Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
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REFERENCE GRID: A B C D E F G H I J K L M N O

MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

MBR-4

WHISPER ALLEY

STILL ALLEY

HUSH ALLEY

KIRKWOOD PLACE (Public, 54' R.O.W.)

CRIMSON FOX DRIVE (Public 52' R.O.W.)

EMERALD BRANCH DRIVE (Public-52' R.O.W.)

ELKHORN ALLEY

LITTLE BRANCH RUN (Public, variable R.O.W.)

PROPOSED PARCEL 1 132,886 SQ.FT. 3.06 AC.

EXISTING PARCEL 2 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F. 103

EXISTING PARCEL 3 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F. 103

PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH L. 05362 F. 420

ZONE: I-1 USE:TRANSPORTATION AND UTILITIES ZONE: M-X-T

PARCEL 114 WEST HYATTRSVILLE PROP L. 44201 F. 571 ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES

WSSC EASEMENT L.2482 F.360

PR GARAGE 47.0

5 STORY BLDG. 384 UNITS 3,213 SF RETAIL FFE=47.0

5 STORY BLDG. 384 UNITS 3,213 SF RETAIL FFE=45.0

PET WASTE STATION

PROP. FENCE

BIKE RACKS (8 SPACES)

FF=45.00

SCALE: 1" = 30'

30 15 0 30 60

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
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TCP2 -001-2017

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OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC.
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND · SAMUEL JOHN BOZEL · NO. 1519 · LANDSCAPE ARCHITECT

PLAN VIEW

TREE CONSERVATION PLAN TYPE II FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021
SHEET: 3 OF 5	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO.: 0706-06-00	

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Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPRVOAL
TCP2 -001-2017

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SCALE: 1" = 30'

30 15 0 30 60

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WEST HYATTSVILLE
TREE CONSERVATION PLAN TYPE II

General Notes

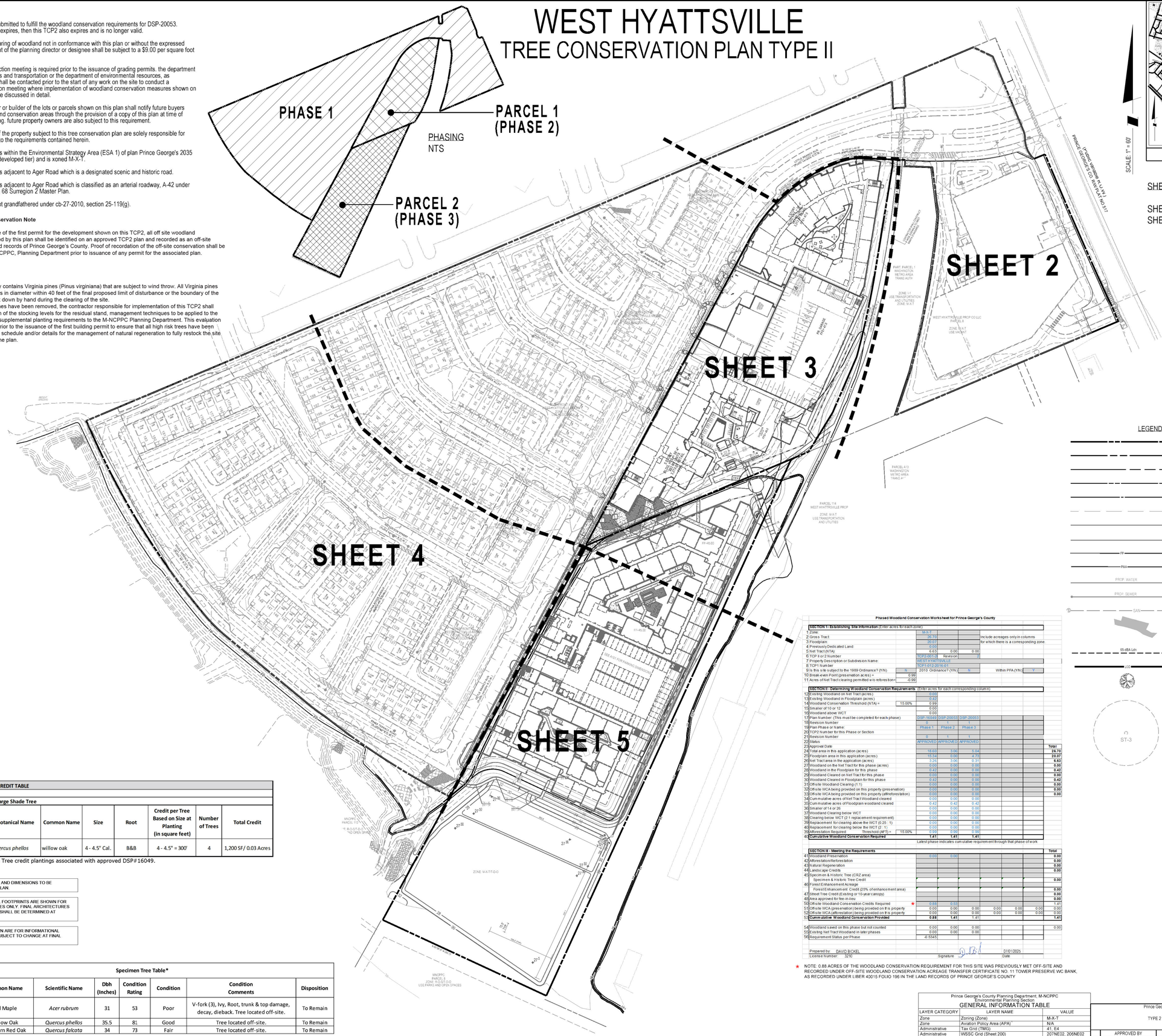
1. This plan is submitted to fulfill the woodland conservation requirements for DSP-20053. If DSP-20053 expires, then this TCP2 also expires and is no longer valid.
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the planning director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. the department of public works and transportation or the department of environmental resources, as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the Environmental Strategy Area (ESA 1) of plan Prince George's 2035 (formerly the developed tier) and is xoned M-X-T.
7. The property is adjacent to Ager Road which is a designated scenic and historic road.
8. The property is adjacent to Ager Road which is classified as an arterial roadway, A-42 under Planning Area 68 Surregion 2 Master Plan.
9. This plan is not grandfathered under cb-27-2010, section 25-119(g).

Off-site Woodland Conservation Note

1. Prior to the issuance of the first permit for the development shown on this TCP2, all off site woodland conservation required by this plan shall be identified on an approved TCP2 plan and recorded as an off-site easement in the land records of Prince George's County. Proof of recordation of the off-site conservation shall be provided to the M-NCPPC, Planning Department prior to issuance of any permit for the associated plan.

Virginia Pine Notes

1. The subject property contains Virginia pines (Pinus virginiana) that are subject to wind throw. All Virginia pines greater than 6 inches in diameter within 40 feet of the final proposed limit of disturbance or the boundary of the property shall be cut down by hand during the clearing of the site.
2. After the Virginia pines have been removed, the contractor responsible for implementation of this TCP2 shall submit an evaluation of the stocking levels for the residual stand, management techniques to be applied to the residual stand, and supplemental planting requirements to the M-NCPPC Planning Department. This evaluation shall be submitted prior to the issuance of the first building permit to ensure that all high risk trees have been removed. A planting schedule and/or details for the management of natural regeneration to fully restock the site must be shown on the plan.



SHEET INDEX

SHEET 1: COVER SHEET
SHEET 2-5: PLAN VIEW

LEGEND

- SITE BOUNDARY
- PROPOSED LOT LINE
- PROPOSED RIGHT-OF-WAY LINE
- ADJACENT PROPERTY LINE
- ROAD CENTERLINE
- EASEMENT
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- 100-YEAR FLOODPLAIN
- PMA
- PROPOSED WATER
- PROPOSED SEWER
- EXISTING SEWER
- 15 -OVER 25% STEEP SLOPES
- 65 dBA Ldn — NOISE CONTOUR
- LOD — LIMIT OF DISTURBANCE
- STREET TREE CREDIT
- EXISTING SPECIMEN TREE

Phased Woodland Conservation Worksheet for Prince George's County

SECTION I- Establishing Site Information (Enter acres for each zone)								
1 Zone		M-X-T						
2 Gross Tract		26.70			include acreages only in columns			
3 Floodplain		20.07			for which there is a corresponding zone			
4 Previously Dedicated Land		0.00						
5 Net Tract (NTA)		6.63	0.00	0.00				
6 TCP II or 2 Number		TCP2-001-24	Revision	-2				
7 Property Description or Subdivision Name		WEST HYATTSVILLE						
8 TCP1 Number		TCP1-012-2016-01						
9 Is this a site subject to the 1989 Ordinance? (Y/N)	N	2010 Ordinance? (Y/N)	N		Within PFA (Y/N)	Y		
10 Break-even Point (preservation acres) =	0.99							
11 Acres of Net Tract clearing permitted w/o reforestation =	-0.99							
SECTION II - Determining Woodland Conservation Requirements (Enter acres for each corresponding column)								
12 Existing Woodland on Net Tract (acres)		0.00						
13 Existing Woodland in Floodplain (acres)		0.42						
14 Woodland Conservation Threshold (NTA) =	15.00%	0.99						
15 Smaller of 10 or 12		0.00						
16 Woodland above WCT		0.00						
17 Plan Number (This must be completed for each phase)		DSP-16049	DSP-20053	DSP-20053				
18 Revision Number		0	1	1				
19 Plan Phase or Name:		Phase 1	Phase 2	Phase 3				
20 TCP2 Number for this Phase or Section								
21 Revision Number		-0	-1	-1				
22 Status		APPROVED	APPROVED	APPROVED				
23 Approval Date								Total
24 Total area in this application (acres)		18.63	3.06	5.04				26.70
25 Floodplain area in this application (acres)		15.34	0.00	4.73				20.07
26 Net Tract area in the application (acres)		3.29	3.06	0.31				6.63
27 Woodland on the Net Tract for this phase (acres)		0.00	0.00	0.00				0.00
28 Woodland in the Floodplain for this phase		0.42	0.00	0.00				0.42
29 Woodland Cleared on Net Tract for this phase		0.00	0.00	0.00				0.00
30 Woodland Cleared in Floodplain for this phase		0.42	0.00	0.00				0.42
31 Off-site Woodland Clearing (-1)		0.00	0.00	0.00				0.00
32 Off-site WCA being provided on this property (preservation)		0.00	0.00	0.00				0.00
33 Off-site WCA being provided on this property (afforestation)		0.00	0.00	0.00				0.00
34 Cum mulative acres of Net Tract Woodland cleared		0.00	0.00	0.00				
35 Cum mulative acres of Floodplain woodland cleared		0.42	0.00	0.42				
36 Smaller of 14 or 26		0.00	0.00	0.00				
37 Woodland Clearing below WCT		0.00	0.00	0.00				
38 Clearing below WCT (2:1 replacement requirement)		0.00	0.00	0.00				
39 Replacement for clearing above the WCT (0.25 :1)		0.00	0.00	0.00				
40 Replacement for clearing below the WCT (2 :1)		0.00	0.00	0.00				
39 Afforestation Required Threshold (AFT) =	15.00%	0.99	0.99	0.99				
41 **Cumulative Woodland Conservation Required**		**1.41**	**1.41**	**1.41**				
		Latest phase indicates cum ulative requirement through that phase of work						
SECTION III - Meeting the Requirements								Total
42 Woodland Preservation		0.00	0.00					0.00
43 Afforestation/Reforestation								0.00
44 Natural Regeneration								0.00
44 Landscape Credits								0.00
45 Specimen & Historic Tree (CRZ area)								
Specimen & Historic Tree Credit								0.00
46 Forest Enhancement Acreage								
Forest Enhancement Credit (25% of enhancement area)								0.00
47 Street Tree Credit (Existing or 10-year canopy)								0.00
48 Area approved for fee-in-lieu								0.00
50 Off-site Woodland Conservation Credits Required	*	0.88	0.53					1.41
51 Off-site WCA (preservation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
52 Off-site WCA (afforestation) being provided on this property		0.00	0.00	0.00	0.00	0.00	0.00	0.00
53 **Cum mulative Woodland Conservation Provided**		**0.88**	**1.41**	1.41				**1.41**
54 Woodland saved on this phase but not counted		0.00	0.00	0.00				0.00
55 Existing Net Tract Woodland in later phases		0.00	0.00	0.00				
56 Requirement Status per Phase		-0.5345						

Prepared by: DAVID BICKEL — Signature — Date: 07/01/2025
License Number: 3210

* 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

STREET TREE CREDIT TABLE							
Category:							
Deciduous - Large Shade Tree							
Key	**Botanical Name**	**Common Name**	**Size**	**Root**	**Credit per Tree Based on Size at Planting (in square feet)**	**Number of Trees**	**Total Credit**
QP	*Quercus phellos*	willow oak	4 - 4.5" Cal.	B&B	4 - 4.5" = 300'	4	1,200 SF/ 0.03 Acres

NOTE: Street Tree credit plantings associated with approved DSP#16049.

NOTE: FINAL LOT SIZES AND DIMENSIONS TO BE DETERMINED AT SITE PLAN.

NOTE: ARCHITECTURAL FOOTPRINTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. FINAL ARCHITECTURES AND BUILDING HEIGHT SHALL BE DETERMINED AT BUILDING PERMIT.

NOTE: UTILITIES SHOWN ARE FOR INFORMATIONAL PURPOSES AND ARE SUBJECT TO CHANGE AT FINAL ENGINEERING.

Specimen Tree Table*							
No.	**Common Name**	**Scientific Name**	**Dbh (Inches)**	**Condition Rating**	**Condition**	**Condition Comments**	**Disposition**
ST-1**	Red Maple	*Acer rubrum*	31	53	Poor	V-fork (3), Ivy, Root, trunk & top damage, decay, dieback. Tree located off-site.	To Remain
ST-2**	Willow Oak	*Quercus phellos*	35.5	81	Good	Tree located off-site.	To Remain
ST-3**	Southern Red Oak	*Quercus falcata*	34	73	Fair	Tree located off-site.	To Remain

* Note: Trees were field located per approved NRI/FSD plan-002-16.
** This tree is located off-site.

60 30 0 60 120

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
GENERAL INFORMATION TABLE

LAYER CATEGORY	LAYER NAME	VALUE
Zone	Zoning (Zone)	M-X-T
Zone	Aviation Policy Area (APA)	N/A
Administrative	Tax Grid (TMG)	41, E4
Administrative	WSSC Grid (Sheet 200)	207NE02, 206NE02
Administrative	Policy Analysis Zone (PAZ)	N/A
Administrative	Planning Area (Plan Area)	68
Administrative	Election District (ED)	17
Administrative	Councilmanic District (CD)	2
Administrative	General Plan 2002 Tier (Tier)	DEVELOPED
Administrative	Traffic Analysis Zone (TAZ-COG)	968, 970
Administrative	PG Traffic Analysis Zone (TAZ-PG)	968
	If site is within an APA, enter the name of the airport, if not enter 'N/A'	N/A

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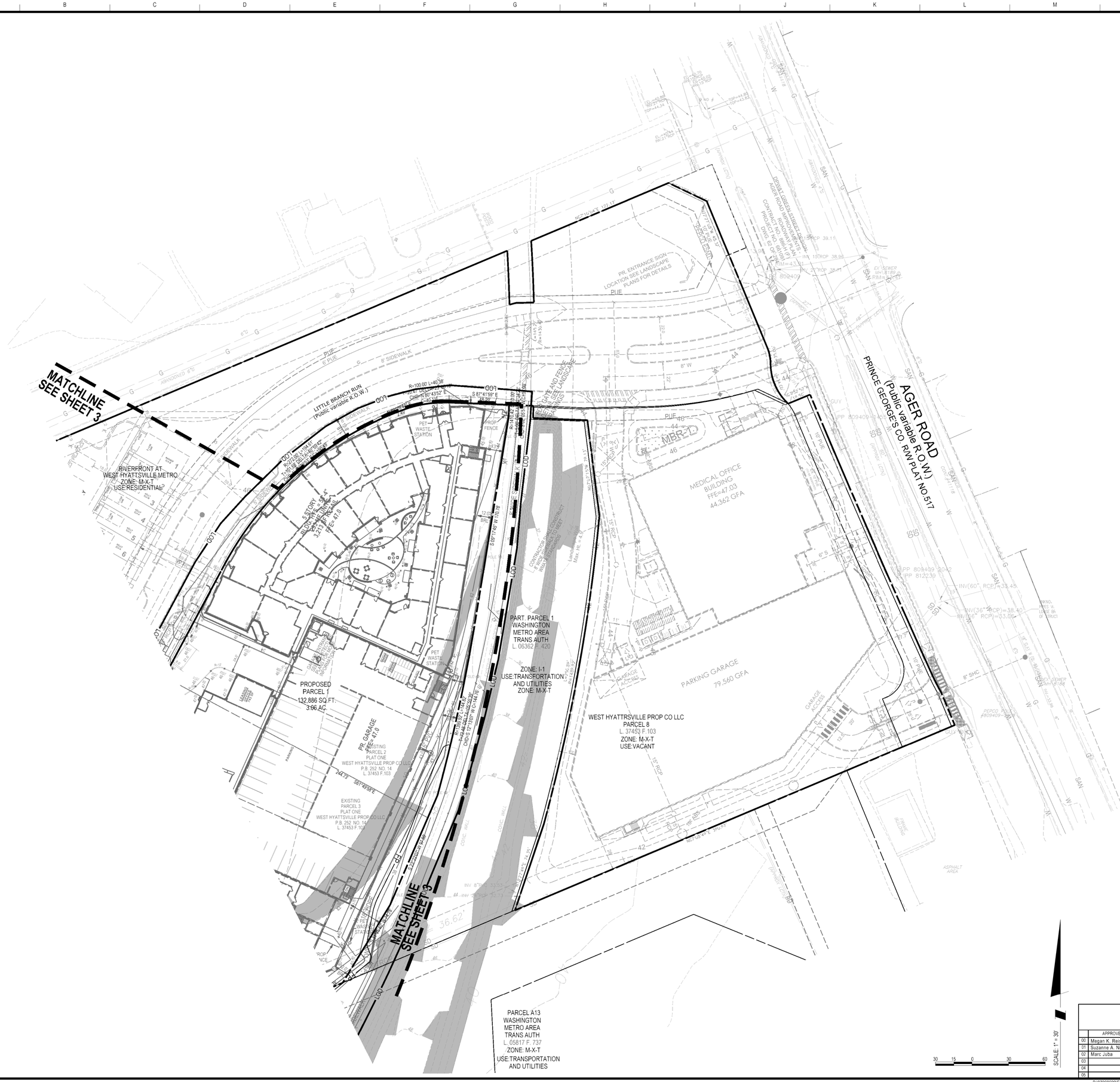

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MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4

RIVERFRONT AT WEST HYATTSVILLE METRO ZONE: M-X-T USE:RESIDENTIAL

MBR-4

WHISPER ALLEY

STILL ALLEY

HUSH ALLEY

KIRKWOOD PLACE (Public, 54' R.O.W.)

CRIMSON FOX DRIVE (Public 52' R.O.W.)

EMERALD BRANCH DRIVE (Public-52' R.O.W.)

ELKHORN ALLEY

LITTLE BRANCH RUN (Public, variable R.O.W.)

PROPOSED PARCEL 1 132,886 SQ.FT. 3.06 AC.

EXISTING PARCEL 2 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F. 103

EXISTING PARCEL 3 PLAT ONE WEST HYATTSVILLE PROP CO LLC P.B. 252 NO. 14 L. 37453 F. 103

PART. PARCEL 1 WASHINGTON METRO AREA TRANS AUTH L. 05362 F. 420

ZONE: I-1 USE:TRANSPORTATION AND UTILITIES ZONE: M-X-T

PARCEL 114 WEST HYATTRSVILLE PROP L. 44201 F. 571 ZONE: M-X-T USE:TRANSPORTATION AND UTILITIES

WSSC EASEMENT L.2482 F.360

PR GARAGE 47.0

5 STORY BLDG. 384 UNITS 3,213 SF RETAIL FFE=47.0

5 STORY BLDG. 384 UNITS 3,213 SF RETAIL FFE=45.0

PET WASTE STATION

PROP. FENCE

BIKE RACKS (8 SPACES)

FF=45.00

SCALE: 1" = 30'

30 15 0 30 60

Prince George's County Planning Department, M-NCPPC
Environmental Planning Section
TYPE 2 TREE CONSERVATION PLAN APPRVOAL
TCP2 -001-2017

	APPROVED BY	DATE	DRD#	REASON FOR REVISION
00	Megan K. Reiser	7/20/2017	DSP-16029	N/A
01	Suzanne A. Nickle	7/06/2020	DSP-20004	Multifamily Development
02	Marc Juba	2/11/2022	DSP-20053	Multifamily Development
03			DSP-20053-02	Multifamily Development
04				
05				

SOLTESZ, LLC
4300 Forbes Boulevard, Suite 230
Lanham, MD 20706
P. 301.794.7555 F. 301.794.7656
www.solteszco.com

Engineering
Surveying
Planning
Environmental Sciences

NO.	REVISIONS	BY	DATE

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND. WELL IN ADVANCE OF THE START OF EXCAVATION, CONTACT "MISS UTILITY AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

OWNER / DEVELOPER / APPLICANT

c/o GILBANE DEVELOPMENT COMPANY
WHPC BLOCK 3, LLC & WHPC BLOCK 4 LLC.
1100 NORTH GLEBE ROAD, SUITE 1000
ARLINGTON VA, 22201

CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND · SAMUEL JOHN BOZEL · NO. 1519 · LANDSCAPE ARCHITECT

PLAN VIEW

TREE CONSERVATION PLAN TYPE II FOR DSP-20053-02

WEST HYATTSVILLE

2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

TAX MAP: 41, E4	ZONING CATEGORY: M-X-T
WSSC 200' SHEET: 206NE02, 207NE02	
SITE DATUM HORIZONTAL: NAD83 VERTICAL: NGVD1929	
1" = 30'	DATE: APRIL 2021
SHEET: 3 OF 5	DESIGNED: YOR TECHNICIAN: YOR CHECKED: DJB CAD STD'S. VERSION: V8 / NCS
PROJECT NO.: 0706-06-00	

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CONTACT NAME: MR. MATT MICHETTI

STATE OF MARYLAND · DAVID JOHN BOZEL · No. 1910 · LANDSCAPE ARCHITECT

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TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782
CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

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NO. 1519
LANDSCAPE ARCHITECT

PLAN VIEW

TREE CONSERVATION PLAN TYPE II
FOR DSP-20053-02
WEST HYATTSVILLE
2700 HAMILTON STREET, HYATTSVILLE, MD 20782

CHILLUM (17th) ELECTION DISTRICT, PRINCE GEORGE'S COUNTY, MARYLAND

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SHEET	5
OF	5
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Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: ***Date:*** **July 16, 2025**

TO: M-NCPPC
1616 Mccormick Drive
Largo, MD 20774

FROM: Mike Lenhart

RE: DSP-20053-02 (West Hyattsville Phase 2)

The purpose of this memorandum is to provide a trip generation analysis of the proposed DSP as compared to the underlying trip cap.

Parcels 1 and 2 as shown on DSP-20053-02 were the subject of Preliminary Plan 4-20040 which was approved by MNCPPC on October 7, 2021. Preliminary Plan 4-20040 was approved for 750 multifamily units and 15,000 square feet of commercial/retail space with a trip cap of 318 AM and 388 PM peak hour trips as stipulated in Condition #2 of Resolution 2021-122. (Copy of the Resolution is attached to this memorandum).

DSP-20053-02 currently proposes 635 multifamily residential units plus 3,213 square feet of commercial/retail space within the boundary of the plan. The attached trip generation analysis was conducted in accordance with the Transportation Review Guidelines and the approved underlying preliminary plan, and the results show that this Detailed Site Plan will generate 265 AM and 310 PM peak hour trips. Therefore, this plan will remain within the underlying trip cap.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

Lenhart Traffic Consulting, Inc.
231 Najoles Road, Suite 250
Millersville, MD 21108

Phone (410) 216-3333

email: mlenhart@lenharttraffic.com

Trip Generaton Rates

Apartments (garden and mid-rise, Prince Georges County Rates) — **Trip Distribution (In/Out)**

Morning Trips = 0.52 x Units — 20/80

Evening Trips = 0.60 x Units — 65/35

Shopping Center (ksf, ITE-820) — **Trip Distribution (In/Out)**

Morning Trips = 0.94 x ksf — 62/38

Evening Trips = 3.81 x ksf — 48/52

Trip Generaton Totals

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Apartments (garden and mid-rise, Prince Georges County Rates)	635 units	66	264	330	248	133	381
TOD Reduction Due to WMATA Metro Proximity:	-20% credit	-13	-53	-66	-50	-27	-77
Residential Trips after 20% TOD Credit Due to WMATA Metro Proximity:		53	211	264	198	106	304
Shopping Center (ksf, ITE-820)	3,213 SF	2	1	3	6	6	12
Pass-by trips per MNCPPC Guidelines (50% AM/50% PM)		-1	-1	-2	-3	-3	-6
Commercial Trips after Pass-by Credit:		1	0	1	3	3	6
Total Primary Trips:		**54**	**211**	**265**	**201**	**109**	**310**

NOTE: Trip Generation Rates obtained from the MNCPPC Guidelines and the ITE Trip Generation Manual in effect at the time of the approval.

Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Trip Generation for DSP-20053-02
West Hyattsville Metro

Exhibit 1

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-122 File No. 4-20040

R E S O L U T I O N

WHEREAS, WHPC Block 3, LLC & WHPC Block 4, LLC is the owner of an 8.1-acre parcel of land known as of Parcels 2 and 3, and part of Parcel 114, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on July 8, 2021, WHPC Block 3, LLC & WHPC Block 4, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20040 for West Hyattsville was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 7, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on October 7, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016-01, and further APPROVED Preliminary Plan of Subdivision 4-20040, including a Variation from Sections 24-121(a)(4) and 24-122(a), for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

    a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

    b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

    c. Show location of proposed access to Parcel 1.

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

   b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

   In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

   d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

   e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

   a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

   b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

   c. Bicycle fix-it station at each garage bicycle parking area.

   d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

   e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

   "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the

Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

    b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

    c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

    d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

    "This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> "This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

20. Prior to approval of a final plat:

    a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

    b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The subject site consists of Parcels 2 and 3, shown on a plat for Riverfront at West Hyattsville Metro Station, recorded in Plat Book ME 252 page 14 on June 19, 2019, and part of Parcel 114, recorded in the Prince George's County Land Records in Liber 44201 at folio 571. The subject property is 8.1 acres in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones and is subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

   This preliminary plan of subdivision (PPS) includes two parcels for mixed-use development consisting of 750 multifamily dwelling units and 15,000 square feet of commercial gross floor area. The approved development conforms to the purpose and intent of the TDDP.

   PPS 4-15020 was approved by the Prince George's County Planning Board on March 2, 2017, for 183 lots and 32 parcels, which includes the area of Parcels 2 and 3 of the Riverfront at West Hyattsville Metro Station, for mixed-use development on an overall 18.45-acre property. Parcels 2 and 3 were subsequently platted in accordance with 4-15020. The proposal to change the lot configuration and quantities of land use requires the approval of a new PPS and determination of adequacy. This PPS supersedes 4-15020 for Parcels 2 and 3 and combines them into one parcel. Approximately 5.01 acres of Parcel 114 are also included in the PPS. Parcel 114 is subject to PPS 4-05145, which was approved by the Planning Board on December 21, 2006, for mixed-use development on a gross tract area of 44.56 acres. PPS 4-05145 depicts residential use for the portion of Parcel 114 now included in this PPS. Development, as approved under 4-05145, never came to fruition. This PPS supersedes 4-05145 for a 5.01-acre portion of Parcel 114 and creates one parcel. In total, two parcels (Parcel 1 and Parcel 2) are included in this PPS approval for mixed-use development.

Two variations from the Prince George's County Subdivision Regulations are approved with this PPS. The site abuts the West Hyattsville Metro Station and its train tracks along the southeastern property boundary. Section 24-121(a)(4) of the Subdivision Regulations requires that residential lots adjacent to existing or planned transit right-of-way shall be platted with a minimum depth of 300 feet. The applicant requested approval of a variation to allow the two parcels adjacent to the Metro station to deviate from this requirement, which is discussed further in this report.

The site abuts Little Branch Run to the north and west, an existing variable width public right-of-way. In accordance with Section 24-122(a) of the Subdivision Regulations, the public utility companies require 10-foot-wide public utility easements (PUEs) to be provided along all public rights-of-way. The applicant requested approval of a variation to not provide a 10-foot-wide PUE along the property's frontage with Little Branch Run, which is discussed further in this report.

3. **Setting—**The subject site is located on Tax Map 41 in Grid E4 and is within Planning Area 68. The site is located west of the intersection of Ager Road and Lancer Drive, in the City of Hyattsville. The following development abuts the subject site and is also located within the T-D-O Zone: West Hyattsville Metro Station in the M-X-T Zone is located to the east, the right-of-way of Little Branch Run to the north and west with townhouse development in the M-X-T Zone located beyond, and parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone to the south and southwest. The properties located beyond M-NCPPC-owned parkland are also within the T-D-O Zone and are developed with commercial uses in the Commercial Miscellaneous and Commercial Shopping Center Zones.

   The entire site has been previously graded, with the northern portion currently being actively used as staging area for construction of townhomes adjoining Little Branch Run.

4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Mixed Use
Acreage	8.1	8.1
Dwelling Units	0	750 Multifamily
Gross Floor Area	0	15,000 sq. ft. Commercial
Parcels	3	2
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	Yes Section 24-121(a)(4) Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on July 23, 2021. The requested variation from Section 24-122(a) was accepted on July 8, 2021, and heard at the SDRC meeting on July 23, 2021, as required by Section 24-113(b) of the Subdivision Regulations. The requested variation from Section 24-121(a)(4) was accepted on July 28, 2021, and heard at the SDRC meeting on August 6, 2021, as required by Section 24 -113(b).

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and PPS 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The development approved under these plans was never constructed and, therefore, the conditions of these previous approvals do not apply.

On March 7, 2017, the Planning Board approved PPS 4-15020 for mixed-use development, which superseded CSP-05006 and PPS 4-05145 for a portion of the 44.57 acres. PPS 4-15020 for the Riverfront at West Hyattsville Metro Station included the area of Parcels 2 and 3 of the subject property, and approved mixed-use development for this area. Parcels 2 and 3 were subsequently platted, in accordance with 4-15020. This PPS supersedes 4-15020 for Parcels 2 and 3 and 4-05145 for Parcel 114. Approval of this PPS supersedes the previous approvals and provides an adequacy analysis based on the development evaluated herein. A new CSP approval is not required, due to the submittal requirements set forth in Section 27-290.01 of the Prince George's County Zoning Ordinance, which provides that the elements normally required with a CSP approval shall be incorporated into the detailed site plan (DSP) review.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Master Plan are evaluated as follows:

Plan 2035
Plan 2035 designates the subject site in the West Hyattsville local transit center. Local transit centers are focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

Master Plan
The TDDP recommends Greenway: Parks & Open Space, Structured Parking, Townhouses: 2-4 Stories, and Condominiums: 4–6 Stories on Parcel 114 (proposed Parcel 2).

The TDDP, as amended through the approved DSP-16029 by the District Council on April 25, 2017, approved the placement of Parcels 2 and 3 (proposed Parcel 1) in the Multifamily Preferred Land Use category.

In addition, the TDDP recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (page 9). The multifamily with limited ground floor retail and integrated parking uses meets this plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly," (page 9).

SMA/Zoning
The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T Zone and superimposed the T-D-O Zone. The M-X-T Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential, and commercial development around transit stations or stops (page 50).

Overlay Zone Conformance
The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP.

Pursuant to Section 24-121(a)(5), this PPS conforms to the purpose and intent of the TDDP because the multifamily with limited ground floor retail and integrated parking uses meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly" (page 9).

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (3816-2021-00) for the proposed development on the site is currently being reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). An unapproved copy of the SWM concept plan was submitted by the applicant. However, the grades, limit of disturbance, and impervious areas as shown on the SWM concept plan do not match the Type 1 tree conservation plan (TCP1).

The SWM concept plan shows the use of one large, submerged gravel wetland structure proposed on the southernmost section of the property. A floodplain waiver from DPIE dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain, subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan. The applicant must submit an approved SWM concept plan prior to signature approval of the PPS, and the limits of disturbance on the SWM concept plan and TCP1 must match.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. **Parks and Recreation**—Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, residential development is subject to the mandatory dedication of parkland.

Parcel 1 of this PPS was included in PPS 4-15020. Section 24-134(a)(3)(D) states that any resubdivision of property on which land was previously dedicated, or fee-in-lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision.

The applicant previously donated 4.29 acres of land south of Riverfront West Hyattsville to M-NCPPC in 1957 (this deed of conveyance is recorded in the County Land Records in Liber 2073 at folio 262). As conditioned by approval of PPS 4-15020, an additional 12,263 square feet or 0.28-acre of land adjacent to M-NCPPC parkland was dedicated, to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland.

Given the prior 4.29-acre land dedication, the mandatory dedication of parkland requirement for Parcel 1 has been met. However, Section 24-134(a) requirements are not met for Parcel 2. Based on the density of the project, land dedication of 0.89 acre would be required.

The applicant proposed private on-site recreational facilities to address the mandatory dedication of parkland requirement for Parcel 2. The adequacy of the existing and proffered recreational facilities was evaluated in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and it was found that the applicant's proposal of private on-site recreational facilities does not meet the requirements of Section 24-134(b). Based on the density of 375 multifamily dwelling units for Parcel 2, this PPS is subject to the requirement of on-site recreational facilities of a minimum value of $346,369. The applicant is proposing on-site recreational facilities of a $266,011 value, which does not meet the required dollar amount. On-site recreational facilities are appropriate for the site, however, additional on-site recreational facilities shall be required to meet the minimum value requirement.

Other Considerations

The applicant is proposing to transform a total of 2.55 acres of 100-year floodplain located on the property into a permanent developable area. The remaining 2.18 acres of the 100-year floodplain will serve as a SWM facility and provide compensatory storage. Public recreational facilities and two SWM facilities are under construction in Riverfront West Hyattsville (DSP-17044-01) in the M-NCPPC property located adjacent to the proposed SWM facility on the subject site. As the same owner for these two properties, the applicant has a maintenance agreement with M-NCPPC to provide ongoing maintenance for the two SWM facilities. Given the proximity of the proposed SWM facility in this PPS to the public recreational facilities to the north, the applicant must consider the impact of the overall design, future construction, and maintenance of these facilities to achieve a safe, accessible, and appealing riverfront park.

In the TDDP, one of the most notable natural features of the area is the existing floodplain and stream corridor of the northwest branch of the Anacostia River and two of its tributaries: Sligo Creek and Northwest Tributary 2. These streams are contained within a central public park/open space network that includes several sport and recreational features. The opportunities suggested include, but are not limited to integrated bike and pedestrian facilities, a foot/bike bridge crossing the stream channel and linking the Queenstown neighborhood with the Metro station and surrounding development; ball fields; playgrounds; preserved, created, and/or enhanced wildlife habitat; and seating, picnic, and game areas. Considering the site's southern boundary line abuts the northwest branch of the Anacostia River and Anacostia Tributary Trail, the subject property has an instrumental role in realizing the vision of the TDDP.

Given the subject property's proximate location to the public recreational facilities on the adjoining M-NCPPC parkland, the applicant should collaborate with M-NCPPC closely to ensure that the proposed SWM facility provides a holistic solution for storing floodwater and serves as a safe and well-maintained storage facility.

Given the subject property's significant location abutting North Branch Anacostia River and Anacostia Tributary Trail, the applicant should design and implement a strategy to promote the vision of the TDDP with a safe, environmentally sensitive, and appealing riverfront experience for the West Hyattsville community. These elements will be further evaluated with review of the DSP.

9. Pedestrian and Bicycle Transportation—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the TDDP, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

Previous Conditions of Approval

PPS 4-15020 was approved for the Riverfront at West Hyattsville, which includes a portion of the subject property. Conditions 5 and 24 discuss off-site bicycle and pedestrian improvements required by Section 24-104.01 and are copied below:

> **5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
>
> > **a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.**
>
> **24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

The subject property falls within the Plan 2035 West Hyattsville Metro Local Transit Center and the 2002 General Plan West Hyattsville Community Center and is subject to a finding of pedestrian and bikeway adequacy, pursuant to Section 24-124.01.

A portion of the subject property was already evaluated for pedestrian and bikeway adequacy under PPS 4-15020. The improvements associated with Conditions 5 and 24 of 4-15020 have been completed. While a portion of the subject property falls within the bounds of 4-15020 and off-site bicycle and pedestrian improvements have been made, in accordance with the prior conditions of approval of 4-15020, this PPS requires a new finding of bicycle and pedestrian adequacy, and in turn a new Bicycle and Pedestrian Impact Statement (BPIS). A BPIS was

provided and is incorporated by reference herein. The BPIS contains an exhibit displaying proposed off-site improvements (Appendix A14 and A15), as well as a table displaying the costs of the off-site improvements (Appendix B). The applicant proposed to widen a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide, and provide improved trail lighting along this stretch.

This PPS includes 750 dwelling units and 15,000 square feet of commercial use, which results in a cost cap of $230,250, which was determined by multiplying the number of dwelling units (750) by $300 per dwelling, and multiplying the square-footage of commercial development (15,000 square feet) by $0.35, as required by Section 24-104.01. The total cost of the removal and widening of the sidewalk portion (650 linear feet or 5,200 square feet) is estimated to cost $93,600. The total cost of improved lighting on this stretch is estimated to cost $76,050. The applicant has included a contingency cost of $60,600 because these improvements must be coordinated with and approved by the Washington Metropolitan Area Transit Authority (WMATA).

The underlying subdivision, 4-15020, was approved for 10,000 square feet of nonresidential uses and 483 dwelling units and had a BPIS cost cap of $148,400. Since its approval, DSP-16029 was approved for 183 dwelling units and DSP-20004 was approved for 44,362 square feet of nonresidential development. This represents approximately $70,426.70 of the previously approved cost cap. The remaining section represents 300 dwelling units minus the 34,362 square feet of nonresidential use that exceeds the originally approved 10,000 square feet. In terms of the cost cap, this is a difference of $77,973.26, which should be applied to the current application.

The base cost cap for the subject site with the credit included is $152,276.70. Once this amount is indexed for inflation using the Bureau of Labor Statistics Consumer Price Index inflation calculator to account for inflation between June 2013 (the effective date of the legislation) and today, the cost cap is $177,183.13.

As stated above, the improvements associated with the applicant's BPIS submission will require coordination and approval with WMATA. In the event that the applicant and WMATA cannot come to an agreement on the design and construction of the sidewalk facilities and improved lighting, the applicant proposed an alternate for BPIS improvements. The alternative proposal, which was provided and incorporated by reference herein, proposes to provide invasive species control along the existing Northwest Branch Trail and pedestrian improvements at nearby intersections. Specifically, the applicant proposes to remove 6-acres worth of the invasive vine commonly known as Chocolate Vine, and the invasive perennial commonly known as Japanese Knotweed. Removal of these species would improve environmental features in the immediate vicinity of the subject property while improving sight lines for pedestrians using the trail. The scope of work and right of access within M-NCPPC-owned property will be subject to approval of the Prince George's County Department of Parks and Recreation. The alternative improvements also include upgrading seven intersections with continental style crosswalks. These locations include the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue,

the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue. Lastly, the applicant proposed to upgrade ramps to Americans with Disabilities Act-compliance at four intersections. These locations include the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue. This proposal for alternative improvements is approved, in order to fulfill the requirements of Section 24-124.01.

Demonstrated Nexus Finding
The applicant has proffered to widen a 650-linear-foot portion of the West Hyattsville Metro Connector, between Ager Road and the West Hyattsville Metro Station, from 5-feet-wide to 8-feet-wide and provide improved trail lighting along this stretch. The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 mile of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant and those required herein will improve pedestrian and bicycle movement in the immediate vicinity of the subject property, while also complementing nearby development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the approved development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings, pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

The applicant proposed invasive species control over a 6-acre area and pedestrian improvements at several intersections within the immediate vicinity of the subject property as alternative improvements designed to fulfill the requirements of Section 24-124.01. The removal of invasive species would be located along the existing Northwest Branch Trail, directly south of the subject property. Intersection improvements are located to the north and southwest of the subject property. The location of the alternative improvements meets the requirements as a demonstrated nexus to provide off-site bicycle and pedestrian improvements, in relation to the subject site.

A memorandum dated September 2, 2021, received from the Prince George's County Department of Public Works and Transportation, states the following: "To improve safety and connectivity in the vicinity of the West Hyattsville Metro Station, the developer should extend the existing sidewalk along Jamestown Road to MD 500 (Queens Chapel Road). This recommendation is consistent with the Prince George's County Vision Zero efforts."

The input of outside agencies is appreciated regarding alternative off-site improvements designed to fulfill the applicant's BPIS requirements. In this case, the applicant shall provide the original proffer of widening the West Hyattsville Metro Connector from 5 to 8 feet wide and improving sight lighting along this stretch.

Master Plan of Transportation Compliance
This development case is subject to the MPOT, which recommends the following facilities:

> **Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail**
>
> As previously discussed, the applicant's BPIS proposal includes upgrading a 650-linear-foot portion of the West Hyattsville Metro Connector trail to 8 feet wide, with improved lighting on this stretch.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.***
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The MPOT also includes a goal and a series of policies for achieving a continuous network of pedestrian and bicycle facilities (page 7).

> **Goal: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.**
>
> **Policy 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.**
>
> The vehicular entrance to the subject property is located approximately 250 feet southwest of Ager Road. Access within the subject property will be provided along Little Branch Run, which is located in between the subject property and the townhouse development to the west, which was approved under DSP-17044. Little Branch Run displays an 8-foot-wide sidewalk along its western frontage and a 5-foot-wide sidewalk along a portion of its eastern frontage, which borders the subject property. The sidewalk that fronts the subject property appears to terminate just north of the existing Washington

Suburban Sanitary Commission easement and the existing stormdrain easement. The applicant shall provide a continuous 5-foot-wide sidewalk along the subject property's frontage of Little Branch Way until it reaches the point where vehicles enter the drive aisle to access the parking garage of Parcel 2 and to the Northwest Branch Trail. The applicant shall also provide a pedestrian and bicycle pathway from the west side of the property near Emerald Branch Drive to the tunnel entrance for the Metrorail station. In addition, crosswalks crossing the drive aisle at points of vehicle entry at the proposed garages are required. These facilities will contribute to meeting pedestrian and bikeway adequacy within the subdivision. These facilities shall be shown on a DSP, prior to its approval.

Bicycle and bicycle parking recommendations are displayed on pages 116–118 of the TDDP. Per Section 4–Bicycle Parking Locations:

Parking Structures: Required bicycle parking within a structure shall be located in or near man entrances or elevators to provide for pedestrian safety, visibility, and security of property.

On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50-feet of main building entrance. Bicycle parking shall not obstruct walkways.

Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.

The TDDP also provides a minimum parking ratio for bicycles on page 116. One bicycle parking space is required for every 20 motor vehicle spaces.

The applicant shall provide bicycle parking on-site or in the right-of-way for any nonresidential uses and within parking garages for residential uses. The applicant shall also provide bicycle parking consistent with the TDDP standards and should fewer motor vehicle parking spaces be provided than one space per residential unit, additional bicycle parking shall be provided in the parking garages. Moreover, outdoor bicycle parking shall be provided at a location convenient to the entrances of the nonresidential uses. Lastly, the applicant shall provide bicycle fix-it stations within both garages. At the time of DSP, the amount and location of bicycle parking shall be further evaluated.

An exhibit shall be provided illustrating the pedestrian and bicycle circulation and adequacy throughout the subdivision (on-site facilities). This exhibit shall show all proposed sidewalks, crosswalks, and bicycle parking, consistent with Section 24-124.01.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

10. **Transportation**—The subject property is located within Transportation Service Area 1, as defined in Plan 2035. The applicant proposes 750 multifamily dwelling units and 15,000 square feet of retail use. Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. To evaluate the impact of the proposed development, the applicant provided a traffic impact study (TIS), dated February 23, 2021. The findings and recommendations outlined below are based upon a review of this study and analyses conducted consistent with the "The Transportation Review Guidelines, Part 1" (Guidelines).

Analysis of Traffic Impacts

The table below summarizes trip generation in weekday peak hours that was used in reviewing traffic and developing a trip cap for the site:

Weekday Trip Generation Summary								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	750	Unit	62	250	312	234	126	360
Note: residential trips are 20% transit-oriented development credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	15,000	1,000 sq. ft. GFA	4	2	6	13	15	28
Note: pass-by trips per M-NCPPC guidelines (50 percent AM/50 percent PM)								
Recommended Weekday Trip Cap			**66**	**252**	**318**	**247**	**141**	**388**

The traffic study intersections include:

- MD 500 at MD 501 (signalized)
- MD 500 at Ager Road (signalized)
- MD 500 at Hamilton Street (signalized)
- Ager Road at Hamilton Street (signalized)
- Ager Road at Jamestown Road (Jamestown Road is stop-controlled)
- Ager Road at WMATA Bus Loop (WMATA Bus Loop is stop-controlled)
- Ager Road at the proposed medical office building access (the access is stop-controlled)
- Ager Road at Site Access/Lancer Drive (Site Access/Lancer Drive is stop-controlled)
- Ager Road at Nicholson Street (Nicholson Street is stop-controlled)

The subject property is located within the Developed Tier, as defined in Plan 2035. As such, the subject property was evaluated according to the following standard:

Signalized intersections: The critical lane volume (CLV) method should be used to measure the level-of-service (LOS). LOS E, with signalized intersections operating at a CLV of 1,600 or better will be acceptable.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

For two-way stop-controlled intersections a three-part process is employed:
(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed, (d) a CLV no more than 1,150 will be acceptable.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed, (c) a CLV no more than 1,150 will be acceptable.

Existing Traffic
The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	421	799	A	A
MD 500 at Ager Road (signalized)	677	855	A	A
MD 500 at Hamilton Street (signalized)	605	1194	A	C
MD 500 at MD 501 (signalized)	651	1232	A	C
Ager Road at Nicholson Street (unsignalized)	18.7*	669	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	16.6*	20.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	N/A	N/A	N/A	N/A
Ager Road at Jamestown Road (unsignalized)	10.5*	11.3*	-	-
Ager Road at Hamilton Street (signalized)	9.3*	11.0*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

The study intersections along MD 500 are programmed for landscaped medians with sidewalk and crosswalk improvements within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program. Ager Road is included in the Prince George's County Capital Improvement Program utilizing the complete street concept. Approved but unbuilt developments were identified within the study area, and background traffic was developed. A 0.5 percent annual growth rate for a period of 6 years was assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	514	925	A	A
MD 500 at Ager Road (signalized)	738	935	A	A
MD 500 at Hamilton Street (signalized)	641	1302	A	D
MD 500 at MD 501 (signalized)	695	1301	A	D
Ager Road at Nicholson Street (unsignalized)	21.7*	723	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	18.1*	620	-	A
Ager Road at the proposed medical office (unsignalized)	10.2*	11.3*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	11.3*	12.6*	-	-
Ager Road at Jamestown Road (unsignalized)	12.1*	11.7*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges and links identified above, when analyzed with total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	638	1028	A	B
MD 500 at Ager Road (signalized)	814	1010	A	B
MD 500 at Hamilton Street (signalized)	676	1364	A	D
MD 500 at MD 501 (signalized)	737	1342	A	D
Ager Road at Nicholson Street (unsignalized)	24.0*	742	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	813	1007	A	B
Ager Road at the proposed medical office (unsignalized)	11.1*	11.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	12.8*	13.9*	-	-
Ager Road at Jamestown Road (unsignalized)	9.9*	12.9*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on the analysis results, all the signalized study intersections will operate at LOS D or better during the weekday peak hours. At the unsignalized intersections, the maximum movement delay will be less than 50.0 seconds or the maximum CLV will be no more than 1,150. Because the analysis results are fewer, in accordance with the Guidelines, the Planning Board deems the site's impact at this location to be acceptable. A trip cap consistent with the trip generation is assumed for the site.

Plan Comments

The site is not within or adjacent to any master plan facilities identified in the MPOT. The site is adjacent to WMATA Green/Yellow Line. The access is proposed from Little Branch Run.

The TIS was referred out to County and State agencies for review and comment. A memo dated September 2, 2021 (Giles to Gupta), provided DPIE's review of the TIS submitted by the applicant. The memo summarizes the additional analyses, which DPIE will require at the permitting stage of the project. Two letters dated August 11, 2021 and September 16, 2021 from the Maryland State Highway Administration (SHA) to Mike Lenhart, the applicant's traffic consultant, were also received. In these letters, some of the reviewers within SHA offered no comments, while others stated that the traffic counts used for the analyses needed to be revised. In response, it was determined that the traffic counts were taken and used in accordance with the Guidelines and departmental policy regarding traffic counts affected by the COVID-19 Pandemic.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

11. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.

12. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	750 DU	750 DU	750 DU
Pupil Yield Factor (PYF) – Multifamily	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	122	67	76
Adjusted Student Enrollment 9/30/2019	22,492	9,262	9,372
Total Future Student Enrollment	22,614	9,329	9,448
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116 percent	131 percent	111 percent

Section 10-192.01 of the Prince George's County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is $10,180 per dwelling if a building is located between I-95/I-495 (Capital Beltway) and the District of Columbia; $10,180 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by WMATA; or $17,451 per dwelling for all other buildings. This project is between I-95/I-495 and the District of Columbia; thus, the surcharge fee is $10,180. Per Section 10-192.01(c)(1)(A), this project proposes multifamily units within the approved West Hyattsville T-D-O Zone, therefore the school facilities surcharge fee may be reduced by 50 percent to $5,090. This fee is to be paid to DPIE, at time of issuance of each building permit.

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

request from Section 24-122(a) for provision of PUE along Little Branch Run and is further discussed below.

Variation from Section 24-122(a)
The PPS does not provide a PUE contiguous to Little Branch Run. Section 24-122(a) states the following:

> **(a) When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

The standard requirement of the public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

> **(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
>
> > **(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**
> >
> > The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

developments. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The subject property is adjacent to the West Hyattsville Metro Station to the east. Little Branch Run delineates the western boundary of the property, and the southern boundary is defined by M-NCPPC property which includes the northwest branch of the Anacostia River. The right-of-way for Little Branch Run Road is recorded with a 10-foot-wide PUE along the west side, and existing utilities are available to serve the townhouse community to the west. In addition, the development of this site is guided by Plan 2035 and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium- to high-density residential development, which orients buildings along street frontages. The site will be designed in accordance with these design criteria with building fronts oriented toward the public streets. However, the location of buildings, streetscape requirements, and sidewalks along street frontages limits the available area for PUEs. Therefore, the utilities required to serve the proposed development will be extended from their location within the PUE along the west side of the road. Given the site design criteria generated by Plan 2035 and TDDP, the conditions on which the variation is based are unique to this property.

A Dry Utilities Plan submitted as an exhibit, incorporated by reference herein, shows the location of existing PUEs and dry utilities for the proposed development. In the exhibit, the existing utilities running within the variable-width PUE along the west side of Little Branch Run will be extended to serve the subject site.

The subject property fronts on a public right-of-way for which utilities have already been established, and will not serve any additional properties in future; these factors are unique to the subject property and not generally applicable to other properties.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

No other known law, ordinance, or regulation is violated if this variation is approved. The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board.

Further, this request was referred to the affected utility companies and none have opposed the variation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The physical conditions of the site are such that the site is oblong, bounded by the West Hyattsville Metro Station to its east, Little Branch Run to its west, and the Northwest Branch Stream Valley Park to its south side. The property's frontage along Little Branch Run is approximately 1,500 linear feet, which contains all required utilities within a PUE along its west side. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the east side of the public street on which the parcels front, which would require modifying the street standards of the TDDP, and consequently providing a layout that is at odds with the TDDP.

The existing subdivision approvals, which have formed the development pattern in the neighborhood, and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide an additional 10-foot-wide PUE along Little Branch Run would impede on the ability to provide the streetscape along Little Branch Run as envisioned by the TDDP while serving no additional purpose since utilities have already been established, which would be a particular hardship to the owner.

(5) In the R-30, R-30C, R-18, R-18c, R-10, R-10, and R-H Zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the variation from Section 24-122(a).

15. Historic—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites

within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

16. **Environmental**—This PPS application (4-20040) and TCP1-012-2016-01 were accepted on July 8, 2021, with additional information submitted by the applicant on July 28, 2021 and July 30, 2021. Comments were provided to the applicant at the SDRC meeting on August 6, 2021, and revised plans received on August 24, 2021. The following applications have been previously reviewed for the subject site:

For area included in Parcel 1:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-002-2016	Staff	Approved	3/31/2016	NA
NA	NRI-002-2016-01	Staff	Approved	6/19/2017	NA
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
MR-1700F	NA	Planning Board	Transmitted	3/27/2017	NA
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	No. 17-43
DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

For area included in Parcel 2:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-090-2020	Staff	Approved	9/8/2020	NA
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

Proposed Activity
The current application is a PPS and revised TCP1 for the subdivision of an 8.1-acre site to two parcels for development of 750 multifamily dwellings and 15,000 square feet of commercial gross floor area.

Grandfathering
This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS.

Previously Approved Conditions
There are no relevant environmental conditions of approval associated with the previously approved CSP-05006.

MASTER PLAN CONFORMANCE

Plan 2035
The site is located within the West Hyattsville Metro Local Transit Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy (2035).

TDDP
While the TDDP for this area does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the Metro station. Current environmental regulations incorporate the TDDP concepts into the regulatory framework.

It should be noted that roughly 58 percent of the site is within the 100-year floodplain. This application proposes to fill the floodplain while providing compensatory floodplain storage on the southernmost portion of Parcel 2. Principles of low impact development or environmental site design are incorporated into the stormwater design.

Countywide Green Infrastructure Plan

The site contains regulated areas within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The mapped regulated areas are located along the southern portion of the property, which according to the approved NRI, contain previously impacted floodplain associated with the northwest branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density, in accordance with Plan 2035. The floodplain is proposed to be filled to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the site. No woodlands exist on-site. While the green infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be met on-site.

Based on the proposed layout, the PPS demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with an area of previously developed 100-year floodplain along the southern portion of the site. According to aerial imagery provided by PGAtlas, the site was fully developed in the 1960s as a drive-in movie theatre, then redeveloped in the late 1980s for the installation of the West Hyattsville Metro Station located directly east of the site. The primary management area (PMA) located and delineated on-site is entirely within the previously developed 100-year floodplain.

It was noted that there is an acreage inconsistency between the NRI Statistics Table and the General Notes of the PPS. Specifically, the gross tract area on the NRI is listed as being 8.01 acres while it is 8.10 acres on the PPS. The NRI must be revised to be consistent with the PPS. There are no other issues regarding the NRI.

Woodland Conservation

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM) because the application is for a new PPS. TCP1-012-2016-01 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

The previously approved TCP1-012-2016 only included the area associated with Parcel 1 of this PPS application, as well as additional property located to the west of the site. A revised TCP1 was submitted to include the additional area associated with Parcel 2 to include the total land area associated with this PPS. The woodland conservation threshold for this 23.84-acre area is 15 percent of the net tract area or 0.49 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.91 acre. This requirement is proposed to be satisfied with 0.03 acre of street tree credit (existing or 10-year canopy coverage), as permitted as an option under Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements. The remainder of the requirement (0.88 acre) is proposed to be met with off-site woodland conservation credits (previously recorded with Type 2 Tree Conservation Plan TCP2-001-2017-01 under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11, for Tower Preserve Woodland Conservation Bank). Although off-site mitigation is considered a priority over the use of street tree credit; given the small amount of additional preservation required (0.03 acre), it is reasonable for the applicant to meet the remaining woodland preservation requirement by receiving credit for street trees located on or adjacent to the site. However, the locations of the street tree credit area must be identified at time of DSP review on the TCP2. If credit is taken for street trees located outside of rights-of-way for public or private streets, the applicant shall be required to place the area of tree canopy cover under a woodland conservation easement to guarantee that the trees are protected and are replaced if they die or are removed.

There is an inconsistency between the net tract area of the TCP1 with what is shown on the PPS and NRI. The net tract area is listed as being 3.28 acres on both the NRI and the PPS; however, it is only 3.26 acres on the TCP1 worksheet, despite the TCP1 covering a greater area than the PPS or NRI. The net tract area on the TCP1 should be equal to or greater than what is shown on the NRI and PPS, not less. This discrepancy must be accounted for and resolved, prior to signature approval of the TCP1 and PPS.

It appears that not all the proposed development, as reflected in the exhibits associated with the statement of justification (SOJ) for Parcel 2 are reflected on the TCP1. The proposed site improvements of the SOJ exhibits must match that of the TCP1.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils

The predominant soils found to occur on the property, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Preservation of Regulated Environmental Features
This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include 100-year floodplain associated with PMA located adjacent to the northwest branch of the Anacostia.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.
Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to regulated environmental features.
SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code.

An SOJ and impact exhibit for the proposed impact were received on July 1, 2021. The applicant proposes to impact the entire PMA on-site, which covers 4.73 acres.

Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with Plan 2035. The previously impacted floodplain is proposed to be filled, in order to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the property. No woodlands exist on-site, and the PMA has been previously developed twice, first for the construction of a drive-in movie theatre, and later for the construction of the West Hyattsville Metro Station. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be on-site, and DPIE has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Based on the level of design information available at the present time, the limits of disturbance shown on the impact exhibit, and after evaluating the applicant's SOJ for impacts to regulated environmental features, the PMA impacts are approved.

Specimen, Champion, or Historic Trees
In accordance with approved NRI-090-2020-01, no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

17. Urban Design—Conformance with the Zoning Ordinance is evaluated, as follows:

Conformance with Zoning Ordinance and the West Hyattsville Transit District Overlay Zone Standards
In accordance with the TDDP, new development in the West Hyattsville T-D-O Zone is subject to DSP review. New development must show compliance with the West Hyattsville T-D-O Zone standards in the site plan review process. For development standards not covered by the TDDP, the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirements, as stated in Section 27-548.04. The site's conformance with the appliable T-D-O Zone standards will be evaluated at time of DSP approval.

Conformance with Prior Approvals
The site has a previously approved CSP-05006, which was approved by the Planning Board on February 28, 2008. The District Council affirmed the Planning Board approval by issuing Zoning Ordinance No. 15-2008 on May 19, 2008, that approved the project with 34 conditions. The development approved under this CSP never proceeded to fruition, therefore the conditions of this previous approval do not apply. A new CSP approval is not required for the current proposed development, due to the submittal requirements set forth in Section 27-290.01, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review.

Conformance with the 2010 Prince George's County Landscape Manual
The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

18. **Noise**—The subject site is located on the northwestern side of the West Hyattsville Metro Station and the Green Line Metro tracks, which is a transit facility and a transportation-related noise generator. A study titled "Metrorail Noise and Vibration Analysis," dated May 4, 2021, was received for review. The study addresses outdoor noise from railway noise sources and considers mitigation in the form of shielding from the proposed buildings based on a preliminary site design.

No outdoor recreation areas are permitted within the area of 65+ dBA day-night average sound level (Ldn), as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. Per the noise study, the location of the unmitigated 65 dBA Ldn contour is 195 feet from the centerline of the Metrorail tracks. The study predicts that with the shielding provided by the proposed buildings, the Ldn will not exceed 65 dBA for any proposed outdoor activity, such as the pool or courtyard, and therefore no engineered noise barriers are required. To mitigate interior noise levels for the proposed buildings, ungraded windows, balcony doors, and exterior walls will be required. A Phase 2 noise report must be provided at time of DSP for the multifamily development (Parcels 1 and 2) to determine what specific mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less, and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. The building materials for the multifamily buildings on Parcels 1 and 2 must be certified, at time of permit, by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceed the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel 1 closest to the Metrorail tracks. It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/or compact surfaces subsequent to development. No recommendations were provided by the study. It is noted that the only mitigation that could be done would be to increase the setback of the buildings, which would result in the loss of buildable area. The FTA criteria for feelable vibration is 72 vibration decibels for residences and buildings where people normally sleep for frequent events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the County Code have established regulations for development as it pertains to vibration impacts. A note shall be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation from Section 24-121(a)(4)**—Section 24-121(a)(4) sets forth lot depth requirements for lots adjacent to noise generating transit, as follows:

> **(4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided**

by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.

The applicant filed a variation request from Section 24-121(a)(4), for lot depth. The PPS provides a minimum lot depth of less than 300 feet for Parcels 1 and 2, which are adjacent to the West Hyattsville Metro Station. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.
Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.
Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

This property is directly abutting the Metrorail tracks and is a long, narrow parcel. The property is located on the southeast side of Little Branch Run, approximately 250 feet west of Ager Road. The lower half of the property is located within the 100-year floodplain, with the southern property line bound by the Northwest Branch stream valley. A portion of the property will be removed from the 100-year floodplain and the remainder, abutting the stream valley, will be utilized for compensatory storage. The only access to the property is from Little Branch Run, constructed by the applicant as part of the larger Riverfront at West Hyattsville development. The property, at its widest point, is approximately 293 feet, and therefore no area of the property meets the 300-foot lot depth requirement as it currently exists. Consistent with the recommendations of the West Hyattsville TDDP, the property is to be constructed with medium- to high-density multifamily residential development with ground floor retail. These conditions, including the unusual shape of the property, are unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, in order to develop the property.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The only regulation applicable to the variation being discussed is Section 24-121(a)(4). The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. Certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to issuance of building permits, and notes shall be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The property has unique existing physical surroundings, when compared to abutting properties and located within an area with an established framework of development and roadways. These unique physical surroundings include the abutting Metrorail line, location of 100-year floodplain on the property, and prior approval of public right-of-way of Little Branch Run along the western property line, which resulted in the site's existing narrow width. The location of the rail line in the eastern part of the site and location of Little Branch Run creates an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of 750 multifamily dwelling units and 15,000 gross floor area of commercial use, which is the entire development included in this PPS. This would result in a particular hardship to the applicant, as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

(5) In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the requested variation from Section 24-121(a)(4) for Parcel 1 and Parcel 2.

20. **City of Hyattsville**—The subject property is located within geographical boundary of the City of Hyattsville. The PPS application was referred to the City for review and comments on July 8, 2021. The City notified staff (via an email from Powers to Gupta) that the applicant would be presenting this application to the City Council at their August 2, 2021 meeting. The case came back to City Council for discussion and action at their September 20, 2021 meeting, after which City Council comments were provided. In a memorandum dated September 22, 2021 (Ward to

Hewlett), incorporated by reference herein, the City Council expressed support for the PPS and the applicant's variation request so long as conditions that address the impact of noise and vibration on the dwellings are included. The findings and conditions included in this resolution address both noise and vibration.

21. Washington Metropolitan Area Transit Authority—The subject property is located adjacent to the West Hyattsville Metro Station, which is owned and operated by WMATA. This PPS application was referred to WMATA for review and comments on July 19, 2021. No referral or correspondence was received from WMATA.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 7, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of October 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: October 21, 2021

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum: ***Date:*** **July 16, 2025**

TO: M-NCPPC
1616 Mccormick Drive
Largo, MD 20774

FROM: Mike Lenhart

RE: DSP-20053-02 (West Hyattsville Phase 2)

The purpose of this memorandum is to provide a trip generation analysis of the proposed DSP as compared to the underlying trip cap.

Parcels 1 and 2 as shown on DSP-20053-02 were the subject of Preliminary Plan 4-20040 which was approved by MNCPPC on October 7, 2021. Preliminary Plan 4-20040 was approved for 750 multifamily units and 15,000 square feet of commercial/retail space with a trip cap of 318 AM and 388 PM peak hour trips as stipulated in Condition #2 of Resolution 2021-122. (Copy of the Resolution is attached to this memorandum).

DSP-20053-02 currently proposes 635 multifamily residential units plus 3,213 square feet of commercial/retail space within the boundary of the plan. The attached trip generation analysis was conducted in accordance with the Transportation Review Guidelines and the approved underlying preliminary plan, and the results show that this Detailed Site Plan will generate 265 AM and 310 PM peak hour trips. Therefore, this plan will remain within the underlying trip cap.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike

Lenhart Traffic Consulting, Inc.
231 Najoles Road, Suite 250
Millersville, MD 21108

Phone (410) 216-3333

email: mlenhart@lenharttraffic.com

Trip Generaton Rates

Apartments (garden and mid-rise, Prince Georges County Rates) — **Trip Distribution (In/Out)**

Morning Trips = 0.52 x Units — 20/80

Evening Trips = 0.60 x Units — 65/35

Shopping Center (ksf, ITE-820) — **Trip Distribution (In/Out)**

Morning Trips = 0.94 x ksf — 62/38

Evening Trips = 3.81 x ksf — 48/52

Trip Generaton Totals

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Apartments (garden and mid-rise, Prince Georges County Rates)	635 units	66	264	330	248	133	381
TOD Reduction Due to WMATA Metro Proximity:	-20% credit	-13	-53	-66	-50	-27	-77
Residential Trips after 20% TOD Credit Due to WMATA Metro Proximity:		53	211	264	198	106	304
Shopping Center (ksf, ITE-820)	3,213 SF	2	1	3	6	6	12
Pass-by trips per MNCPPC Guidelines (50% AM/50% PM)		-1	-1	-2	-3	-3	-6
Commercial Trips after Pass-by Credit:		1	0	1	3	3	6
Total Primary Trips:		**54**	**211**	**265**	**201**	**109**	**310**

NOTE: Trip Generation Rates obtained from the MNCPPC Guidelines and the ITE Trip Generation Manual in effect at the time of the approval.

Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Trip Generation for DSP-20053-02
West Hyattsville Metro

Exhibit 1

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-122 File No. 4-20040

R E S O L U T I O N

WHEREAS, WHPC Block 3, LLC & WHPC Block 4, LLC is the owner of an 8.1-acre parcel of land known as of Parcels 2 and 3, and part of Parcel 114, said property being in the 17th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O); and

WHEREAS, on July 8, 2021, WHPC Block 3, LLC & WHPC Block 4, LLC filed an application for approval of a Preliminary Plan of Subdivision for 2 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-20040 for West Hyattsville was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on October 7, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended approval of the application with conditions; and

WHEREAS, on October 7, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-012-2016-01, and further APPROVED Preliminary Plan of Subdivision 4-20040, including a Variation from Sections 24-121(a)(4) and 24-122(a), for 2 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to:

    a. Revise General Note 24 to include prior parkland dedication under Liber 2073 at folio 262 and Liber 42848 at folio 340.

    b. Show location of conceptual water and sewer connection lines for Parcel 1 and how the proposed development is to be served by public water and sewer.

    c. Show location of proposed access to Parcel 1.

2. Total development within the subject property shall be limited to uses which generate no more than 318 AM peak-hour trips and 388 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

3. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require the approval of a new preliminary plan of subdivision, prior to approval any building permits.

4. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's Bicycle and Pedestrian Impact Statement exhibit), in accordance with Section 24-124.01 of the Prince George's County Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   a. Widen a 650 linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide.

   b. Improve trail lighting along the 650-linear-foot portion of the West Hyattsville Metro Connector trail.

   In the event that the applicant's submission to fulfill off-site requirements listed in Conditions 4a and 4b cannot be coordinated, prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following alternative adequate pedestrian and bikeway facilities, as designated below (detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement Exhibit), in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:

   c. Provide invasive species control for a 6-acre section along the existing Northwest Branch Trail, as detailed in the applicant's alternative Bicycle and Pedestrian Impact Statement proposal.

   d. Upgrade to continental-style crosswalks along the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue, the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue.

   e. Upgrade to Americans with Disabilities Act-compliant ramps at the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe

Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue.

5. Prior to acceptance of a detailed site plan, the applicant shall provide an exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bicyclist adequacy facilities approved with Preliminary Plan of Subdivision 4-20040, consistent with Section 24-124.01(f) of the Prince George's County Subdivision Regulations.

6. Prior to approval of any detailed site plan, the applicant shall update plans and provide an exhibit displaying the location, limits, specifications, and details displaying:

   a. The extension of 5-foot-wide sidewalk along the subject property's frontage of Little Branch Run until the point of vehicle entry for Parcel 2 and to the Northwest Branch Trail.

   b. Bicycle parking in parking garages for residential uses and on-site or in the right-of-way for nonresidential uses that is consistent with 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* standards.

   c. Bicycle fix-it station at each garage bicycle parking area.

   d. Crosswalks crossing the drive aisle at both points of vehicle entry in the proposed garages.

   e. A pedestrian and bicycle access of adequate width through the property from the western side of the subject site near Emerald Branch Drive to the pedestrian tunnel for the West Hyattsville Metro Station.

7. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.

8. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-012-2016-01). The following note shall be placed on the final plat of subdivision:

   "This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-012-2016-01 or most recent revision), or as modified by the Type 2 tree conservation plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of Prince George's County Council Bell CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of the

Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

9. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved.

10. Prior to signature approval of the preliminary plan of subdivision (PPS), the Type 1 tree conservation plan (TCP1) shall be revised, as follows:

    a. Revise the net tract area on the TCP1, so it is not less than that of the natural resources inventory and the PPS.

    b. Show all proposed site improvements consistently between the statement of justification exhibits for primary management area impacts and the TCP1.

    c. Add the PPS number (4-20040) to the second part of Note 1 of the Standard TCP1 Notes.

    d. Identify all areas proposed for street tree credit (existing or 10-year canopy coverage) on the TCP1 plan and legend. If any area proposed for street tree credit (existing or 10-year canopy coverage) is located on private land, a woodland conservation easement will be required encompassing the area of canopy coverage.

11. If a woodland conservation easement is required, in accordance with the approved Type 2 tree conservation plan, the following note shall be placed on the final plat of subdivision:

    "This plat is subject to the recordation of a woodland conservation easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 tree conservation plan, when approved."

12. Prior to signature approval of the preliminary plan of subdivision (PPS), the natural resources inventory must be revised so that the gross tract area is consistent with the PPS.

13. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan shall be submitted. The limits of disturbance shall be consistent between the stormwater concept plan and Type 1 tree conservation plans.

14. Development of this site shall be in conformance with the approved Stormwater Management (SWM) Concept Plan (3816-2021-00) and any subsequent revisions. The final plat shall note the SWM concept plan number and approval date.

15. Prior to approval of building permits for residential buildings located on Parcel 1 and Parcel 2 within the unmitigated 65 dBA Ldn noise contour of the Washington Metropolitan Area Transit Authority Metrorail, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that the building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less.

16. Prior to acceptance of a detailed site plan for the multifamily development on Parcels 1 and 2, a Phase II noise report must be submitted to demonstrate that the interior of all buildings can be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas can be mitigated to 65 dBA Ldn or less.

17. Prior to approval of building permits for Parcels 1 and 2, the applicant, and the applicant's heirs, successors, and/or assignees shall submit evidence to the Subdivision Section of the Development Review Division that the vibration study dated May 4, 2021, prepared by Hush Acoustics LLC, Vibration Analysis, has been submitted to the Prince George's County Department of Permitting, Inspections and Enforcement.

18. The following note shall be placed on the final plat for parcels exposed to vibration impacts above the Federal Trade Authority levels for residential buildings and noise levels above state standards:

> "This property is located within close proximity to a Metro line and may be subject to 'feelable vibration' and noise impacts."

19. Prior to approval of the final plat, the applicant shall provide a disclosure notice notifying future occupants of the potential exposure to noise and vibration impacts of the adjacent Metro tracks. The draft disclosure notice shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval. The disclosure shall be included in all lease, rental, or purchase contracts for occupants, and the occupants shall sign an acknowledgement of receipt of the disclosure.

20. Prior to approval of a final plat:

    a. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-122(a) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for the location of the public utility easement along Little Branch Run.

    b. The final plat shall note the Prince George's County Planning Board's approval of a variation from Section 24-121(a)(4) of the Prince George's County Subdivision Regulations, in accordance with the approving resolution for Preliminary Plan of Subdivision 4-20040, for parcels not meeting the minimum lot depth requirement.

21. The applicant, and the applicant's heirs, successors, and/or assignees shall provide adequate and developable areas for private on-site recreational facilities, in accordance with the standards outlined in the Prince George's County Parks and Recreation Facilities Guidelines for development proposed for Parcel 2. The private recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division, of the Prince George's County Planning Department, for adequacy, proper siting, and establishment of triggers for construction with the submittal of the detailed site plan for Parcel 2.

22. The applicant, and the applicant's heirs, successors, and/or assignees shall submit three original recreational facilities agreements (RFAs) to the Development Review Division (DRD) of the Prince George's County Planning Department, for construction of recreational facilities on-site for approval, prior to submission of a final plat for Parcel 2. Upon approval by DRD, the RFA shall be recorded among the Prince George's County Land Records and the Liber/folio indicated on the final plat, prior to recordation.

23. The applicant, and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit, or other suitable financial guarantee for construction of the on-site recreational facilities listed in the recreational facilities agreement, prior to issuance of any building permits for development on Parcel 2.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.

2. **Background—**The subject site consists of Parcels 2 and 3, shown on a plat for Riverfront at West Hyattsville Metro Station, recorded in Plat Book ME 252 page 14 on June 19, 2019, and part of Parcel 114, recorded in the Prince George's County Land Records in Liber 44201 at folio 571. The subject property is 8.1 acres in the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones and is subject to the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (TDDP).

   This preliminary plan of subdivision (PPS) includes two parcels for mixed-use development consisting of 750 multifamily dwelling units and 15,000 square feet of commercial gross floor area. The approved development conforms to the purpose and intent of the TDDP.

   PPS 4-15020 was approved by the Prince George's County Planning Board on March 2, 2017, for 183 lots and 32 parcels, which includes the area of Parcels 2 and 3 of the Riverfront at West Hyattsville Metro Station, for mixed-use development on an overall 18.45-acre property. Parcels 2 and 3 were subsequently platted in accordance with 4-15020. The proposal to change the lot configuration and quantities of land use requires the approval of a new PPS and determination of adequacy. This PPS supersedes 4-15020 for Parcels 2 and 3 and combines them into one parcel. Approximately 5.01 acres of Parcel 114 are also included in the PPS. Parcel 114 is subject to PPS 4-05145, which was approved by the Planning Board on December 21, 2006, for mixed-use development on a gross tract area of 44.56 acres. PPS 4-05145 depicts residential use for the portion of Parcel 114 now included in this PPS. Development, as approved under 4-05145, never came to fruition. This PPS supersedes 4-05145 for a 5.01-acre portion of Parcel 114 and creates one parcel. In total, two parcels (Parcel 1 and Parcel 2) are included in this PPS approval for mixed-use development.

Two variations from the Prince George's County Subdivision Regulations are approved with this PPS. The site abuts the West Hyattsville Metro Station and its train tracks along the southeastern property boundary. Section 24-121(a)(4) of the Subdivision Regulations requires that residential lots adjacent to existing or planned transit right-of-way shall be platted with a minimum depth of 300 feet. The applicant requested approval of a variation to allow the two parcels adjacent to the Metro station to deviate from this requirement, which is discussed further in this report.

The site abuts Little Branch Run to the north and west, an existing variable width public right-of-way. In accordance with Section 24-122(a) of the Subdivision Regulations, the public utility companies require 10-foot-wide public utility easements (PUEs) to be provided along all public rights-of-way. The applicant requested approval of a variation to not provide a 10-foot-wide PUE along the property's frontage with Little Branch Run, which is discussed further in this report.

3. **Setting—**The subject site is located on Tax Map 41 in Grid E4 and is within Planning Area 68. The site is located west of the intersection of Ager Road and Lancer Drive, in the City of Hyattsville. The following development abuts the subject site and is also located within the T-D-O Zone: West Hyattsville Metro Station in the M-X-T Zone is located to the east, the right-of-way of Little Branch Run to the north and west with townhouse development in the M-X-T Zone located beyond, and parkland owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in the Reserved Open Space Zone to the south and southwest. The properties located beyond M-NCPPC-owned parkland are also within the T-D-O Zone and are developed with commercial uses in the Commercial Miscellaneous and Commercial Shopping Center Zones.

   The entire site has been previously graded, with the northern portion currently being actively used as staging area for construction of townhomes adjoining Little Branch Run.

4. **Development Data Summary**—The following information relates to the subject PPS and the approved development.

	EXISTING	APPROVED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Vacant	Mixed Use
Acreage	8.1	8.1
Dwelling Units	0	750 Multifamily
Gross Floor Area	0	15,000 sq. ft. Commercial
Parcels	3	2
Lots	0	0
Outlots	0	0
Variance	No	No
Variation	No	Yes Section 24-121(a)(4) Section 24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee (SDRC) meeting on July 23, 2021. The requested variation from Section 24-122(a) was accepted on July 8, 2021, and heard at the SDRC meeting on July 23, 2021, as required by Section 24-113(b) of the Subdivision Regulations. The requested variation from Section 24-121(a)(4) was accepted on July 28, 2021, and heard at the SDRC meeting on August 6, 2021, as required by Section 24 -113(b).

5. **Previous Approvals**—The site was subject to a previously approved Conceptual Site Plan CSP-05006, approved by the Prince George's County District Council on August 8, 2008, and PPS 4-05145, approved by the Planning Board on December 21, 2006. Both the CSP and PPS included a larger land area (44.57 acres) of which the subject property was included. The development approved under these plans was never constructed and, therefore, the conditions of these previous approvals do not apply.

On March 7, 2017, the Planning Board approved PPS 4-15020 for mixed-use development, which superseded CSP-05006 and PPS 4-05145 for a portion of the 44.57 acres. PPS 4-15020 for the Riverfront at West Hyattsville Metro Station included the area of Parcels 2 and 3 of the subject property, and approved mixed-use development for this area. Parcels 2 and 3 were subsequently platted, in accordance with 4-15020. This PPS supersedes 4-15020 for Parcels 2 and 3 and 4-05145 for Parcel 114. Approval of this PPS supersedes the previous approvals and provides an adequacy analysis based on the development evaluated herein. A new CSP approval is not required, due to the submittal requirements set forth in Section 27-290.01 of the Prince George's County Zoning Ordinance, which provides that the elements normally required with a CSP approval shall be incorporated into the detailed site plan (DSP) review.

6. **Community Planning**—The 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035) and conformance with the Master Plan are evaluated as follows:

Plan 2035
Plan 2035 designates the subject site in the West Hyattsville local transit center. Local transit centers are focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium- to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available.

Master Plan
The TDDP recommends Greenway: Parks & Open Space, Structured Parking, Townhouses: 2-4 Stories, and Condominiums: 4–6 Stories on Parcel 114 (proposed Parcel 2).

The TDDP, as amended through the approved DSP-16029 by the District Council on April 25, 2017, approved the placement of Parcels 2 and 3 (proposed Parcel 1) in the Multifamily Preferred Land Use category.

In addition, the TDDP recommends "moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities, designed for pedestrians without excluding the automobile," (page 9). The multifamily with limited ground floor retail and integrated parking uses meets this plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly," (page 9).

SMA/Zoning
The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T Zone and superimposed the T-D-O Zone. The M-X-T Zone is intended to encourage transit- and pedestrian-friendly, mixed-residential, and commercial development around transit stations or stops (page 50).

Overlay Zone Conformance
The applicant proposes multifamily buildings with limited ground floor retail and integrated parking uses on proposed Parcels 1 and 2. Parcel 1 was included in DSP-16029, which amended the Preferred Land Use Map to "Condominiums: 4-6 Stories" (Notice of Final Decision of the District Council dated April 25, 2017). The Detailed Use Table in the TDDP permits multifamily dwellings with ground floor retail. The portion of tax Parcel 114 included within the PPS (proposed Parcel 2) was not included in DSP-16029. Proposed Parcel 2 consists of Blocks DD, EE, and a portion of CC. On the Preferred Land Use Plan, Blocks DD and EE on the Block Registration Plan (Map 13 of the TDDP) are designated as "Condominiums: 4-6 Stories", while Block CC (which is split by the boundary of proposed Parcel 2) is a mix of "structured parking" and "Townhouses: 2-4 stories". The proposed development of multifamily with structured parking and ground floor retail immediately abutting the Metro station is in conformance with the Preferred Land Use Plan. However, the finding of conformance is not a determination concerning permitted uses which will be addressed at the time of DSP.

Pursuant to Section 24-121(a)(5), this PPS conforms to the purpose and intent of the TDDP because the multifamily with limited ground floor retail and integrated parking uses meets the plan's vision for transit-oriented development within walking distance of the West Hyattsville Metro Station that will "promote transit ridership" and produce neighborhoods that are "compact, mixed-use, and pedestrian-friendly" (page 9).

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (3816-2021-00) for the proposed development on the site is currently being reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). An unapproved copy of the SWM concept plan was submitted by the applicant. However, the grades, limit of disturbance, and impervious areas as shown on the SWM concept plan do not match the Type 1 tree conservation plan (TCP1).

The SWM concept plan shows the use of one large, submerged gravel wetland structure proposed on the southernmost section of the property. A floodplain waiver from DPIE dated November 20, 2020, was submitted with this application granting permission to build within the existing developed 100-year floodplain, subject to nine conditions. Conformance with the provisions of the Prince George's County Code and state regulations with regard to SWM will be reviewed by DPIE and reflected on an approved SWM concept plan. The applicant must submit an approved SWM concept plan prior to signature approval of the PPS, and the limits of disturbance on the SWM concept plan and TCP1 must match.

In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the SWM concept approval and any subsequent revisions, to ensure that no on-site or downstream flooding occurs.

8. **Parks and Recreation**—Per Section 24-134(a) of the Subdivision Regulations, at the time of PPS, residential development is subject to the mandatory dedication of parkland.

Parcel 1 of this PPS was included in PPS 4-15020. Section 24-134(a)(3)(D) states that any resubdivision of property on which land was previously dedicated, or fee-in-lieu paid, the applicant shall be credited to the extent that the land dedication or fee would otherwise be required upon such resubdivision.

The applicant previously donated 4.29 acres of land south of Riverfront West Hyattsville to M-NCPPC in 1957 (this deed of conveyance is recorded in the County Land Records in Liber 2073 at folio 262). As conditioned by approval of PPS 4-15020, an additional 12,263 square feet or 0.28-acre of land adjacent to M-NCPPC parkland was dedicated, to create and maintain a consistent and uniform 48-foot-wide public right-of-way adjacent to the existing parkland.

Given the prior 4.29-acre land dedication, the mandatory dedication of parkland requirement for Parcel 1 has been met. However, Section 24-134(a) requirements are not met for Parcel 2. Based on the density of the project, land dedication of 0.89 acre would be required.

The applicant proposed private on-site recreational facilities to address the mandatory dedication of parkland requirement for Parcel 2. The adequacy of the existing and proffered recreational facilities was evaluated in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and it was found that the applicant's proposal of private on-site recreational facilities does not meet the requirements of Section 24-134(b). Based on the density of 375 multifamily dwelling units for Parcel 2, this PPS is subject to the requirement of on-site recreational facilities of a minimum value of $346,369. The applicant is proposing on-site recreational facilities of a $266,011 value, which does not meet the required dollar amount. On-site recreational facilities are appropriate for the site, however, additional on-site recreational facilities shall be required to meet the minimum value requirement.

Other Considerations

The applicant is proposing to transform a total of 2.55 acres of 100-year floodplain located on the property into a permanent developable area. The remaining 2.18 acres of the 100-year floodplain will serve as a SWM facility and provide compensatory storage. Public recreational facilities and two SWM facilities are under construction in Riverfront West Hyattsville (DSP-17044-01) in the M-NCPPC property located adjacent to the proposed SWM facility on the subject site. As the same owner for these two properties, the applicant has a maintenance agreement with M-NCPPC to provide ongoing maintenance for the two SWM facilities. Given the proximity of the proposed SWM facility in this PPS to the public recreational facilities to the north, the applicant must consider the impact of the overall design, future construction, and maintenance of these facilities to achieve a safe, accessible, and appealing riverfront park.

In the TDDP, one of the most notable natural features of the area is the existing floodplain and stream corridor of the northwest branch of the Anacostia River and two of its tributaries: Sligo Creek and Northwest Tributary 2. These streams are contained within a central public park/open space network that includes several sport and recreational features. The opportunities suggested include, but are not limited to integrated bike and pedestrian facilities, a foot/bike bridge crossing the stream channel and linking the Queenstown neighborhood with the Metro station and surrounding development; ball fields; playgrounds; preserved, created, and/or enhanced wildlife habitat; and seating, picnic, and game areas. Considering the site's southern boundary line abuts the northwest branch of the Anacostia River and Anacostia Tributary Trail, the subject property has an instrumental role in realizing the vision of the TDDP.

Given the subject property's proximate location to the public recreational facilities on the adjoining M-NCPPC parkland, the applicant should collaborate with M-NCPPC closely to ensure that the proposed SWM facility provides a holistic solution for storing floodwater and serves as a safe and well-maintained storage facility.

Given the subject property's significant location abutting North Branch Anacostia River and Anacostia Tributary Trail, the applicant should design and implement a strategy to promote the vision of the TDDP with a safe, environmentally sensitive, and appealing riverfront experience for the West Hyattsville community. These elements will be further evaluated with review of the DSP.

9. Pedestrian and Bicycle Transportation—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the TDDP, and the Subdivision Regulations to provide the appropriate pedestrian and bicycle transportation facilities.

Previous Conditions of Approval

PPS 4-15020 was approved for the Riverfront at West Hyattsville, which includes a portion of the subject property. Conditions 5 and 24 discuss off-site bicycle and pedestrian improvements required by Section 24-104.01 and are copied below:

> **5. Prior to approval of any building permits for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities (BPIS), as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
>
> > **a. Provide trail lighting along the M-NCPPC Stream Valley Trail from the West Hyattsville Metro Station where the Metro rail line intersects with the trail to Queens Chapel Road, in accordance with Condition 24.**
>
> **24. Prior to certification of the detailed site plan, an exhibit shall be submitted showing the location, limits, specifications, and details for the off-site trail lighting and security cameras along the stream valley trail between the West Hyattsville Metro Station (or the limits of the trail improvements required as part of the stormwater management work) and Queens Chapel Road, pursuant to Section 24-124.01(f) of the Subdivision Regulations. A cost estimate shall be provided for the facilities shown on the exhibit. The cost of the off-site facilities shall not exceed the cost cap specified in Section 24-124.01(c).**

The subject property falls within the Plan 2035 West Hyattsville Metro Local Transit Center and the 2002 General Plan West Hyattsville Community Center and is subject to a finding of pedestrian and bikeway adequacy, pursuant to Section 24-124.01.

A portion of the subject property was already evaluated for pedestrian and bikeway adequacy under PPS 4-15020. The improvements associated with Conditions 5 and 24 of 4-15020 have been completed. While a portion of the subject property falls within the bounds of 4-15020 and off-site bicycle and pedestrian improvements have been made, in accordance with the prior conditions of approval of 4-15020, this PPS requires a new finding of bicycle and pedestrian adequacy, and in turn a new Bicycle and Pedestrian Impact Statement (BPIS). A BPIS was

provided and is incorporated by reference herein. The BPIS contains an exhibit displaying proposed off-site improvements (Appendix A14 and A15), as well as a table displaying the costs of the off-site improvements (Appendix B). The applicant proposed to widen a 650-linear-foot portion of the West Hyattsville Metro Connector trail, between Ager Road and the West Hyattsville Metro Station, from 5-feet wide to 8-feet wide, and provide improved trail lighting along this stretch.

This PPS includes 750 dwelling units and 15,000 square feet of commercial use, which results in a cost cap of $230,250, which was determined by multiplying the number of dwelling units (750) by $300 per dwelling, and multiplying the square-footage of commercial development (15,000 square feet) by $0.35, as required by Section 24-104.01. The total cost of the removal and widening of the sidewalk portion (650 linear feet or 5,200 square feet) is estimated to cost $93,600. The total cost of improved lighting on this stretch is estimated to cost $76,050. The applicant has included a contingency cost of $60,600 because these improvements must be coordinated with and approved by the Washington Metropolitan Area Transit Authority (WMATA).

The underlying subdivision, 4-15020, was approved for 10,000 square feet of nonresidential uses and 483 dwelling units and had a BPIS cost cap of $148,400. Since its approval, DSP-16029 was approved for 183 dwelling units and DSP-20004 was approved for 44,362 square feet of nonresidential development. This represents approximately $70,426.70 of the previously approved cost cap. The remaining section represents 300 dwelling units minus the 34,362 square feet of nonresidential use that exceeds the originally approved 10,000 square feet. In terms of the cost cap, this is a difference of $77,973.26, which should be applied to the current application.

The base cost cap for the subject site with the credit included is $152,276.70. Once this amount is indexed for inflation using the Bureau of Labor Statistics Consumer Price Index inflation calculator to account for inflation between June 2013 (the effective date of the legislation) and today, the cost cap is $177,183.13.

As stated above, the improvements associated with the applicant's BPIS submission will require coordination and approval with WMATA. In the event that the applicant and WMATA cannot come to an agreement on the design and construction of the sidewalk facilities and improved lighting, the applicant proposed an alternate for BPIS improvements. The alternative proposal, which was provided and incorporated by reference herein, proposes to provide invasive species control along the existing Northwest Branch Trail and pedestrian improvements at nearby intersections. Specifically, the applicant proposes to remove 6-acres worth of the invasive vine commonly known as Chocolate Vine, and the invasive perennial commonly known as Japanese Knotweed. Removal of these species would improve environmental features in the immediate vicinity of the subject property while improving sight lines for pedestrians using the trail. The scope of work and right of access within M-NCPPC-owned property will be subject to approval of the Prince George's County Department of Parks and Recreation. The alternative improvements also include upgrading seven intersections with continental style crosswalks. These locations include the northern approach at MD 501 and 18th Avenue, the northern approach at MD 501 and Longford Drive, the southern approach at MD 501 and 20th Avenue,

the southern approach at MD 501 and 21st Street, the northern approach of Jamestown Road and 29th Avenue, the northern approach of Jamestown Road and 30th Avenue, and the northern and southern approach at Jamestown Road and 31st Avenue. Lastly, the applicant proposed to upgrade ramps to Americans with Disabilities Act-compliance at four intersections. These locations include the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Western Driveway, the southeast and southwest corners of Nicholson Street and the North Pointe Apartment Complex Eastern Driveway, the southeast and southwest corners of Nicholson Street and 30th Avenue, and the southwest corner of Nicholson Street and 31st Avenue. This proposal for alternative improvements is approved, in order to fulfill the requirements of Section 24-124.01.

Demonstrated Nexus Finding
The applicant has proffered to widen a 650-linear-foot portion of the West Hyattsville Metro Connector, between Ager Road and the West Hyattsville Metro Station, from 5-feet-wide to 8-feet-wide and provide improved trail lighting along this stretch. The applicant's proffer to fulfill the off-site pedestrian and bicycle improvements are all within 0.25 mile of the subject property. The off-site pedestrian and bikeway facilities proffered by the applicant and those required herein will improve pedestrian and bicycle movement in the immediate vicinity of the subject property, while also complementing nearby development.

Pursuant to Section 24-124.01, there is a demonstrated nexus between the proffered and required pedestrian and bikeway facilities for the approved development and nearby destinations. The proffered and required off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings, pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

The applicant proposed invasive species control over a 6-acre area and pedestrian improvements at several intersections within the immediate vicinity of the subject property as alternative improvements designed to fulfill the requirements of Section 24-124.01. The removal of invasive species would be located along the existing Northwest Branch Trail, directly south of the subject property. Intersection improvements are located to the north and southwest of the subject property. The location of the alternative improvements meets the requirements as a demonstrated nexus to provide off-site bicycle and pedestrian improvements, in relation to the subject site.

A memorandum dated September 2, 2021, received from the Prince George's County Department of Public Works and Transportation, states the following: "To improve safety and connectivity in the vicinity of the West Hyattsville Metro Station, the developer should extend the existing sidewalk along Jamestown Road to MD 500 (Queens Chapel Road). This recommendation is consistent with the Prince George's County Vision Zero efforts."

The input of outside agencies is appreciated regarding alternative off-site improvements designed to fulfill the applicant's BPIS requirements. In this case, the applicant shall provide the original proffer of widening the West Hyattsville Metro Connector from 5 to 8 feet wide and improving sight lighting along this stretch.

Master Plan of Transportation Compliance
This development case is subject to the MPOT, which recommends the following facilities:

> **Existing West Hyattsville Metro Connector & Existing Northwest Branch Trail**
>
> As previously discussed, the applicant's BPIS proposal includes upgrading a 650-linear-foot portion of the West Hyattsville Metro Connector trail to 8 feet wide, with improved lighting on this stretch.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

> **Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**
>
> **Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities.***
>
> **Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.**

The MPOT also includes a goal and a series of policies for achieving a continuous network of pedestrian and bicycle facilities (page 7).

> **Goal: Provide a continuous network of sidewalks, bikeways, and trails that provides opportunities for residents to make some trips by walking or bicycling, particularly to mass transit, schools, employment centers, and other activity centers.**
>
> **Policy 9: Provide trail connections within and between communities as development occurs, to the extent feasible and practical.**
>
> The vehicular entrance to the subject property is located approximately 250 feet southwest of Ager Road. Access within the subject property will be provided along Little Branch Run, which is located in between the subject property and the townhouse development to the west, which was approved under DSP-17044. Little Branch Run displays an 8-foot-wide sidewalk along its western frontage and a 5-foot-wide sidewalk along a portion of its eastern frontage, which borders the subject property. The sidewalk that fronts the subject property appears to terminate just north of the existing Washington

Suburban Sanitary Commission easement and the existing stormdrain easement. The applicant shall provide a continuous 5-foot-wide sidewalk along the subject property's frontage of Little Branch Way until it reaches the point where vehicles enter the drive aisle to access the parking garage of Parcel 2 and to the Northwest Branch Trail. The applicant shall also provide a pedestrian and bicycle pathway from the west side of the property near Emerald Branch Drive to the tunnel entrance for the Metrorail station. In addition, crosswalks crossing the drive aisle at points of vehicle entry at the proposed garages are required. These facilities will contribute to meeting pedestrian and bikeway adequacy within the subdivision. These facilities shall be shown on a DSP, prior to its approval.

Bicycle and bicycle parking recommendations are displayed on pages 116–118 of the TDDP. Per Section 4–Bicycle Parking Locations:

Parking Structures: Required bicycle parking within a structure shall be located in or near man entrances or elevators to provide for pedestrian safety, visibility, and security of property.

On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50-feet of main building entrance. Bicycle parking shall not obstruct walkways.

Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.

The TDDP also provides a minimum parking ratio for bicycles on page 116. One bicycle parking space is required for every 20 motor vehicle spaces.

The applicant shall provide bicycle parking on-site or in the right-of-way for any nonresidential uses and within parking garages for residential uses. The applicant shall also provide bicycle parking consistent with the TDDP standards and should fewer motor vehicle parking spaces be provided than one space per residential unit, additional bicycle parking shall be provided in the parking garages. Moreover, outdoor bicycle parking shall be provided at a location convenient to the entrances of the nonresidential uses. Lastly, the applicant shall provide bicycle fix-it stations within both garages. At the time of DSP, the amount and location of bicycle parking shall be further evaluated.

An exhibit shall be provided illustrating the pedestrian and bicycle circulation and adequacy throughout the subdivision (on-site facilities). This exhibit shall show all proposed sidewalks, crosswalks, and bicycle parking, consistent with Section 24-124.01.

Based on the preceding findings, adequate pedestrian and bicycle transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

10. **Transportation**—The subject property is located within Transportation Service Area 1, as defined in Plan 2035. The applicant proposes 750 multifamily dwelling units and 15,000 square feet of retail use. Transportation-related findings related to adequacy are made with this PPS, along with any determinations related to dedication, access, and general subdivision layout. To evaluate the impact of the proposed development, the applicant provided a traffic impact study (TIS), dated February 23, 2021. The findings and recommendations outlined below are based upon a review of this study and analyses conducted consistent with the "The Transportation Review Guidelines, Part 1" (Guidelines).

Analysis of Traffic Impacts

The table below summarizes trip generation in weekday peak hours that was used in reviewing traffic and developing a trip cap for the site:

Weekday Trip Generation Summary								
Land Use	**Use Quantity**	**Metric**	**Weekday AM Peak Hour**			**Weekday PM Peak Hour**		
			In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (garden and mid-rise)	750	Unit	62	250	312	234	126	360
Note: residential trips are 20% transit-oriented development credit due to WMATA Metro proximity								
Shopping Center (ITE-820)	15,000	1,000 sq. ft. GFA	4	2	6	13	15	28
Note: pass-by trips per M-NCPPC guidelines (50 percent AM/50 percent PM)								
Recommended Weekday Trip Cap			**66**	**252**	**318**	**247**	**141**	**388**

The traffic study intersections include:

- MD 500 at MD 501 (signalized)
- MD 500 at Ager Road (signalized)
- MD 500 at Hamilton Street (signalized)
- Ager Road at Hamilton Street (signalized)
- Ager Road at Jamestown Road (Jamestown Road is stop-controlled)
- Ager Road at WMATA Bus Loop (WMATA Bus Loop is stop-controlled)
- Ager Road at the proposed medical office building access (the access is stop-controlled)
- Ager Road at Site Access/Lancer Drive (Site Access/Lancer Drive is stop-controlled)
- Ager Road at Nicholson Street (Nicholson Street is stop-controlled)

The subject property is located within the Developed Tier, as defined in Plan 2035. As such, the subject property was evaluated according to the following standard:

Signalized intersections: The critical lane volume (CLV) method should be used to measure the level-of-service (LOS). LOS E, with signalized intersections operating at a CLV of 1,600 or better will be acceptable.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted, and the standards are explained below:

For two-way stop-controlled intersections a three-part process is employed:
(a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed, (d) a CLV no more than 1,150 will be acceptable.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed, (c) a CLV no more than 1,150 will be acceptable.

Existing Traffic
The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	421	799	A	A
MD 500 at Ager Road (signalized)	677	855	A	A
MD 500 at Hamilton Street (signalized)	605	1194	A	C
MD 500 at MD 501 (signalized)	651	1232	A	C
Ager Road at Nicholson Street (unsignalized)	18.7*	669	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	16.6*	20.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	N/A	N/A	N/A	N/A
Ager Road at Jamestown Road (unsignalized)	10.5*	11.3*	-	-
Ager Road at Hamilton Street (signalized)	9.3*	11.0*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

The study intersections along MD 500 are programmed for landscaped medians with sidewalk and crosswalk improvements within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program. Ager Road is included in the Prince George's County Capital Improvement Program utilizing the complete street concept. Approved but unbuilt developments were identified within the study area, and background traffic was developed. A 0.5 percent annual growth rate for a period of 6 years was assumed.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	514	925	A	A
MD 500 at Ager Road (signalized)	738	935	A	A
MD 500 at Hamilton Street (signalized)	641	1302	A	D
MD 500 at MD 501 (signalized)	695	1301	A	D
Ager Road at Nicholson Street (unsignalized)	21.7*	723	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	18.1*	620	-	A
Ager Road at the proposed medical office (unsignalized)	10.2*	11.3*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	11.3*	12.6*	-	-
Ager Road at Jamestown Road (unsignalized)	12.1*	11.7*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The following critical intersections, interchanges and links identified above, when analyzed with total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM, and PM)	
Ager Road at Hamilton Street (signalized)	638	1028	A	B
MD 500 at Ager Road (signalized)	814	1010	A	B
MD 500 at Hamilton Street (signalized)	676	1364	A	D
MD 500 at MD 501 (signalized)	737	1342	A	D
Ager Road at Nicholson Street (unsignalized)	24.0*	742	-	A
Ager Road at Site Access/Lancer Drive (unsignalized)	813	1007	A	B
Ager Road at the proposed medical office (unsignalized)	11.1*	11.9*	-	-
Ager Road at WMATA Bus Loop (unsignalized)	12.8*	13.9*	-	-
Ager Road at Jamestown Road (unsignalized)	9.9*	12.9*	-	-
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Based on the analysis results, all the signalized study intersections will operate at LOS D or better during the weekday peak hours. At the unsignalized intersections, the maximum movement delay will be less than 50.0 seconds or the maximum CLV will be no more than 1,150. Because the analysis results are fewer, in accordance with the Guidelines, the Planning Board deems the site's impact at this location to be acceptable. A trip cap consistent with the trip generation is assumed for the site.

Plan Comments

The site is not within or adjacent to any master plan facilities identified in the MPOT. The site is adjacent to WMATA Green/Yellow Line. The access is proposed from Little Branch Run.

The TIS was referred out to County and State agencies for review and comment. A memo dated September 2, 2021 (Giles to Gupta), provided DPIE's review of the TIS submitted by the applicant. The memo summarizes the additional analyses, which DPIE will require at the permitting stage of the project. Two letters dated August 11, 2021 and September 16, 2021 from the Maryland State Highway Administration (SHA) to Mike Lenhart, the applicant's traffic consultant, were also received. In these letters, some of the reviewers within SHA offered no comments, while others stated that the traffic counts used for the analyses needed to be revised. In response, it was determined that the traffic counts were taken and used in accordance with the Guidelines and departmental policy regarding traffic counts affected by the COVID-19 Pandemic.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

11. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated September 1, 2021 (Perry to Gupta), incorporated by reference herein.

12. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 and Prince George's County Council Resolution CR-23-2001. The subject property is located within Cluster 2, which is located inside I-95/I-495 (Capital Beltway). An analysis was conducted, and the results of the analysis are as follows:

Impact on Affected Public School Cluster by Dwelling Units

	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Multifamily (MF) Dwelling Units	750 DU	750 DU	750 DU
Pupil Yield Factor (PYF) – Multifamily	0.162	0.089	0.101
MF x PY=Future Subdivision Enrollment	122	67	76
Adjusted Student Enrollment 9/30/2019	22,492	9,262	9,372
Total Future Student Enrollment	22,614	9,329	9,448
State Rated Capacity	19,425	7,121	8,494
Percent Capacity	116 percent	131 percent	111 percent

Section 10-192.01 of the Prince George's County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24 of the County Code. The current amount is $10,180 per dwelling if a building is located between I-95/I-495 (Capital Beltway) and the District of Columbia; $10,180 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by WMATA; or $17,451 per dwelling for all other buildings. This project is between I-95/I-495 and the District of Columbia; thus, the surcharge fee is $10,180. Per Section 10-192.01(c)(1)(A), this project proposes multifamily units within the approved West Hyattsville T-D-O Zone, therefore the school facilities surcharge fee may be reduced by 50 percent to $5,090. This fee is to be paid to DPIE, at time of issuance of each building permit.

13. **Use Conversion**—The total development included in this PPS is approved for 750 multifamily dwelling units and up to 15,000 square feet of commercial gross floor area in the M-X-T Zone. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings will require approval of a new PPS, prior to approval of any building permits.

14. **Public Utility Easement**—Section 24-122(a) requires PUEs along public streets. The standard requirement for PUEs is 10-foot-wide along both sides of all public rights-of-way. The subject site fronts on public right-of-way Little Branch Run to the west. The applicant filed a variation

request from Section 24-122(a) for provision of PUE along Little Branch Run and is further discussed below.

Variation from Section 24-122(a)
The PPS does not provide a PUE contiguous to Little Branch Run. Section 24-122(a) states the following:

> **(a) When utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents: Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.**

The standard requirement of the public utility companies is to provide a 10-foot-wide PUE along all public roadways. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

> **(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:**
>
> > **(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;**
> >
> > The location, alignment and width of Little Branch Run Road was approved as part of PPS 4-15020, which also granted a variation from Section 24-122(a) to allow nonstandard PUEs along this road. Specifically, the PUEs along Little Branch Run (west to east) are 6 to 10 feet wide, toward the eastern end, and are set back from the right-of-way. The properties located west of Little Branch Run are currently being developed as townhouses, while the east side of this road fronts only the subject property. The road will not be extended in either the north or south direction in future, since Little Branch Run intersects with Ager Road in the north, and truncates in the south at M-NCPPC-owned parkland. The PUE located along the west side of Little Branch Run was approved with PPS 4-15020, in order to serve the townhouse development, and will be utilized to serve the multifamily buildings proposed in this PPS. The omission of the PUE along the east side of Little Branch Run will have no impact on the PUEs already provided and available for this development, and to surrounding

developments. Therefore, the granting of the variation will not be detrimental to the public safety, health, or welfare or injurious to others or other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

The subject property is adjacent to the West Hyattsville Metro Station to the east. Little Branch Run delineates the western boundary of the property, and the southern boundary is defined by M-NCPPC property which includes the northwest branch of the Anacostia River. The right-of-way for Little Branch Run Road is recorded with a 10-foot-wide PUE along the west side, and existing utilities are available to serve the townhouse community to the west. In addition, the development of this site is guided by Plan 2035 and the West Hyattsville TDDP, which contain site specific design criteria. This site is envisioned to be designed for walkable medium- to high-density residential development, which orients buildings along street frontages. The site will be designed in accordance with these design criteria with building fronts oriented toward the public streets. However, the location of buildings, streetscape requirements, and sidewalks along street frontages limits the available area for PUEs. Therefore, the utilities required to serve the proposed development will be extended from their location within the PUE along the west side of the road. Given the site design criteria generated by Plan 2035 and TDDP, the conditions on which the variation is based are unique to this property.

A Dry Utilities Plan submitted as an exhibit, incorporated by reference herein, shows the location of existing PUEs and dry utilities for the proposed development. In the exhibit, the existing utilities running within the variable-width PUE along the west side of Little Branch Run will be extended to serve the subject site.

The subject property fronts on a public right-of-way for which utilities have already been established, and will not serve any additional properties in future; these factors are unique to the subject property and not generally applicable to other properties.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

No other known law, ordinance, or regulation is violated if this variation is approved. The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board.

Further, this request was referred to the affected utility companies and none have opposed the variation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The physical conditions of the site are such that the site is oblong, bounded by the West Hyattsville Metro Station to its east, Little Branch Run to its west, and the Northwest Branch Stream Valley Park to its south side. The property's frontage along Little Branch Run is approximately 1,500 linear feet, which contains all required utilities within a PUE along its west side. Strict adherence to this regulation will require placing a 10-foot-wide PUE along the east side of the public street on which the parcels front, which would require modifying the street standards of the TDDP, and consequently providing a layout that is at odds with the TDDP.

The existing subdivision approvals, which have formed the development pattern in the neighborhood, and the existing utility locations available to the subject site constitute the particular physical surroundings applicable to this property. The requirement to provide an additional 10-foot-wide PUE along Little Branch Run would impede on the ability to provide the streetscape along Little Branch Run as envisioned by the TDDP while serving no additional purpose since utilities have already been established, which would be a particular hardship to the owner.

(5) In the R-30, R-30C, R-18, R-18c, R-10, R-10, and R-H Zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the variation from Section 24-122(a).

15. Historic—A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites

within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites.

16. **Environmental**—This PPS application (4-20040) and TCP1-012-2016-01 were accepted on July 8, 2021, with additional information submitted by the applicant on July 28, 2021 and July 30, 2021. Comments were provided to the applicant at the SDRC meeting on August 6, 2021, and revised plans received on August 24, 2021. The following applications have been previously reviewed for the subject site:

For area included in Parcel 1:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-002-2016	Staff	Approved	3/31/2016	NA
NA	NRI-002-2016-01	Staff	Approved	6/19/2017	NA
4-15020	TCP1-012-2016	Planning Board	Approved	3/2/2017	No. 17-42
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
MR-1700F	NA	Planning Board	Transmitted	3/27/2017	NA
DSP-16029	TCP2-001-2017	District Council	Approved	4/24/2017	No. 17-43
DSP-20004	TCP2-001-2017-01	District Council	Approved	7/27/2020	No. 2020-88
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

For area included in Parcel 2:

Development Review Case Number	Associated Tree Conservation Plan or Natural Resources Inventory Number	Authority	Status	Action Date	Resolution Number
NA	NRI-108-05	Staff	Approved	12/14/2005	NA
CSP-05006	TCP1-019-06	Planning Board	Approved	2/28/2008	No. 06-218(A)
NA	NRI-108-05-01	Staff	Approved	7/5/2006	NA
4-05145	TCP1-019-06-01	Planning Board	Approved	11/16/2006	No. 06-262
NA	NRI-090-2020	Staff	Approved	9/8/2020	NA
NA	NRI-090-2020-01	Staff	Approved	8/12/2021	NA
4-20040	TCP1-012-2016-01	Planning Board	Approved	10/7/2021	No. 2021-122

Proposed Activity
The current application is a PPS and revised TCP1 for the subdivision of an 8.1-acre site to two parcels for development of 750 multifamily dwellings and 15,000 square feet of commercial gross floor area.

Grandfathering
This project is not grandfathered with respect to the environmental regulations contained in Subtitle 24 that came into effect on September 1, 2010, because the application is for a new PPS.

Previously Approved Conditions
There are no relevant environmental conditions of approval associated with the previously approved CSP-05006.

MASTER PLAN CONFORMANCE

Plan 2035
The site is located within the West Hyattsville Metro Local Transit Center of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and the Established Communities of the General Plan Growth Policy (2035).

TDDP
While the TDDP for this area does focus on sensitive areas and restoration of some natural areas, the primary vision for the subject site is high-density development containing a mix of retail and residential units within walking distance of the Metro station. Current environmental regulations incorporate the TDDP concepts into the regulatory framework.

It should be noted that roughly 58 percent of the site is within the 100-year floodplain. This application proposes to fill the floodplain while providing compensatory floodplain storage on the southernmost portion of Parcel 2. Principles of low impact development or environmental site design are incorporated into the stormwater design.

Countywide Green Infrastructure Plan

The site contains regulated areas within the designated network of the *Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan). The mapped regulated areas are located along the southern portion of the property, which according to the approved NRI, contain previously impacted floodplain associated with the northwest branch of the Anacostia. Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density, in accordance with Plan 2035. The floodplain is proposed to be filled to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the site. No woodlands exist on-site. While the green infrastructure elements mapped on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be met on-site.

Based on the proposed layout, the PPS demonstrates substantial conformance with the applicable policies and strategies of the Green Infrastructure Plan.

ENVIRONMENTAL REVIEW

Natural Resources Inventory/Existing Conditions

The site has an approved Natural Resources Inventory Plan (NRI-090-2020-01), which correctly shows the existing conditions of the property. No specimen or historic trees are associated with this site. This site is not associated with any regulated environmental features, such as streams, wetlands, or associated buffers. The site is associated with an area of previously developed 100-year floodplain along the southern portion of the site. According to aerial imagery provided by PGAtlas, the site was fully developed in the 1960s as a drive-in movie theatre, then redeveloped in the late 1980s for the installation of the West Hyattsville Metro Station located directly east of the site. The primary management area (PMA) located and delineated on-site is entirely within the previously developed 100-year floodplain.

It was noted that there is an acreage inconsistency between the NRI Statistics Table and the General Notes of the PPS. Specifically, the gross tract area on the NRI is listed as being 8.01 acres while it is 8.10 acres on the PPS. The NRI must be revised to be consistent with the PPS. There are no other issues regarding the NRI.

Woodland Conservation

This project is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the Environmental Technical Manual (ETM) because the application is for a new PPS. TCP1-012-2016-01 was submitted with the subject application and requires minor revisions to be found in conformance with the WCO.

The previously approved TCP1-012-2016 only included the area associated with Parcel 1 of this PPS application, as well as additional property located to the west of the site. A revised TCP1 was submitted to include the additional area associated with Parcel 2 to include the total land area associated with this PPS. The woodland conservation threshold for this 23.84-acre area is 15 percent of the net tract area or 0.49 acre. The total woodland conservation requirement based on the amount of clearing proposed is 0.91 acre. This requirement is proposed to be satisfied with 0.03 acre of street tree credit (existing or 10-year canopy coverage), as permitted as an option under Section 25-122, Methods for Meeting the Woodland and Wildlife Conservation Requirements. The remainder of the requirement (0.88 acre) is proposed to be met with off-site woodland conservation credits (previously recorded with Type 2 Tree Conservation Plan TCP2-001-2017-01 under Off-Site Woodland Conservation Acreage Transfer Certificate No. 11, for Tower Preserve Woodland Conservation Bank). Although off-site mitigation is considered a priority over the use of street tree credit; given the small amount of additional preservation required (0.03 acre), it is reasonable for the applicant to meet the remaining woodland preservation requirement by receiving credit for street trees located on or adjacent to the site. However, the locations of the street tree credit area must be identified at time of DSP review on the TCP2. If credit is taken for street trees located outside of rights-of-way for public or private streets, the applicant shall be required to place the area of tree canopy cover under a woodland conservation easement to guarantee that the trees are protected and are replaced if they die or are removed.

There is an inconsistency between the net tract area of the TCP1 with what is shown on the PPS and NRI. The net tract area is listed as being 3.28 acres on both the NRI and the PPS; however, it is only 3.26 acres on the TCP1 worksheet, despite the TCP1 covering a greater area than the PPS or NRI. The net tract area on the TCP1 should be equal to or greater than what is shown on the NRI and PPS, not less. This discrepancy must be accounted for and resolved, prior to signature approval of the TCP1 and PPS.

It appears that not all the proposed development, as reflected in the exhibits associated with the statement of justification (SOJ) for Parcel 2 are reflected on the TCP1. The proposed site improvements of the SOJ exhibits must match that of the TCP1.

Technical revisions to the TCP1 are required and included in the conditions of approval.

Soils

The predominant soils found to occur on the property, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Cororus-Hatboro-Urban land complex, Elsinboro-Urban land complex, and Urban land-Elsinboro complex. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on or within the immediate vicinity of this property.

Preservation of Regulated Environmental Features
This site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include 100-year floodplain associated with PMA located adjacent to the northwest branch of the Anacostia.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities.
Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to regulated environmental features.
SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code.

An SOJ and impact exhibit for the proposed impact were received on July 1, 2021. The applicant proposes to impact the entire PMA on-site, which covers 4.73 acres.

Because the site is located adjacent to a Metro station and is zoned M-X-T, the site has been designed to maximize density in accordance with Plan 2035. The previously impacted floodplain is proposed to be filled, in order to raise the proposed development out of the floodplain. Compensatory floodplain storage is proposed to be provided on the southern portion of the property. No woodlands exist on-site, and the PMA has been previously developed twice, first for the construction of a drive-in movie theatre, and later for the construction of the West Hyattsville Metro Station. While the entire PMA on the subject site will be impacted, the overall design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035. The compensatory floodplain mitigation will be on-site, and DPIE has also issued a floodplain waiver (Case No. 17692-2020) dated November 20, 2020, for construction of the proposed mixed-use development and parking.

Based on the level of design information available at the present time, the limits of disturbance shown on the impact exhibit, and after evaluating the applicant's SOJ for impacts to regulated environmental features, the PMA impacts are approved.

Specimen, Champion, or Historic Trees
In accordance with approved NRI-090-2020-01, no specimen, champion, or historic trees have been identified on the subject property. No further information is required regarding specimen, champion, or historic trees.

17. Urban Design—Conformance with the Zoning Ordinance is evaluated, as follows:

Conformance with Zoning Ordinance and the West Hyattsville Transit District Overlay Zone Standards
In accordance with the TDDP, new development in the West Hyattsville T-D-O Zone is subject to DSP review. New development must show compliance with the West Hyattsville T-D-O Zone standards in the site plan review process. For development standards not covered by the TDDP, the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirements, as stated in Section 27-548.04. The site's conformance with the appliable T-D-O Zone standards will be evaluated at time of DSP approval.

Conformance with Prior Approvals
The site has a previously approved CSP-05006, which was approved by the Planning Board on February 28, 2008. The District Council affirmed the Planning Board approval by issuing Zoning Ordinance No. 15-2008 on May 19, 2008, that approved the project with 34 conditions. The development approved under this CSP never proceeded to fruition, therefore the conditions of this previous approval do not apply. A new CSP approval is not required for the current proposed development, due to the submittal requirements set forth in Section 27-290.01, which provide that the elements normally required with a CSP approval shall be incorporated into the DSP review.

Conformance with the 2010 Prince George's County Landscape Manual
The T-D-O Zone standards have some landscaping elements that govern the development of the proposed project. For those landscaping standards not covered by the TDDP, the Landscape Manual shall serve as the requirement. This project's conformance with the landscape standards will be evaluated at the time of DSP review.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance
Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy on development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. There are no specific tree canopy coverage (TCC) requirements in the T-D-O Zone. Since this property is zoned M-X-T and is required to provide a minimum of 10 percent of the gross tract area in TCC, the subject 8.1-acre site is required to provide a minimum of 0.81 acre of the tract area in TCC. Conformance with TCC requirement will be evaluated at the time of DSP review.

18. **Noise**—The subject site is located on the northwestern side of the West Hyattsville Metro Station and the Green Line Metro tracks, which is a transit facility and a transportation-related noise generator. A study titled "Metrorail Noise and Vibration Analysis," dated May 4, 2021, was received for review. The study addresses outdoor noise from railway noise sources and considers mitigation in the form of shielding from the proposed buildings based on a preliminary site design.

No outdoor recreation areas are permitted within the area of 65+ dBA day-night average sound level (Ldn), as mitigated, and interior noise levels must be reduced to 45 dBA Ldn or less. Per the noise study, the location of the unmitigated 65 dBA Ldn contour is 195 feet from the centerline of the Metrorail tracks. The study predicts that with the shielding provided by the proposed buildings, the Ldn will not exceed 65 dBA for any proposed outdoor activity, such as the pool or courtyard, and therefore no engineered noise barriers are required. To mitigate interior noise levels for the proposed buildings, ungraded windows, balcony doors, and exterior walls will be required. A Phase 2 noise report must be provided at time of DSP for the multifamily development (Parcels 1 and 2) to determine what specific mitigation is required to ensure that interior noise is mitigated to 45 dBA Ldn or less, and that all outdoor activity areas are mitigated to 65 dBA Ldn or less. The building materials for the multifamily buildings on Parcels 1 and 2 must be certified, at time of permit, by an acoustical engineer to state that interior noise levels have been mitigated to 45 dBA Ldn.

Vibration measurements were taken at four locations on the west side of the tracks. The report assumes vibration levels are mirrored on the opposite side of the tracks. The results of the report conclude that one measurement, from a single train, exceed the Federal Trade Authority (FTA) standard on the northeastern portion of Parcel 1 closest to the Metrorail tracks. It is important to note that the measurements were based on the existing soft surface of the site. Vibration levels could increase on hard and/or compact surfaces subsequent to development. No recommendations were provided by the study. It is noted that the only mitigation that could be done would be to increase the setback of the buildings, which would result in the loss of buildable area. The FTA criteria for feelable vibration is 72 vibration decibels for residences and buildings where people normally sleep for frequent events, which include more than 70 trains per day. The FTA criteria should be strongly considered for development and placement of buildings, however, neither the State of Maryland nor the County Code have established regulations for development as it pertains to vibration impacts. A note shall be added to the final plat to acknowledge the proximity to the Metro tracks and the potential for vibration impacts on buildings and occupants.

19. **Variation from Section 24-121(a)(4)**—Section 24-121(a)(4) sets forth lot depth requirements for lots adjacent to noise generating transit, as follows:

> **(4) Residential lots adjacent to existing or planned roadways of arterial classification shall be platted with a minimum depth of one hundred and fifty (150) feet. Residential lots adjacent to an existing or planned roadway of freeway or higher classification, or an existing or planned transit right-of-way, shall be platted with a depth of three hundred (300) feet. Adequate protection and screening from traffic nuisances shall be provided**

by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate.

The applicant filed a variation request from Section 24-121(a)(4), for lot depth. The PPS provides a minimum lot depth of less than 300 feet for Parcels 1 and 2, which are adjacent to the West Hyattsville Metro Station. Section 24-113(a) sets forth the required findings for approval of variation requests, as follows:

(a) Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

(1) The granting of the variation will not be detrimental to the public safety, health, welfare, or injurious to other property;

Approval of the applicant's request does not have the effect of nullifying the intent and purpose of the Subdivision Regulations. As previously discussed in the Noise finding, adequate shielding will be provided by the proposed buildings for proposed outdoor activities, pursuant to the noise study provided.
Conditions pertaining to the structural design of the multifamily units for the mitigation of interior noise, at time of building permit are required. Notification to potential purchasers and tenants by the placement of notes on the final plats, and the requirement to provide property disclosure notices to purchasers and tenants, of the potential noise and vibration impacts are also required. Because the State and County have no regulations specific to vibration, it is incumbent upon the developer to ensure that no structural damage will occur as a result of proximity to the Metro line. The purpose of the lot depth requirement is to ensure adequate protection from nuisances. With upgraded construction materials, the adverse impacts from train lines are adequately mitigated in this case.
Strict compliance with the requirements of Section 24-121 of the will not be detrimental to the public safety, health, welfare or injurious to other property.

(2) The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

This property is directly abutting the Metrorail tracks and is a long, narrow parcel. The property is located on the southeast side of Little Branch Run, approximately 250 feet west of Ager Road. The lower half of the property is located within the 100-year floodplain, with the southern property line bound by the Northwest Branch stream valley. A portion of the property will be removed from the 100-year floodplain and the remainder, abutting the stream valley, will be utilized for compensatory storage. The only access to the property is from Little Branch Run, constructed by the applicant as part of the larger Riverfront at West Hyattsville development. The property, at its widest point, is approximately 293 feet, and therefore no area of the property meets the 300-foot lot depth requirement as it currently exists. Consistent with the recommendations of the West Hyattsville TDDP, the property is to be constructed with medium- to high-density multifamily residential development with ground floor retail. These conditions, including the unusual shape of the property, are unique to the property and not a situation or configuration generally shared by other properties. These conditions result in the need for the variation, in order to develop the property.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The only regulation applicable to the variation being discussed is Section 24-121(a)(4). The approval of a variation is unique to the Subdivision Regulations and under the sole approval authority of the Planning Board. Certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures have been designed to reduce interior noise levels to 45 dBA Ldn or less, prior to issuance of building permits, and notes shall be placed on the final plat indicating that the property is subject to noise and vibration impacts from the Metro tracks. There are no County or State regulations applicable with the review of this PPS related to vibration, therefore, approval of this variation will not constitute a violation of any other applicable law, ordinance, or regulation.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

The property has unique existing physical surroundings, when compared to abutting properties and located within an area with an established framework of development and roadways. These unique physical surroundings include the abutting Metrorail line, location of 100-year floodplain on the property, and prior approval of public right-of-way of Little Branch Run along the western property line, which resulted in the site's existing narrow width. The location of the rail line in the eastern part of the site and location of Little Branch Run creates an unavoidable conflict with the lot depth requirement. Adherence to the requirements of Section 24-121(a)(4) in this case would result in the loss of 750 multifamily dwelling units and 15,000 gross floor area of commercial use, which is the entire development included in this PPS. This would result in a particular hardship to the applicant, as they would be incapable of developing the property with its intended use if the strict regulations were carried out.

(5) In the R-30, R-30c, R-18, R-18c, R-10, R-10, and R-H zones, where multi-family dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113 (a) above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The site is not located in any of the listed zones. Therefore, this finding does not apply.

Based on the proceeding findings, the Planning Board **approved** the requested variation from Section 24-121(a)(4) for Parcel 1 and Parcel 2.

20. **City of Hyattsville**—The subject property is located within geographical boundary of the City of Hyattsville. The PPS application was referred to the City for review and comments on July 8, 2021. The City notified staff (via an email from Powers to Gupta) that the applicant would be presenting this application to the City Council at their August 2, 2021 meeting. The case came back to City Council for discussion and action at their September 20, 2021 meeting, after which City Council comments were provided. In a memorandum dated September 22, 2021 (Ward to

Hewlett), incorporated by reference herein, the City Council expressed support for the PPS and the applicant's variation request so long as conditions that address the impact of noise and vibration on the dwellings are included. The findings and conditions included in this resolution address both noise and vibration.

21. Washington Metropolitan Area Transit Authority—The subject property is located adjacent to the West Hyattsville Metro Station, which is owned and operated by WMATA. This PPS application was referred to WMATA for review and comments on July 19, 2021. No referral or correspondence was received from WMATA.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * * * * * * * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, October 7, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 28th day of October 2021.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:MG:nz

APPROVED AS TO LEGAL SUFFICIENCY

David S. Warner
M-NCPPC Legal Department
Date: October 21, 2021

RECEIPT (TRC-382807-28-04-2025)
FOR WSSC WATER

BILLING CONTACT
Young Roh
Soltesz
4300 Forbes Blvd. Boulevard, 230
Lanham, Md 20706

Payment Date: 04/28/2025

Reference Number	Fee Name	Transaction Type	Payment Method	Amount Paid
DSP-20053-02	GOV Review (Major)	Fee Payment	Check #000020	$1,845.00
Ager Road And Lancer Drive Hyattsville, MD			**SUB TOTAL**	**$1,845.00**
			TOTAL	**$1,845.00**

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