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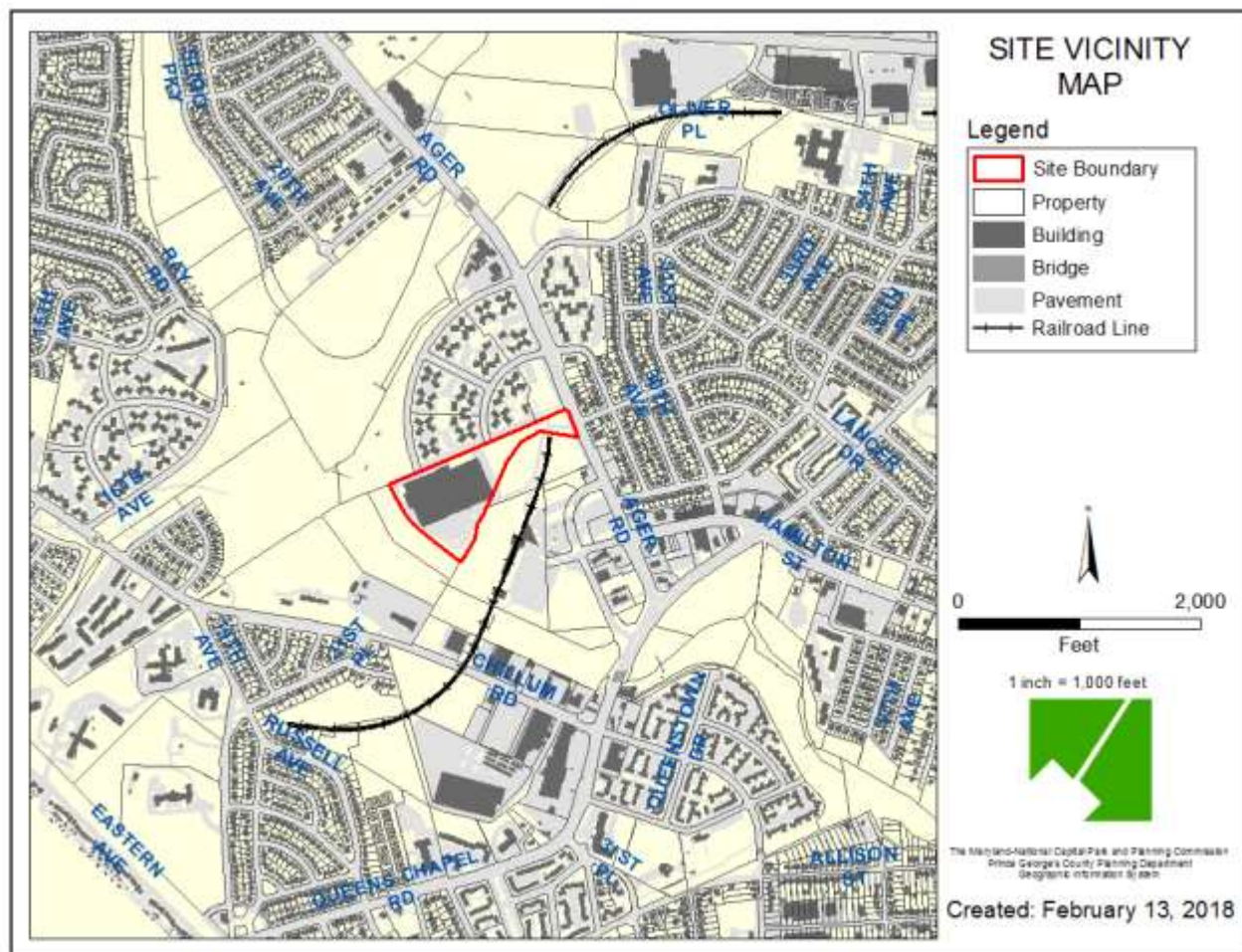
Detailed Site Plan

DSP-17044

Application	General Data	
Project Name: Riverfront at West Hyattsville Expedited Transit-Oriented Development Location: On the southwest side of Ager Road, approximately 620 feet north of its intersection with Hamilton Street and the entrance to the West Hyattsville Metro Station. Applicant/Address: Robert Gilbane 1000 North Glebe Road Arlington, VA 22201	Planning Board Hearing Date:	07/19/18
	Staff Report Date:	07/16/18
	Date Accepted:	05/22/18
	Planning Board Action Limit:	07/23/18
	Plan Acreage:	13.5
	Zone:	M-X-T/T-D-O
	Dwelling Units:	183
	Parcels:	13
	Planning Area:	68
	Council District:	02
	Election District:	17
	Municipality:	Hyattsville
	200-Scale Base Map:	207NE02

Purpose of Application	Notice Dates	
Approval of three architectural models for 183 single-family attached townhouses.	Informational Mailing:	02/15/18
	Acceptance Mailing:	05/22/18
	Sign Posting Deadline:	06/19/18

Staff Recommendation		Staff Reviewer: Ruth Grover, MUP, AICP Phone Number: (301) 952-4317 Email: Ruth.Grover@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17044
Riverfront at West Hyattsville
Expedited Transit-Oriented Development

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

EVALUATION

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

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

FINDINGS

Based upon the analysis of the subject application, and review of the applicant's statement of justification dated June 11, 2018, incorporated herein by reference, the Urban Design staff recommends the following findings and approval of the application, with conditions:

1. **Request:** Approval of three models for the townhouse architecture for 183 single-family attached townhouse dwelling units.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/T-D-O	M-X-T/ T-D-O
Use(s)	Vacant	Single-family attached townhouses
Original Acreage:	13.5	13.5
Floodplain	0	0
Townhouse lots	183	183

3. **Location:** The property is located on the southwest side of Ager Road, approximately 620 feet north of its intersection with Hamilton Street and the entrance to the West Hyattsville Metro Station. The subject property is also located in the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP/TDOZMA) area. The property abuts the west side of the Metro station, including property owned by the Washington Metropolitan Area Transit Authority (WMATA). The subject property is also located in Planning Area 68 and Council District 2.
4. **Surrounding Uses:** The subject property is bordered to the north by multifamily residential land use in the Mixed Use–Transportation Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones; to the south by the West Hyattsville Metro Station in the M-X-T/T-D-O Zone; by Ager Road to the east; and by parkland owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) 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 M-X-T/T-D-O 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. PGCPB Resolution No. 06-218(A) was adopted by the Prince George’s County Planning Board on May 20, 2008, formalizing that approval.

Preliminary Plan of Subdivision (PPS) 4-05145 was approved by the Planning Board on December 21, 2006 and PGCPB Resolution No. 17-42 was adopted on March 23, 2017. 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 to this case.

On March 7, 2017, the Planning Board approved PPS 4-15020, which superseded the previous PPS approval and provided an adequacy analysis. Detailed site plan for infrastructure, DSP-16020, was approved by District Council Order dated April 25, 2017, subject to four conditions. That DSP approval by the District Council was for the purposes of “grading and development of infrastructure, including the location and design of the roadways, the lot layout for the 183 townhouses, parking lots and on-street parking, landscaping, utility location, fencing,

and sidewalks.” The subject DSP is for the purposes of adding architecture and review for conformance of previous conditions, which would be applied at this time.

A new CSP approval was not required because, pursuant to Section 27-290.01 for Expedited Transit-Oriented Development (ETOD), the elements normally required with a CSP approval were incorporated into the DSP review.

The site also has an approved Stormwater Management Concept Plan, 11905-2016-01, which was approved on December 8, 2016 and is valid through December 8, 2019.

6. **Design Features:** The subject architecture is for the 183 townhouses approved for the project. The applicant proposes the three following models, each with several different architectural elevations:

Model	Finished Square Footage
Unit A (16 feet wide)	1,575
Unit B (20 feet wide)	1,939
Unit C (24 feet wide)	2,340

The architecture of the three different units (A, B, and C) is very similar, though building widths vary, and each unit is available in several different elevations. Interior units are proposed as 16 feet in width and end units are proposed at 20 or 24 feet in width. All units are proposed as four-story units. The overall style of the architecture is modern and rectilinear. Staff finds that the applicant is utilizing quality architectural materials.

Visual interest is created with the proposed architecture in form, massing, and fenestration patterns. Windows are sometimes single, sometimes paired, and sometimes presented in triplicate. A variety of bay window type treatments are provided, which give definition to varying groups of windows, sometimes more emphasized horizontally and sometimes vertically.

Banister railings, on a variety of balcony and porch types, create additional visual interest primarily on the second story and at the penthouse level on the front façade. A combination of masonry and fencing provides a safety function and also creates visual interest in the architectural façades

Side and rear elevations are well articulated and add to the overall townhouse architecture. One- and two-car garages are made available on the rear façades.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject DSP application for townhouse architecture does not affect previous findings of conformance with the requirements of the M-X-T Zone, the requirements for ETOD projects, and the requirements of the T-D-O Zone of the Zoning Ordinance.
- a. Part 10, Mixed Use Zones, Division 2, Specific Mixed Use Zones, 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 subject DSP application for townhouse architecture does not affect previous findings of 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 subject DSP application does not affect previous findings of conformance with the above-stated purposes of the M-X-T Zone. 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 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 subject DSP application does not affect previous findings of conformance with this stated purpose of the M-X-T Zone. The West Hyattsville TDDP/TDOZMA 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 subject DSP for townhouse architecture does not affect previous findings of conformance with the above-stated purpose of the M-X-T Zone. 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. The project will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone, in accordance with this stated purpose, by providing quality architecture.

- (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 subject DSP for townhouse architecture will not affect previous findings of conformance with the above-stated purpose of the M-X-T Zone. The overall subject site is located directly adjacent to the Metro station. This location is so well served by public transportation, that a person may not need an automobile due to convenient access to the Metro station. The approved site layout further facilitates walking, 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 subject DSP for townhouse architecture will not affect previous findings of conformance with the above-stated purpose of the M-X-T Zone. The proximity of the site to the Metro station 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 subject DSP for architecture will not affect conformance with this purpose. Only the lotting pattern of the townhouse development was determined at the time of DSP for infrastructure for the project (DSP-16029). The layout of the multifamily and retail portions of the development will be determined in future DSPs. Conformance with this purpose will be evaluated and ensured at that time.

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

The proposed architecture is consistent with the layout established by the infrastructure DSP approved previously. The proposed dwellings create a dynamic functional relationship, with a distinctive visual character and identity. The townhouses best resemble the Federal style of architecture, with clean lines, a mix of brick and siding, and a mix of flat and gabled roofing, with slim upper-floor windows. Designed for an urban setting, the homes include rear-loaded garages, with front doors close to the sidewalk and street. The submitted architecture shows four-story homes. Box bay windows are a homeowner option along the front façade. These windows, combined with variable materials (brick, siding, stone, veneer) and a fourth-floor loft space stepped back from the front of the buildings, create architectural articulation and visual variety, while maintaining a distinctive, cohesive style along each group of buildings and throughout the community. The proposed outdoor patio area will allow the residents vistas into the stream valley park, which is being converted by the applicant into a recreational amenity, with improved trail connections, an open play area, and a public amphitheater. There will be three different models throughout the development, one for units of 16 feet in width, another for end units 20 feet in width, and a third for end units measuring 24 feet in width. These different widths will provide a variety in square footage, as well as price. The proposed residential development will be the first adjacent to the West Hyattsville Metro Station, since the adoption of the TDDP/TDOZMA and implements the vision of the TDDP.

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

The subject DSP for townhouse architecture will not impact findings of conformance with this stated purpose of the M-X-T Zone, which will be evaluated and ensured in future DSPs when the full variety of land uses are included in the development. This DSP will allow for the construction of the first phase of residential development for a multi-phase project. 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 DSP for architecture will not affect conformance of the larger mixed-use development, that was envisioned by the TDDP/TDOZMA with this stated purpose of the M-X-T Zone.

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

The townhouse architecture presented in the subject application evidences freedom in architectural design, in accordance with this purpose. The developer has combined creative use of architectural materials, form and massing, and fenestration patterns, to create visually interesting architecture, that should provide a good complement to the physical, social, and economic planning that will otherwise be included in the project, in accordance with this stated purpose.

- (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/TDOZMA retained the subject property in the M-X-T/T-D-O Zones; therefore, this required purpose 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 subject DSP for townhouse architectural models will not affect previous findings of conformance with this required finding of the M-X-T Zone. The street pattern of the project approved in the previous DSP for infrastructure is approved and establishes a grid pattern that will 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. Only 15 units, or approximately 8 percent, of the 183 units will front inward on an open space area.

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

The proposed development is compatible with existing and proposed development in the vicinity of the project, in accordance with this stated purpose of the M-X-T Zone.

(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 DSP is to approve architectural models for the townhouse portion of the subject development. Future plans will be submitted for review relating to the details of the other portion of the development, including the multifamily and retail. The lotting pattern approved by the PPS and the infrastructure for the townhouses arrange the buildings such that they integrate with the public streetscapes and stream valley park to create a cohesive development, which sustains an independent environment of continuing quality.

(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 subject DSP to review townhouse architectural models will not affect previous findings of conformance with this required finding of the M-X-T Zone. The DSP is the first phase of a multi-phase development, as approved pursuant to PPS 4-15020.

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

The subject DSP for approval of townhouse architectural models will not affect previous findings of conformance with the above required finding of the M-X-T Zone. This project is designed with sidewalks and street trees throughout the site. 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 finding was addressed with DSP-16029, which approved the development layout, including public and private streets and alleys and all pedestrian connection. The areas allocated to open space, recreational uses, and streetscape were determined at the time of the infrastructure DSP. This DSP provides the architectural context for the use of these spaces. The DSP specifies lighting and street furniture, which are high-quality, and ensure a safe living environment for the future residents.

- (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 purpose does not apply to a DSP.

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

As not more than six years have elapsed since a finding of adequacy was made, this otherwise required finding need not be made. A 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.**

This provision does not apply to the proposed development.

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

Division 2, Specific Mixed Use Zones, 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.**

Detailed Site Plan DSP-16020 was approved by District Council Order dated April 25, 2017, subject to four conditions. That DSP approval by the District Council was for the purposes of “grading and development of infrastructure, including the location and design of the roadways, the lot layout for the 183 townhouses, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks.” This DSP is for the purpose of adding architecture and addressing the previous conditions of approval established in DSP-16020.

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

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 retail and office uses in nearby areas.

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 subject DSP for townhouse architectural models will not affect previous findings of conformance with this requirement. The landscaping, screening, and buffering issues were previously approved with DSP-16020.

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

The subject DSP includes the same 183 townhouse lots, as evaluated for frontage and access in the review of PPS 4-15020 and DSP-16029.

c. Section 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.**

The proposal is pursuant to the definition found in the Zoning Ordinance 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 TDDP/TDOZMA; 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.**

The DSP is being reviewed as ETOD, pursuant to this section, and is subject to the requirements of the West Hyattsville TDDP/TDOZMA.

- (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.**

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 DSP-16020 constituted a new application under ETOD.

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

This application does not amend an existing CSP.

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

This application does not amend DSP-16020, as that DSP for infrastructure set forth lot layout, grading, and infrastructure improvements. This DSP refines DSP-16020 and will supersede that DSP to govern fine grading and building permit issuance.

- (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.**

The property is not in a comprehensive design zone.

- (3) **All other applicable requirements and procedures in this Subtitle for Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plans, including amendments to existing plans, not inconsistent with this Section, shall apply to Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plan applications, including amendments to existing plans, for which an applicant seeks expedited review under this Section. Special Permits, as defined by Section 27-239.02, are not site plans for the purposes of this Section.**

The application, as outlined in the applicant's statement of justification (SOJ) dated June 11, 2018, complies with all the DSP requirements of the TDDP, as they relate to architecture, as set forth in this technical staff report.

- (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.”**

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

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

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

A stormwater concept plan has been approved, and a revision to the concept plan, 11905-2016, has been approved and is valid.

- (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.**

Review of this application has taken a priority review under the ETOD application review process.

- (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.

This was expressly described in the informational mailing and has been reflected on all zoning applications.

(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 for approval of townhouse architectural models does not affect prior findings of conformance with these requirements. The subject application is located within one-half mile of the Hyattsville Metro Station. The subject townhouse portion of the proposed development would be 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;

This is not applicable to architecture.

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

All streets will include sidewalks (some of which are six feet wide), street trees, and attractive lighting. These will be attractive streets leading to adjacent transit. The architecture DSP shows houses of high-quality design and materials close to the streets, creating an attractive, urban pedestrian-oriented space.

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

No surface parking lots are proposed. Most of the townhouses will have one garage; end units have two. Minimal on-street parking is proposed for visitor parking and possible use by stream valley park users.

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

This was addressed at the time of the DSP for infrastructure and remains unchanged by this architecture DSP.

- (C) **Minimizing building setbacks from the street;**

Buildings are proposed as close to the street as possible, behind the sidewalk and public utility easements.

- (D) **Utilizing pedestrian scale blocks and street grids;**

The subject DSP for approval of townhouse architectural models will not affect previous findings of conformance with this requirement, per the approval of DSP-12029. The TDDP/TDOZMA requires all blocks to be no more than 400 feet in length. All blocks are less than 400 feet, with the longest being approximately 300 feet.

- (E) **Creating pedestrian-friendly public spaces; and**

This DSP includes a small pocket park with a tot lot, not required by mandatory dedication, but proffered by the applicant at the time of DSP for infrastructure, providing a recreational opportunity to the youngest population within the community. This helps create a pedestrian-friendly public space, in accordance with this requirement. Further, the applicant is proposing an additional area of park dedication along the existing parkland frontage, including amenity development, as requested by the Prince George's County Department of Parks and Recreation. The property adjoins a stream valley park, and the proposal includes pedestrian and bicycle access to the park.

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

Section 27A-209 contains 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.**

As noted, four-story buildings are as close to the street as possible, forming 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.**

Lots are designed so that buildings can face each other across streets, forming the space between as the public-realm streetscape.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this DSP.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this architecture DSP.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this architecture DSP.

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

The front façades, with doorway entrances, and a high percentage of window openings provide the view on the streetscape for residents to monitor their streets and neighborhood.

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

The public streetscape is easily visible from homes and clearly defined. The alleys constitute a semi-private space for use by the homeowners that reside in the units abutting the alley. In order to provide surveillance of the alleys by the homeowners, lighting is needed.

- (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.**

Lots are laid out to accommodate this design criterion, with views directed to the street from buildings that are close to the street. The architecture of the proposed townhomes presents a highly urban form. A significant amount of façade fenestration allows for surveillance and community ownership of the public realm.

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

These activities and equipment are to be located in alleys.

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

This was addressed at the time of DSP for infrastructure and remains unchanged by this architecture DSP. The subject DSP for the addition of townhouse architectural models will not affect prior findings of conformance with this requirement. The land uses have been previously approved for a mixed-use development, pursuant to the PPS.

- (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.**

The DSP should be revised to add a note prohibiting the uses above.

(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 District Council, with the approval of DSP-16029, approved the location of utility structures and public utility easements. Development must conform to this requirement. Public utilities will be underground on this property. Junction boxes are to be located in necessary areas and are shown on the DSP. They are typical of urban areas and are harmonious with the character of the urban center. Landscaping ensures they are attractive.

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

The applicant has been careful to design the project to meet the development standards related to architecture found in the West Hyattsville TDDP/TDOZMA. These development standards have been discussed fully within this technical staff report.

(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 subsection (b)(3) are proposed within this DSP.

d. **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.**

Pursuant to this exemption, a CSP was not required.

8. **2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone:** In general, the proposed application conforms to the West Hyattsville TDDP/TDOZMA and Plan 2035 recommendations for Local Transit Centers. The general pattern of development reflects the recommendations of the TDDP. While proposed land uses are not entirely consistent with the desired future land use plan, they reflect the desired walkable urban scale and current market realities and were previously reviewed with DSP-16059. This DSP is for architecture for the proposed single-family attached dwelling units on the foundation of the DSP approved by the District Council. This DSP is consistent with that approval, as set forth in this technical staff report.

The development is 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 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 TDDP/TDOZMA. The District Council, in the final order of approval of DSP-16029, approved seven modifications to the development district standards and one to the Preferred Land Use Map.

The applicant has provided a complete review of the DSP's conformance with the development district standard in the SOJ dated June 11, 2018, Section VI (pages 10-32), which is incorporated herein by reference. Based on the applicant's SOJ and staff's analysis of the site plan, the architectural elevations and other relevant documents in the record finds that the DSP conforms to the applicable standards of the TDOZMA for approval of this DSP.

9. **Preliminary Plan of Subdivision 4-15020:** Preliminary Plan of Subdivision 4-15020 was approved by the Planning Board on March 2, 2017, pursuant to the adoption of PGCPB Resolution No.17-42 on March 23, 2017. Condition 15 relates to the review of this DSP.

- 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 narrower units, if possible.**

The architectural elevations shown in the application do not include a wider townhome in the middle of sticks of more than six units. However, the applicant has examined the possibility of including this additional width in the middle, but has found that it severely restricts the marketing of the lots. Offsets in house façades and differing architecture and materials provide the desired visual variation.

- b. Architecture which provides entrances on the endwall of units where the endwall is fronting on a public street or open space.**

Staff has evaluated this option. The applicant has not proposed endwall entrances, and notes that “While these features might work in more suburban settings, but not as well in urban settings. The goal is to activate the space and streets in front of the homes, not the less used space along side of the units. Two of the homes in an attached grouping would not enjoy the same public space activation as the others in the group. Endwalls shown on the included architecture are well articulated with windows at all levels. This architecture will soften views from adjoining streets, obviating the need for an entrance along the side.”

- 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.**

Pedestrian circulation between attached building groups is only likely on Parcels I, L, M, and R. All of these parcels exceed eight feet in width at their narrowest point.

- 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.**

Mike Lenhart, of Lenhart Traffic Consulting, Inc., for the applicant, evaluated the access and parking on Hush Alley and provides the following:

“As required in Condition 15.d., the DSP was evaluated to determine the adequacy of access to the proposed parking on Hush Avenue. The access to Hush Alley is provided off of Kirkwood Place approximately 100 feet northwest of the centerline of Little Branch Run. Kirkwood Place is a dead-end road beyond the Hush Alley access with on-street parking for six vehicles and there will be little to no traffic on Kirkwood Place with very low traffic speeds. Hush Alley provides access to eight single

family attached units which will generate a maximum of 6 to 7 peak hour trips. The geometric design of the intersection provides for good layout and the traffic volumes are anticipated to be very low with good traffic operations for the access as designed.”

Staff agrees that this recommendation is met.

10. **Detailed Site Plan DSP-16029:** Detailed Site Plan DSP-16029 for infrastructure was approved by the Planning Board and PGCPB Resolution No. 17-43 was adopted on March 23, 2017. The District Council heard the case in oral argument and issued an order dated April 25, 2017, approving the case. That approval, together with the subject approval for townhouse architecture, constitute the “first full-scale DSP” for the West Hyattsville Metro project. The following conditions of the District Council Order are relevant to this review:

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.**

The infrastructure site plan shows that the main access to the townhouse component of the Riverfront at West Hyattsville development will be achieved from the main spine road, known as Little Branch Run. While pedestrian access will be provided along this road, the most direct access to the existing sidewalk leading to the Metro station is to cut through the multifamily parcel on the west side of the Metro tracks. Condition 2 of the District Council Order requires that a permanent connection be provided when the DSP for the multifamily building is approved. Condition 3 allows for the possibility of a temporary connection, in the interim, between the construction of the townhouses and the construction of the multifamily component. A temporary five-foot-wide asphalt sidewalk connection has been added to DSP-17044 to satisfy this condition.

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.**

A photometric plan has been provided, but represents the previously approved set of plans per DSP-16029 and lacks indicating lighting of the alleys at an adequate level. Prior to certificate of approval, the photometric plan shall be revised to provide adequate lighting for the alleys.

The DSP conforms to the conditions of the District Council Order dated April 25, 2018.

11. **2010 Prince George’s County Landscape Manual:** The proposed mixed-use development is within the West Hyattsville TDDP/TDOZMA, that is subject to the standards as contained under the Landscape section of the TDDP. As this plan is the first full-scale DSP, the standards apply. Those landscaping requirements not covered by the standards, are governed by the applicable 2010 *Prince George’s County Landscape Manual* (Landscape Manual) regulations. Note that

Alternative Compliance AC-17003 was approved at the time of approval of the DSP for infrastructure, to address the requirements of Sections 4.1 and 4.7 of the Landscape Manual, where spatial constraints of the development did not allow for full compliance with the requirements. All of the landscape standards were reviewed and approved with DSP-16029, including AC-17003.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (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 approved with DSP-16029, the DSP for infrastructure. In an email dated June 1, 2018, the Environmental Planning Section stated that the subject proposal is in conformance with the previously approved TCP.
13. **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 Tree Canopy Coverage Ordinance. This amounts to approximately 1.36 acres applied to only the townhouse development (13.55 acres), as these parcels are shown for full development, and the remaining acreage of DSP-16029 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.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated May 29, 2018, the Historic Preservation Section (Stabler to Grover) stated that the subject property does not contain, and is not adjacent to, any Prince George's County historic sites or resources, and that the subject application would not impact any historic sites, historic resources, or known archeological sites.
 - b. **Community Planning**—In a memorandum dated June 11, 2018 (Sams to Grover), the Community Planning Division stated that, pursuant to Section 27-548.08(c)(2) and the applicant's revised SOJ dated June 11, 2018, and incorporated herein by reference, the DSP:
 - (1) Is in strict conformance with the mandatory requirements of the West Hyattsville TDDP/TDOZMA;
 - (2) Is consistent with and reflects the guidelines and criteria for development contained in the TDDP;
 - (3) Meets all the requirements of the T-D-O Zone;
 - (4) 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 maximum safety and efficiency, and are adequate to meet the purposes of the T-D-O Zone; and

- (5) Demonstrates that each structure and use, in the manner proposed, is compatible with structures and uses in the transit district and with existing and proposed adjacent development.

Additionally, the Community Planning Division stated that, pursuant to Section 27-290.01(b)(5), the DSP is compatible with the site design guidelines or standards delineated in the TDDP.

General Plan: This application is located in the West Hyattsville Metro Center, a local transit center. The growth management goals for local transit centers are an increase of 15 percent new dwelling units, with 9,450 projected dwelling units, and an increase of 15 percent new jobs, with 17,100 projected new jobs (see page 110, Plan 2035). The West Hyattsville Metro Center has one of the highest “Completeness Scores” for general plan centers, with a ranking of 6 (out of 10). Complete centers are scored using the following criteria and associated weighting: market (23 percent); place (20 percent); leverage (15 percent); walkability (15 percent); people (12 percent); capacity (10 percent); and transit and access (5 percent) (see page 279, Plan 2035).

Transit District Development Plan: The preferred land use for the subject property is a combination of structured parking, townhouses (two to four stories), condominiums (four to six stories), and mixed-use residential (see page 36), as amended by DSP-16029, pursuant to the District Council final decision.

In addition, the TDDP envisions three distinct neighborhoods in the West Hyattsville TDDP/TDOZMA: Hamilton Square, North Park, and Queenstown (see Map 4, page 10). Each neighborhood has its own set of development standards. The subject property is located in the North Park Neighborhood. “Located just north of the Metro tracks, [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 storm water 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” (pages 10–11).

TDOZMA/Zoning: The West Hyattsville TDDP/TDOZMA retained the subject property in the M-X-T Zone and the West Hyattsville T-D-O Zone.

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

Community Planning Division finds that, pursuant to Section 27-290.01(b)(5), this DSP application is compatible with the site design practices or standards delineated in the West Hyattsville TDDP/TDOZMA.

- c. **Transportation**—In a memorandum dated June 15, 2018 (Masog to Grover), the Transportation Planning Section offered the following:

Since the subject property is located within the area covered by the approved West Hyattsville TDDP/TDOZMA, the submitted plan must conform to the recommended development standards and guidelines outlined in the TDDP/TDOZMA, or as modified by the Planning Board.

A previous Detailed Site Plan (DSP-16029) for proposed grading and development for infrastructure was submitted for review and was approved, with conditions. That DSP reviewed the location and design of the roadways, the lot layout for a 183-unit townhouse development, parking lots and on-street parking, landscaping, utility location, fencing, and sidewalks on the subject property, to prepare for a future multi-phase mixed-use development. The required adequacy findings for transportation facilities for the planned development was made as part of the approval of a companion Preliminary Plan of Subdivision (4-15020). Prior to the recent approval of that PPS, the Planning Board approved Conceptual Site Plan CSP-05006 in 2006 for a larger development site that included the subject site.

This project has had previous submittals. This application is for architecture that will not affect previous conditions of approval related to transportation.

The proposed development will have direct access to Ager Road, opposite existing Lancer Drive. Additional access to the residential portion of the site will be provided via newly constructed connections to Kirkwood Place/29th Avenue and Nicholson Lane. The plans show adequate rights-of-way for internal circulation, and the street network will accommodate all identified street elements required by the TDDP/TDOZMA. All of the streets are under the jurisdiction of the City of Hyattsville. The site plan is acceptable, as approved with the PPS and previous DSP. The DSP meets the finding required for DSP approval, as described in the Zoning Ordinance.

- d. **Subdivision**—In a memorandum dated June 8, 2018 (Turnquest to Grover), the Subdivision Section offered the following:

The subject property is located on Tax Map 41 in Grids D4 and E4, consists of 13.5 acres, is zoned M-X-T within the T-D-O Zone, and is subject to the West Hyattsville TDDP/TDOZMA. The site is currently known as Parcel 1, Barrett's Addition to Kirkwood Village, recorded in Plat Book WWW 29-71, which is currently known as Outlot 1 in New Carrollton Town Center, recorded in Plat Book SJH 247-96, approved on March 13, 1957.

The site is subject to Preliminary Plan of Subdivision 4-15020, which was approved by the Planning Board on March 22, 2017, subject to 24 conditions (PGCPB Resolution No. 17-42). The approved PPS includes 18.45 acres for 183 lots and 31 parcels, for the development of 300 multifamily residential units, 183 single-family attached units, and 10,000 square feet of commercial space. This DSP is to establish approval of various architectural types for the single-family attached units.

Prior to certification of the DSP, all bearings and distances must be clearly shown on the DSP, consistent with the record plat, or building permits will be placed on hold until the plans are corrected.

- e. **Trails**—In a memorandum dated June 26, 2018 (Shaffer to Grover), the Transportation Planning Section offered the following:

The Transportation Planning Section has reviewed the DSP application 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 at the time of PPS and DSP-16029.

Because the site is located within the West Hyattsville Metro Center, it was subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of PPS. Two master plan trail/bikeway recommendations are in the vicinity of the subject site and were reviewed with the PPS and DSP-16029. The subject property is adjacent to existing M-NCPPC land that includes the Northwest Branch Trail. 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 MPOT policies and the streetscape standards were evaluated with the PPS and DSP-16029. Conditions of those approval will ensure conformance to the streetscape standard. The subject of this review is for architecture and several conditions, as discussed in this technical staff report.

However, in conformance with the MPOT, the West Hyattsville TDDP/TDOZMA, Preliminary Plan of Subdivision 4-15020, and Section 24-124.01, prior to signature approval, the site plan should be revised to include:

- (1) 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.
- (2) Frontage improvements along the 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.

- (3) Revise the plans to show a conceptual location for one Capital Bikeshare station on the promenade along River Terrace Road.
- (4) A detail for the lighting proposed along the stream valley trail.

The above conditions have been included in the Recommendation section of this report.

- f. **Environmental Planning**—In an email dated June 1, 2018 (Reiser to Grover), the Environmental Planning Section stated that the subject project is in conformance with approved Type II Tree Conservation Plan TCPII-001-2017 and that no additional information regarding the approved Natural Resources Inventory, NRI I-002-2016, was needed. Additionally, with respect to stormwater management, they stated that approved Stormwater Management Concept Plan 110905-2016-01 had been submitted for the project showing water quality control requirements being met with infiltration, and no quantity controls required. A fee-in-lieu payment of \$12,427 was made, in lieu of providing on-site attenuation and quality control measures. Additionally, it was noted that two bioretention facilities are located on-site and compensatory floodplain is provided off-site to the southwest. The environmentally related conditions of the PPS and DSP-16029 are being addressed with those approvals.
- g. **Prince George's County Fire/EMS Department**—In an email dated June 4, 2018, the Prince George's County Fire Department offered the following:

We have reviewed the referral for DSP-17044. We have the following comments:

- (1) With regard to water supply, the site is served by WSSC mains so the Fire Department anticipates the water supply for firefighting will be adequate. The applicant's System Extension Plan and/or Site Utility Plan submittals to WSSC shall demonstrate that any proposed private hydrants on the site will provide 1000 gpm at a residual pressure of 20psi.
- (2) No fire hydrants are shown on the DSP. Hydrants shall be provided so that no exterior portion of the building is more than 500' as hose is laid by the fire department. A hydrant must be provided within 200' of any FDC which must be located on the front, address side of the building and be visible from the fire hydrant. Hydrants should be 40' from structures served.
- (3) With regard to fire department access, any code required fire access road must be 22' wide. Fire access roads shall extend to within 150' of an exterior door, other than the garage door, on every unit. No exterior portion of the building shall be more than 450' from a fire access road as hose is laid by the fire department. Applicant's submission should show drivable widths of all roads (paved surface from the face of the curb to the face of the opposite curb - shall be 22' minimum) and alleys (width of total paved surface to include asphalt and depressed curb - shall be 18' minimum for any alley not required for fire department access.) Please provide typical depth/length of driveway (garage door to edge of depressed curb.)
- (4) Applicant shall provide an autoturn exhibit showing a Prince George's County fire apparatus with a 43' foot bumper swing can negotiate all proposed roads.

As previously indicated, the on-site circulation was determined with the review of the PPS and DSP-16029. Appropriate conditions related to this DSP review have been incorporated.

- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of this writing, staff has not received comment regarding the subject application from DPIE.
 - i. **Prince George's County Police Department**—At the time of this writing, staff has not received comment regarding the subject application from the Police Department.
 - j. **Prince George's County Health Department**—At the time of this writing, staff has not received comment regarding the subject application from the Health Department.
 - k. **Washington Metropolitan Transit Authority (WMATA)**—At the time of this writing, staff has not received comment regarding the subject application from WMATA.
 - l. **City of Hyattsville, Town of Brentwood, City of Mt. Rainier**—At the time of this writing, comment on the subject application has not been received from these municipalities.
15. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2) and the applicant's SOJ dated June 11, 2018, incorporated herein by reference, the following findings are made:
- (A) **The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**

The infrastructure DSP, with the amendments approved, was found to be in conformance with the TDDP. The subject architectural DSP for the townhouse portion of the development is consistent with the mandatory requirements of the West Hyattsville TDDP/TDOZMA, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the Metro station.
 - (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 Planning Board and the District Council previously found that, with the amendments and alternative standards previously approved, the subject site is consistent with the development standards and guidelines of the TDDP.
 - (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 the M-X-T and T-D-O 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 lot layout, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking were evaluated at the time of the infrastructure DSP, and was found to meet the purposes of the transit district. The proposed size and building design conform to the development district standards and are adequate to meet 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.**

The proposed buildings are the first substantial new development in the area that will improve the appearance of the area significantly. The proposed architecture will provide a quality transit-oriented housing option close to recreational amenities. As the first new development, the proposed buildings are compatible with the existing uses and structures in the transit district.

- (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, the proposed development, as contained in Detailed Site Plan DSP-17044, meets all required findings for approval.

16. The Environmental Planning Section finds that the DSP is in conformance with Section 27-285(b)(4) of the Zoning Ordinance, that a DSP demonstrate that regulated environmental features have been preserved and/or restored, to the fullest extent possible.
17. The DSP, for the reasons stated herein, meets all required findings for approval. The DSP is submitted for architecture, that is in conformance with the development standards outlined in the West Hyattsville TDDP/TDOZMA, as well as other Zoning Ordinance requirements for ETOD. Building on the layout approved in the infrastructure Detailed Site Plan (DSP-16029), the architectural façades presented are urban in nature and appear on buildings that are close to the streets, with garages in the rear, creating the urban, pedestrian-oriented environment envisioned by the TDDP. The end result will be an outstanding urban community, pedestrian-friendly and transit-oriented.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-17004, subject to the following condition:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made or information provided:

- a. Provide a temporary asphalt sidewalk connection from the end of Emerald Branch Drive to the existing sidewalk leading to the existing tunnel to the West Hyattsville Metro Station.
- b. A photometric plan shall be revised to address Condition 4 of Detailed Site Plan DSP-16029. The final design of said lighting and photometrics shall be approved by the Urban Design Section as designee of the Planning Board.
- c. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*, Preliminary Plan of Subdivision 4-15020, and Section 24-124.01 of the Subdivision Regulations, the site plan shall be revised to include:
 - (1) 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.
 - (2) Frontage improvements along the 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.
 - (3) Revise the plans to show a conceptual location for one Capital Bikeshare station on the promenade along River Terrace Road.
 - (4) A detail for the lighting proposed along the stream valley trail.
- d. A note shall be added to the plans stating that, pursuant to Section 27-290.01 of the Prince George's County Zoning Ordinance, the following uses are prohibited on the subject property:
 - (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.