

RIVERFRONT AT WEST HYATTSVILLE

DETAILED SITE PLAN

ARCHITECTURE for a MEDICAL OFFICE BUILDING

DSP-20004

pursuant to

EXPEDITED TRANSIT-ORIENTED DEVELOPMENT

in a

Transit District Overlay Zone (TDOZ)

STATEMENT OF JUSTIFICATION

March 11, 2020

TABLE OF CONTENTS

| | PAGE |
|--|------|
| I. Introduction..... | |
| II. Prior Approvals..... | |
| III. Relationship to the General Plan..... | |
| IV. Master Plan and Zoning..... | |
| V. Development District Standards..... | |
| VII. Other Requirements..... | |
| VIII. Modifications to the TDDP Development Standards | |
| IX. Amendment to the Preferred Land Use Category and Table of Uses | |
| X. Conclusion..... | |

I. INTRODUCTION

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

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

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

II. PRIOR APPROVALS

Conceptual Site Plan CSP-05006

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

Preliminary Plan 4-15020

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

Detailed Site Plan DSP-16029

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

III. RELATIONSHIP TO THE GENERAL PLAN

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

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

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

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

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

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

(p. 108)

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

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

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

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

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

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

IV. MASTER PLAN AND ZONING

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

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

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

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

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

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

V. TRANSIT DISTRICT STANDARDS

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

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

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

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| <p>7. <i>Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.</i></p> | <p>These facilities are located along the rear of the building away from the street.</p> |
| <p>8. <i>Building parking areas (off-street) shall be located away from the street and shared by multiple owners/uses.</i></p> | <p>Off-street parking is provided in a parking garage. It is located away from the street. This parking is not proposed to be shared by multiple owners/users. Justification is provided in Modification 2, Section VIII of this document.</p> |
| <p>9. <i>Commercial and mixed-use blocks shall contain a minimum on 80 percent commercial uses on the ground floor.</i></p> | <p>The entire building is commercial office, including 100 percent of the ground floor.</p> |
| <p><i>General Design Principles and Intent-Building Street Types (Page 68)</i></p> | |
| <p><i>Intent</i> <i>The TDDP identifies the building street type for all streets within the West Hyattsville Transit District. The building street types are provided to regulate building height requirements, parking structure height, ground story height, upper story height, and transitions in height for the specific street types of Boulevard (Ager, Chillum, and Queens Chapel Roads), Main Street (Hamilton Street), Park Drive, Residential Street, LID Street, Local Access Street, and Alley. Deviations from the building street type requirements shall be reviewed through the appropriate process as outlined in the transit district development Plan (Applicability of Site Plan Requirements).</i></p> | |
| <p>COMMENT: Parcel 2 fronts Ager Road, a Boulevard, and Little Branch Run, a Residential Street. Below are the design principles for Boulevards and Residential Streets only. Requirements for all other types of street in Riverfront at West Hyattsville are not included.</p> | |

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

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

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

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

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

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

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

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

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| <p>2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.</p> | <p>The Applicant is proposing to use brick pavers connecting to the existing streetscape constructed by Prince Georges County thru the greens streets program. No crosswalks are proposed. See Modification 7 related to the County improvements to Ager Road.</p> |
| <p>3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.</p> | <p>The streetscape improvements will be completed prior to the issuance of the use and occupancy permit and will not be phased. See Modification 7 related to the County improvements to Ager Road.</p> |

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

Streetscape elements shall include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Intent

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

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

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

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

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

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

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

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

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

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

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

3. Upper-Story Windows:

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

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

4. Doors/Entrances:

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

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

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

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

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| <p>5. Parking Landscaping: <i>Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.</i></p> <p>a. On-Street Parking –</p> <ul style="list-style-type: none">• <i>Landscaping shall be provided adjacent to on-street parking areas per the West Hyattsville TDDP conceptual site plan.</i>• <i>Tree pit areas shall be a minimum of five feet wide and five feet deep. Tree grates shall be a minimum of four feet wide and four feet deep. Tree pits and tree grates shall place the center of the tree a minimum of 2.5 feet from the face of curb for protection from open car doors.</i> <p>b. Off-Street Surface Parking –</p> <ul style="list-style-type: none">• <i>Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping.</i>• <i>Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area.</i>• <i>Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 inches wide and minimum 20 feet in length, planted with a 2.5 caliber shade tree, and shall provide ground cover or shrubs within the island.</i>• <i>Landscaped parking islands located adjacent to ADA accessible parking spaces shall provide a 2.5-inch caliber tree and a mulch surface ground for accessible access.</i>• <i>Tree pit beds shall be provided at a minimum of five feet in depth, with the center of the tree planted a</i> | <p>a. On-Street Parking: No on street parking is proposed</p> <p>b. Off-Street Surface Parking: No off-street surface parking is proposed.</p> <p>c. Off Street Parking Structures:</p> <ul style="list-style-type: none">• Landscaping is provided along the parking structure foundation facades that front the public realm.• The parking garage façade is 66 lf. The design requirements would require 7 trees and 20 shrubs and the proposed landscaping provided 3 trees and 15 shrubs. Justification is provided in Section VIII, Modification 14 of this document.• This requirement is met. |
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minimum of 2.5 feet from the face of curb for protection from open car doors.

c. Off-Street Parking Structures –

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

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

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

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

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

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

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

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

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

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

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

VI. OTHER REQUIREMENTS

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

(a) Maximum floor area ratio (FAR):

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

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

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

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

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

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

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

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

RESPONSE: Landscaping is addressed on the DSP.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: This applies to the County.

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

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

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

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

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

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

(B) Reducing auto dependency and roadway congestion by:

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

RESPONSE: This is not applicable at the Architecture DSP.

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

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

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

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

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

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

(C) Minimizing building setbacks from the street;

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

(D) Utilizing pedestrian scale blocks and street grids;

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

(E) Creating pedestrian-friendly public spaces; and

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

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

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

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

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

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

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

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

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

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

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

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

RESPONSE: The section of Subtitle 27A, states:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VIII. MODIFICATION TO THE TDDP DEVELOPMENT STANDARDS

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

MODIFICATION 1

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

Ground Floor Retail (p. 67)

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

“Buildings shall provide retail on all ground floor elevations”

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

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

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

Further, the TDDP also states that "...professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street." The proposed medical office building will have a primary entrance on the street and satisfy the purpose of this requirement. Therefore, it is not clear that retail is required on the ground floor of a medical office building that also occupies the first floor, but an amendment to the standard is requested if deemed to be required for the reasons stated.

MODIFICATION 2

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

Shared Parking

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

Proposed: Single use parking garage.

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

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

MODIFICATION 3

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

Build-to line façade percentage on Ager Road

Required: 75% frontage buildout

Proposed: 68.4%

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

MODIFICATION 4

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

Building Heights along Residential Streets

Required: Four to six stories along Little Branch Run

Proposed: Three stories

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

MODIFICATION 5

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

Build-to line façade percentage on Little Branch Run

Required: 75% frontage buildout
Proposed: 72.8%

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

MODIFICATION 6

General Design Principles and Intent (Page 82)

Landscaping of Building Fronts

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

Proposed None

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

MODIFICATION 7

Streetscape Standards (Page 81-90)

Streetscape, Street Tree and Lighting Standards along Ager Road

Required: Various requirements

Proposed: No modification to existing condition

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

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

MODIFICATION 8

Streetscape Standards (Page 90)

Public Street Lighting-Lighting Fixtures

Required: Incandescent, metal halide, or halogen only.

Proposed: LED lighting is proposed.

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

MODIFICATION 9

Streetscape Standards-Blocks and Alleys (Page 91)

Dedicated Right-Of-Way for Alleys

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

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

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

MODIFICATION 10

Streetscape Standards-Blocks and Alleys (Page 92)

Curb Cuts

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

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

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

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

MODIFICATION 11

Architecture Standards-Building Facades (Page 104-105)

Building Facades along Corner Lots

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

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

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

MODIFICATION 12

Architectural Standards General Design Principles and Intent (Page 106)

Windows and Doors/Entrances

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MODIFICATION 13

Architectural Standards General Design Principles and Intent (Page 107)

Signage

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

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

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

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

MODIFICATION 14

General Design Principles and Intent (Page 109)

Off-street Parking Structures

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

Proposed: 3 shade trees and 20 shrubs.

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

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

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

Proposed None

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

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

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

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

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

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

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

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

Proposed: The parking structure elevator will not be transparent.

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

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

Proposed: The parking structure lights will be LED.

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

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

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

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

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

IX. AMENDMENTS REQUIRED TO BE APPROVED BY THE DISTRICT COUNCIL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AMENDMENT TO MAXIMUM PARKING RATIO (Page 118)

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

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

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

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

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

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

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

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

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

X. CONCLUSION

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

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

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

Respectfully Submitted,



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