

PGCPB No. 06-218

File No. CSP-05006

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 on September 28, 2006, regarding Conceptual Site Plan CSP-05006 for West Hyattsville Commons, 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.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
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 retailspace
Acreage	44.56	44.56
Square footage	N/A	4,000,000

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.

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

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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.

### **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 north of the existing station. 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 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.

### **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 building owned by WMATA. The design/scale of the buildings in and around Jamestown Square is 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.

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 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

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sitting areas. The types of paving materials will be precast pavers, Belgium block, granite pavers, and/or brick.

### **Hamilton Civic Green (West Side)**

The west side of Hamilton Square 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.

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 (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 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. To minimize the potential impact of noise, the condominiums have been designed with hallways

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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 require two integral parking spaces; therefore, these units will 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 will be built on concrete slabs. The condominiums have been designed to be located over a parking deck. The entire four stories that face streets and/or public squares will be designed to provide an attractive streetscape.

### **Public Squares/Spaces**

Besides the square and civic green described above, a neighborhood square is centrally located on the west side of Hamilton Square. 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. 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

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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 conform to the intent and standards set forth in the TDDP.

#### **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 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 development proposed within the TDOZ has an outward orientation to the West Hyattsville community to create a focal point in the

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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 the proposed development is intended to 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

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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. 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 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

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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.
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.

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11. **Woodland Conservation Ordinance:** This property is exempt to the provisions of the Prince George's County Woodland Conservation Ordinance because the property has less 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.

**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
- b. The **Community Planning Division** provided the following comments on this 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

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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.

*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

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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 of this staff report as applicable to revised plans received subsequent to receipt of the comments.

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

### **CONFORMANCE WITH THE WEST HYATTSVILLE SECTOR PLAN**

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

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

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

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

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

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

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

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

LID and green streets are streets lined with trees and integrated with the stormwater management system such that the stormwater runoff is treated prior to draining to adjacent stream systems. The West Hyattsville Master Plan contains an illustration of an LID street that includes a median that is 30 feet wide and contains a bioswale. For the purposes of the development of this site, a distinction is being made between LID streets and green streets. An LID street is a street that contains a median and street trees on both sides that are designed using LID techniques. The width of the various features shown on the LID street section in the West Hyattsville Master Plan should be used as a guide; the

dimensions of the features shown may vary to accommodate proper LID techniques and a desirable urban landscape. The street on the westernmost portion of the site is designated on the LID design plan, dated June 5, 2006, as an LID street. More details regarding this design will be provided at time of detailed site plan review.

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

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

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

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

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

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

The LID plan shows only three of the seven residential buildings as having green roofs. The LID plan is a little confusing with regard to the placement of the green roofs. The label "13" for green roofs was placed over the open space areas of the buildings. These

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areas are not suitable for green roofs because they are being used as open space areas for recreation. Green roofs cannot be walked on and as such are not appropriate for recreation; the green roof area will be located on the top level of the buildings. This may be merely a drafting clarification that is needed and a condition is proposed below to provide this clarification.

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

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

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

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

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

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

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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

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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

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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 Planning staff comments have been incorporated into the recommendation section of this staff report.

- 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 consists 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.

- 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

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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.

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.”

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**Comment:** The conditions above are included in the recommendation section of this report.

- 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.

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 the Type I Tree Conservation Plan (TCPI/19/06), and further APPROVED Conceptual Site Plan CSP-05006 for the above-described land, subject to the following conditions:

1. West Hyattsville Commons shall be developed in substantial conformance with the conceptual site plan illustrative plan dated September 1, 2006.
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" 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" with a

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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 buildings B and G-1 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 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.
  - 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.
  - 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.
    - 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.
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

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- 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.
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 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.
  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.
  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.
  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.

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11. In conformance with the adopted West Hyattsville Transit District Development Plan, the detailed site plan 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 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.
  - 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.
  
12. 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.
  - 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.

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- 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.
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.
  14. 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 of Hyattsville, DPW&T, and/or SHA.
  15. 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.
  16. 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.
17. 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

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Hyattsville, College Park, Riverdale Park, and Greenbelt.

18. 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.
  - 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.
  - d. Demonstrate building massing with walls that do not exceed the 40-foot limit for blank, uninterrupted lengths without architectural features.
  - e. 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

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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

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 Eley, seconded by Commissioner Clark, with Commissioners Eley, Clark, Vaughns and Parker voting in favor of the motion and with Commissioner Squire sustained at its regular meeting held on Thursday, September 28, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 5th day of October 2006.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:EE:bjs