

I. INTRODUCTION

Stanley Martin Homes, LLC (the “**Applicant**”) by and through its attorneys, Lerch, Early & Brewer, Chartered, submits this Detailed Site Plan (“**DSP**”) Justification Statement to demonstrate that the proposed townhouse community on the subject property is in compliance with the applicable provisions of Subtitle 27 of the Prince George’s County Code (the “**Zoning Ordinance**”), *Prince George’s Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (the “**TDDP**”) and other applicable review requirements and criteria. The subject property consists of approximately 24.58 acres located on the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road (the “**Property**”). The Property is currently zoned R-20 (One-Family Triple-Attached Residential) / T-D-O (Transit District Overlay) and is subject to the recommendations of the TDDP. The Property is located within the Prince George’s Plaza Downtown as designated by *Plan Prince George’s 2035 Approved General Plan* (the “**General Plan**”). Additionally, the Property is located within the municipal boundaries of the City of Hyattsville (the “**City**”).

As described in detail herein and shown on DSP-19020-01 the Applicant proposes the infrastructure for lotting pattern 200 townhouses in this second phase of the community. The townhouses proposed in this DSP will carry forth the same architecture for the 131 previously approved townhouses in the first phase to foster a transit-oriented residential community and further activate the Downtown and greater Transit District. The Applicant respectfully requests Planning Board approval of DSP-19020-01

II. PROPERTY DATA

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|---------------------------------|---|
| <i>Location:</i> | Northwest Quadrant of the Intersection of Toledo Terrace and Belcrest Road. |
| <i>Tax Map #:</i> | 42-A1. 41-F1. |
| <i>Frontage:</i> | Belcrest Road. Northwest Drive. Dean Drive. |
| <i>Election District:</i> | 17. |
| <i>Legislative District:</i> | 22. |
| <i>Councilmanic District:</i> | 2. |
| <i>Acreage:</i> | ±24.58 acres. |
| <i>Zoning:</i> | R-20/T-D-O. |
| <i>Planning Area:</i> | 68. |
| <i>Subdivision:</i> | 4-17007. W-3. |
| <i>Existing Water Category:</i> | |
| <i>Existing Sewer Category:</i> | S-3. |
| <i>Historic:</i> | N/A. |
| <i>Aviation Policy Area:</i> | N/A. |
| <i>Master Plan & SMA:</i> | <i>Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment.</i> |
| <i>General Plan:</i> | <i>Plan Prince George's 2035.</i> |

III. LAND USE BACKGROUND

A. General Plan

The Property is located within the Prince George's Plaza Regional Transit District and "Downtown," both as designated by the General Plan. The General Plan envisions the Downtown as a place for residents "to live in safe, walkable healthy communities that supply a variety of high-quality housing options – ranging in price, density, and type." Additionally, the General Plan envisions the revitalization of existing neighborhoods through the promotion of "redevelopment around existing infrastructure and facilities to leverage public investment," and the strengthening of "older communities."

B. Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment

The Property is located within the Neighborhood Edge Character Area of the TDDP. The TDDP rezoned the Property from the R-10 (Multifamily High Density Residential) / T-D-O Zone to the R-20/T-D-O Zone.

C. Preliminary Plan of Subdivision: 4-17007

On March 29th, 2018, the Planning Board approved Preliminary Plan of Subdivision 4-17007 (the "PPS"), for the development of the Property with 331 townhouse lots and several parcels.

E. DSP-18003

On March 11th, 2019, the District Council approved infrastructure only DSP-18003 for the development of roads, on-street parking, stormwater management facilities, townhouse lots and open space, community gathering areas and recreation facilities for the first development phase of the entire Property. DSP-18003 also permitted the rough grading of the entire Property.

F. DSP-19020

On May 28th, 2020, the Planning Board approved umbrella architecture DSP-19020 for townhouse architecture on the Property and community signage for townhouses.

IV. EXISTING AREA / NEIGHBORHOOD

The Property is located at the northwest quadrant of the intersection of Toledo Terrace and Belcrest Road. Northwestern High School is located north of the Property. Belcrest Road is located east of the Property. South of the Property are the existing Plaza Towers and Seville multifamily buildings. West of the Property are Northwest Drive and Dean Drive. A multifamily building and planned attached single-family dwellings are located on the land across Northwest Drive. Older multifamily buildings exist on the land located across Dean Drive.

V. ANALYSIS

A. Compliance with Zoning Ordinance

1. §27-548.08 – Site Plan.

(c) Required findings.

(1) In addition to the findings required by Section 27-276(b) for approval of a Conceptual Site Plan in the T-D-O Zone, the Planning Board shall find that the Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in the Transit District Development Plan.

Comment: The townhouse community vision proposed in this DSP is consistent with the TDDP's overall purpose to create "a walkable, transit-oriented community within the Prince George's Plaza Transit District using a market-driven approach." The following guidelines and criteria for development support approval of this DSP:

Land Use

The DSP furthers the following Land Use policies:

- *LU1: Promote a pedestrian-friendly, transit-supportive development pattern in the Transit District.*
- *LU2: Create sufficient residential capacity to help meet the County's Growth Management Goal of 50 percent of new dwelling units within Regional Transit Districts.*
- *LU7: Limit nonresidential development in the Neighborhood Edge.*

Comment: The proposed second phase of the Landy Property development provides 200 additional units of high-quality housing in close proximity to the Prince George's Plaza Metro Station. Moreover, the DSP represents an exclusively residential development in the Neighborhood Edge that will support and complement the Transit District's Downtown Core. Additional housing at this location will contribute to a residential community that works synergistically with nearby amenities and commercial offerings to foster a pedestrian-friendly, transit-supportive, and accessible Downtown.

Economic Prosperity

This DSP furthers the following Economic Prosperity policies:

- *EP4: Diversify residential options to appeal to a range of current and future buyers and renters, including young professionals, first-time homebuyers, and seniors looking to age-in-place.*
- *EP5: Rebrand the Transit District and market it as an exciting, dynamic, and growing regional destination.*

Comment: With the addition of these 200 townhouses to the Transit District, the proposed community expands and diversifies the range of residential options for future homeowners and renters in the area. This DSP ensures that these new residential options are attractive and responsive to current market demand for a broad spectrum of prospective residents and households. Further, the high-quality residential product proposed in this DSP will help facilitate the rebranding of the Transit District as a burgeoning regional destination.

Transportation and Mobility

This DSP furthers the following Transportation and Mobility policies:

- *TM1: Incorporate street planning and design practices that allow Complete and Green Streets to facilitate the efficient movement of people throughout the Transit District while simultaneously serving as great public spaces.*
- *TM5: Minimize impervious surface areas and utilize Green Street strategies wherever possible and practical to reduce surface water runoff and improve its quality before releasing it into storm sewers and the watersheds into which they drain.*
- *TM7: Provide off-street bicycle and pedestrian connections between neighboring developments and surrounding communities wherever feasible. All connections should be continuously lit, patrolled regularly by police or other security personnel, and clearly visible by adjacent buildings. Connections through parks or school grounds that must be closed during the nighttime hours due to security and safety considerations should have alternative routes that are accessible 24 hours a day.*
- *TM10: Encourage the owners of key development opportunity sites to construct pedestrian streets to provide secondary access to new infill residential and commercial uses.*
- *TM17: Manage the supply of parking within the Transit District to provide convenient, safe, and affordable parking options.*

Comment: The TDDP envisions “a multimodal network [that] will provide residents, employees, shoppers, and visitors a variety of safe, easy to navigate, and inviting ways to access destinations within and outside the Transit District.” The proposed development and resulting residential community will integrate into the existing transportation infrastructure and utilize a series of new roads, alleys, sidewalks, and trails that will be pedestrian-friendly, increase multi-modal connectivity, and improve wayfinding within the Transit District.

Natural Environment

This DSP furthers the following Natural Environment policies:

- *NE4: Manage stormwater volumes through a combination of measures to reduce impacts on receiving streams and downstream properties.*
- *NE5: Address adverse impacts of transportation-related noise.*

Comment: The TDDP envisions a “built environment that preserves and complements the natural environment in which it is located” that ultimately establishes a “sustainable and resilient community.” This DSP includes several green building techniques that meet this overall vision and advance the policies identified above. These features aim to create a residential community that advances environmental compatibility, addresses current issues, and mitigates future adverse impacts in advance.

Housing and Neighborhoods

This DSP furthers the following Housing and Neighborhood policies:

- *HN1: Provide a variety of housing types and unit sizes, and neighborhoods to accommodate and meet the demands of existing and future residents in the Transit District.*
- *HN3: Minimize and mitigate adverse impacts of new and infill development on surrounding communities.*
- *HN4: Develop and promote a brand for the Transit District neighborhoods that highlights their unique features and enhances the Transit District’s competitiveness within the regional housing market.*
- *HN5: Promote sustainable, green neighborhoods and housing options.*
- *HN6: Promote home ownership opportunities.*

Comment: The Housing and Neighborhoods element of the TDDP envisions a “diverse community of housing opportunities and neighborhood characteristics” that meets housing preferences and will stimulate mixed-use development in the Transit District. The proposed townhouse community represents a major step forward in realizing this vision, as the 200 additional units will provide additional homeownership opportunities in the Transit District. In turn, the DSP serves as the

requisite foundation for appropriate infill development that welcomes hundreds of new households to activate the Downtown.

Community Heritage, Culture, and Design

This DSP furthers the following Community Heritage, Culture, and Design policies:

- *HD2: Create or preserve natural barriers and build transitions between the Transit District and surrounding residential communities.*
- *HD3: Redevelop the Transit District to the urban scale appropriate for a designated Regional Transit District.*
- *HD4: Create an active, interesting, enlivening, and dynamic public realm.*
- *HD5: Create significant urban design features at signature sites that establish a distinct identity of place, create symbolic gateways and significant points of interest, and contribute to the visual and architectural character of the Transit District.*
- *HD6: Create opportunities for artistic and cultural expression and events.*
- *HD7: Encourage a wide variety of modern signs, facilitating opportunities for property owners to utilize signage as an artistic expression as well as appropriate marketing and wayfinding.*
- *HD8: Limit regulation of architecture, encourage property owners to respond to market demands with visually appealing and cutting-edge architectural amenities.*

Comment: The Community Heritage, Culture, and Design element of the TDDP envisions “a memorable, walkable, vibrant, and welcoming regional urban destination.” The proposed townhouse community aligns with the type of development encouraged by this vision. Accordingly, the subject DSP will offer an aesthetic transition between the Downtown Core and Neighborhood Edge. The townhouse community proposed in this DSP will provide cutting-edge design features and amenities that will stamp the community with its own unique identity and stimulate visual interest. Public art will be integrated into the overall community to create additional opportunities for place-based branding in the Transit District.

Healthy Communities

This DSP furthers the following Healthy Communities policies:

- *HC1: Ensure that permitted land uses benefit the overall health and wellness of the community.*
- *HC2: Incorporate a health and wellness focus in the desired network of urban and natural park spaces.*

Comment: This DSP will encourage a healthy lifestyle by promoting walkability through multiple opportunities for pedestrian activity and community interaction, such as the provision of communal open spaces and recreational facilities.

Parks & Recreation

This DSP furthers the following Parks & Recreation policies:

- *PR1: Incorporate and design parks, open spaces, and recreational facilities throughout the Transit District to support health and wellness, create opportunities for social gatherings and public events, and foster a sense of place.*
- *PR3: Ensure the Transit District's park and open space network is connected to the pedestrian and bicyclist network emphasizing convenience, accessibility, and safety.*
- *PR4: Pursue innovative approaches to acquiring and maintaining public parks and open spaces in the Transit District.*

Comment: This DSP will incorporate open space and foster a community that is engaged with and connected to the larger Transit District. Additionally, the Applicant provided for the Master Plan shared-use trail to continue through the Property in the approval of the first phase of the Landy Property development.

(2) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan in the T-D-O Zone:

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

Comment: See Exhibit “A” for analysis of the Transit District Standards.

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

Comment: As previously discussed, this DSP advances several policies under the TDDP Land Use, Economic Prosperity, Transportation and Mobility, Natural Environment, Housing and Neighborhoods, Community Heritage, Culture, and Design, Healthy Communities, and Parks and Recreation Elements.

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

Comment: The Applicant incorporates its response provided in Section V. (A)(1) and Exhibit “A”.

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

Comment: The location, size, and architectural design previously approved is adequate to meet the purposes of the Transit District Overlay Zone, which “is intended to ensure that the development of land in the vicinity of Metro stations maximizes transit ridership, serves the economic and social goals of the area, and takes advantage of the unique development opportunities that mass transit provides.” Additionally, the DSP satisfies many of the specific purposes of the Transit District Overlay Zone, including, “to insure that developments within the Transit District possess a desirable urban design relationship with one another, the Metro

Station, and adjoining areas.” The DSP achieves this goal by incorporating design elements that will create a visually stimulating and attractive townhouse community that is desired in the Neighborhood Edge of the Transit District.

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

Comment: The development of 200 additional townhouses lots built with the previously approved architecture is compatible with the R-20/T-D-O Zone and other uses in the Transit District. The DSP is also compatible with the 131 previously approved townhouses on the Property, the adjacent Plaza Towers East multifamily building, and future residential development in the Downtown Core.

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

Comment: The Applicant is not requesting any reductions from the total minimum required parking spaces.

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

Comment: Please see Exhibit “A” for analysis of the Transit District Standards.

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not

substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

Comment: 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.

2. §27-276 – Planning Board Procedures.

(b) Required Findings.

(1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.

Comment: The subject DSP represents the most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs, and it does not detract substantially from the utility of the proposed development for its intended use.

(2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.

Comment: This finding is not applicable to the subject DSP because this is not an application for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone.

(3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meets the purposes and applicable

requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code. For a property subject to the provisions of Section 27-544(f)(2)(l), the Planning Board or the District Council shall find that any guidelines established for a major employment use or center will not adversely affect the surrounding residential community. In making this finding, the Planning Board or District Council shall consider noise, height of the building, setbacks from surrounding properties, street frontages and sufficiency of green area.

Comment: This finding is not applicable to the subject DSP because this is not an application for a Regional Urban Community in the M-X-T Zone.

(4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

Comment: Consistent with Finding #14 in DSP-18003, regulated environmental features have been preserved or restored to the furthest extent possible.

VI. MASTER PLAN TDDP & TDOZ MANDATORY STANDARDS

Please see Exhibit “A” for analysis of the Transit District Standards.

VII. CONFORMANCE WITH PREVIOUS APPROVALS

A. PPS 4-17007

The Planning Board approved PPS 4-17007 for the Property on March 28th, 2018. The Resolution of Approval for 4-17007 was adopted by the Planning Board on April 26th, 2018. Below please find an analysis of relevant conditions of approval contained in the Resolution of Approval for PPS 4-17007:

(2) Total development within the subject property shall be limited to uses which generate no more than 325 AM and 402 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of adequacy of transportation facilities.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied. This DSP proposes the remaining 200 townhouse lots out of the approved 331 lots, with a layout that conforms to the PPS. Accordingly, the proposed development in this DSP is within the approved trip cap.

(3) With the exception of Parcel 1, the applicant and the applicant's heirs, successors, and/or assignees shall provide adequate private recreational facilities, in accordance with the standards outlined in the Park and Recreation Facilities Guidelines. With the exception of Parcel 1, at the time of detailed site plan, the type and siting of the facilities shall be determined, including appropriate triggers for construction.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied. However, DSP-18003 did not specify the timing or triggers associated with satisfaction of a remaining \$15,357.00 recreational facilities obligation imposed by PPS 4-17007. 95.8% of the total recreational facilities required pursuant to the Resolution of Approval for PPS 4-17007 have been satisfied. The remaining \$15,357 obligation represents 4.2% of the total required recreational facilities for PPS 4-17007. No mention of specific triggers or timing for this remaining amount was included in the Resolution of Approval for the subsequent architecture DSP-19020. Accordingly, this DSP proposes construction of the required recreational facilities with the provision of multiple sets of benches, dog waste stations, and picnic areas throughout Phase 1 and Phase 2.

(6) With the exception of Parcel 1, prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities, as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have agreed-upon timetable for construction and completion with the appropriate operating agency.

- a. *Provide space for a bike share docking station (the vendor of the bike share must be approved by the Prince George's County Department of Public Works and Transportation (DPW&T) on the subject site to enable this form of transportation to be used by the future residents of the subject site. The conceptual location of the station should be indicated on the preliminary plan of subdivision and the final location of the docking station will be selected by the County and the applicant, based upon the requirements of the bike sharing system, and in a highly-visible, convenient, and well-lit location that is publicly accessible. The location requires at least four hours of solar exposure per day, year round. In the event an appropriate location cannot be located on-site that meets bike share sitting criteria, DPW&T will select another off-site location for the station based upon the requirements of the bike sharing system in the County, as close as possible to the subject site. The applicant shall allow DPW&T or its contractors/vendors access to the site to install, service, and maintain the bike share stations.*

Comment: The bike share docking station, approved by DSP-18003, is sited near the entrance of the proposed community.

- b. *The alignment and specifications of a trail or sidewalk connection from the subject site to Northwestern High School will be determined at the time of detailed site plan, if acceptable to both the applicant and the school.*

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

- (7) *With the exception of Parcel 1, at the time of DSP, the applicant shall provide an exhibit that illustrates the location, limits, and details of a trail/sidewalk connection to Northwestern High School. This exhibit shall show the location of the sidewalk or trail connection, include any associated Americans with Disabilities Act (ADA) improvements or pedestrian amenities, and provide appropriate details and specification for the improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations. If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section 24-124.01(d), be within one-half mile walking or biking distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c).*

The Planning Board shall find that the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of PPS.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(8) With the exception of Parcel 1, prior to approval of the DSP, the applicant and the applicant's heirs, successors, and/or assignees shall submit Phase II and Phase III archaeological investigations as determined by the Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Planning Department staff, as needed. The plan shall provide for the avoidances and preservation of the resources in place or shall provide for mitigating the adverse effect upon these resources. All investigations must be conducted by a qualified archaeologist and must follow The Standards and Guidelines for Archeological Investigations in Maryland and must be presented in a report following the same guidelines. The plan shall provide for:

- a. Evaluating the resources at the Phase II level, or*
- b. Avoiding and preserving the resource in place.*

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(9) Depending upon the significance of the archaeological investigation findings (at Phase I, II, or III level), the applicant shall provide an interpretive sign for the property. The location and wording shall be subject to approval by the staff archeologist within the Historic Preservation Section prior to issuance of any building permits.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

(10) If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant shall provide a final report detailing the Phase II and/or Phase III investigations and ensure that all artifacts are curated at the Maryland Archeological Conservation Lab prior to any ground disturbance or the approval of any grading permits.

Comment: As noted in Planning Board Resolution No. 18-102, the Phase II final reports were submitted and accepted by the staff archeologist within the Historic Preservation Society on July 6, 2018. Accordingly, the Planning Board found in DSP-18003 that this condition was satisfied.

(12) Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan, TCP1-010-2017. The following note shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-008-17), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

Comment: The Planning Board approved a TCP2 along with DSP-18003. The above note has been incorporated into the Final Plat.

(13) Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

Comment: The Planning Board approved a TCP2 along with DSP-18003. The above note has been incorporated into the Final Plats.

(17) With the exception of Parcel 1, prior to approval of the DSP, a revised stormwater concept plan and letter based on the approved layout shall be submitted and correctly reflected on the TCP2 and the DSP.

Comment: The Planning Board found in DSP-18003 that this condition was satisfied.

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

Comment: The development proposed in the subject DSP is consistent with the development proposed in the Preliminary Plan of Subdivision. Thus, no substantial revision to the uses has been proposed that affects Subtitle 24 adequacy findings.

(19) Development of this site shall be in conformance with approved Stormwater Management Concept Plan 31834-2017 and any subsequent revisions.

Comment: The proposed development is in conformance with Stormwater Management Concept Plan 31834-2017 and its revisions.

(22) With the exception of Parcel 1, prior to issuance of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall submit a performance bond, letter of credit or other suitable financial guarantee for the construction of recreational facilities. The recreational facilities to be required shall be determined with the review of the detailed site plan.

Comment: This DSP satisfies the remaining \$15,357.00 worth of recreational facilities obligation imposed by PGCPB No. 18-25 for PPS 4-17007.

B. DSP-18003

On March 11th, 2019, the District Council approved infrastructure only DSP-18003 for the development of roads, on-street parking, stormwater management facilities, open space, community gathering areas and recreation facilities for the first development phase for the entire Property. DSP-18003 also permitted the rough grading of the entire Property.

(2) Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.

Comment: The Applicant recorded the requisite easement documents.

C. DSP-19020

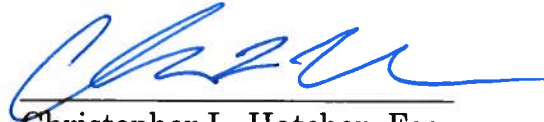
On May 28th, 2020, the Planning Board approved umbrella architecture DSP-19020 for three single-family attached (townhouse) models for the first phase of development on the Property, which are also proposed to be used for the lots covered by the subject DSP. None of the Conditions of Approval included in DSP-19020 are applicable to the subject application.

VIII. CONCLUSION

The Applicant respectfully requests the Planning Board grant approval of DSP-19020-01 for the proposed development. As discussed throughout this Statement, the proposed development meets a demand for high-quality, transit-supportive residential development within the TDDP. In sum, the subject DSP presents an important opportunity for the County and the City to leverage existing transit infrastructure, activate the Downtown Core, and make progress towards the County's Growth Policy. The above analysis and submitted plans establish that the subject DSP satisfies the required findings that the Planning Board must make to approve a DSP application in accordance with the Zoning Ordinance.

Respectfully submitted,
LERCH, EARLY & BREWER

By:



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Exhibit A

Transit District Standards Conformance

The following analyzes the conformance of the proposed development to the Transit District Standards beginning on Page 201 of *The Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (hereafter "TDDP"). The prefatory provisions, including those addressing General Applicability & Administration and Exemptions, are noted but not discussed in detail.

Transit District Standards / Purpose

The purpose of the Transit District Standards is to shape the character of the built environment and fulfill the recommendations of the Prince George's Plaza Transit District Development Plan to create a walkable, mixed-use downtown. An essential component of any downtown is the public realm—streets, sidewalks, squares, and other open spaces—that creates the spine of a successful downtown, fosters community activity and provides a distinct sense of place (identity).

Comment: The proposed development for which the entire site's rough grading and the Phase 1 infrastructure was approved under DSP-18003, and for which the Phase 1 lots and architecture was approved under DSP-19020, was planned to conform closely to the Transit District Standards, in order to create a walkable residential community in the Neighborhood Edge character area of the Plan, which will support the mixed-use activities in the Downtown Core. The subject DSP for Phase 2 infrastructure and architecture will carry forward those same principles and the same architecture, and will (with very minor variations) keep the same lot, street and public facilities layout as shown on approved Preliminary Plan of Subdivision 4-17007.

Transit District Standards / Organization

The Transit District Standards are organized into three sections. The General Standards cover the entirety of the Transit District and govern all new development, and redevelopment located within its boundaries. They regulate the creation of a public realm, including streets, frontage zones, block size, building form, parking, and architecture. The Transit District consists of two distinct character areas: the Downtown Core and the Neighborhood Edge. Unique standards are provided for each. The

General Standards should be consulted first, followed by those for the Downtown Core or Neighborhood Edge

NOTE

The Transit District Standards consist of tables, cross-sections, and text. Graphics and tables containing standards are clearly labeled as “Standards.” Information found within tables labeled “Standards” represent mandatory requirements.

Dimensions identified in cross-sections of private streets to be constructed outside of the City of Hyattsville represent mandatory requirements. Dimensions identified in cross-sections of existing and proposed state, County, and municipal streets are illustrative in nature.

Comment: As noted above, the proposed development is located in the Neighborhood Edge character area. The applicable general standards are each discussed, following, as are the Neighborhood Edge-specific standards after.

Since the approval of DSP-18003 and DSP-19020, the area of the proposed townhouse development area has been fully annexed into the City of Hyattsville. As provided for under approved Detailed Site Plans DSP-18003 and DSP-19020 for Phase 1, all of the proposed streets and alleys in Phase 2 will be dedicated to public use, and will be designed and constructed to the City’s approved standards, namely the County’s newly-approved Urban Street Standards. The County’s Urban Street Standards closely conform to – but are not identical with – the street dimensions approved for Phase 1 under DSP-18003 and which are also proposed for the subject Phase 2.

Streets and Frontage / Streets

Standards

A street hierarchy is established between primary and secondary streets. Building form, entries, and service functions are tailored to the specific role of each. All new and existing streets shall be classified as one of the following, in order of importance:

A Streets

B Streets

Pedestrian Streets

Promenades

Alleys

All new A and B Streets constructed within the City of Hyattsville shall be constructed to the City of Hyattsville's Street Design Standards.

All other new streets shall be constructed to the Transit District Standards; travel lanes may be constructed to less than 11 feet in width only with the written permission of the Director of the Department of Permitting, Inspections and Enforcement.

Comment: The existing perimeter streets, Belcrest Road, Northwest Drive and Dean Drive, are all classified by this Plan as "A Streets," though only Northwest Drive and Dean Drive abut the development phase which is the subject of this Detailed Site Plan for Phase 2. The new streets proposed for the Phase 2 will be classified as "B Streets" for purposes of application of these Transit District Standards, but are classified as "Neighborhood Residential" streets or "Alleys" for application of the Urban Street Standards, just as they were in Phase 1.

Except where natural resource conservation, parkland, or vertical changes in grade that exceed the maximum grade permitted for construction of a road prevent connection to another street, forcing the creation of a dead-end, all streets shall terminate at other streets, forming a network.

Comment: All proposed streets terminate at other streets to form a network, as intended by this Standard.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This standard is noted. Maximum block lengths are calculated from street to street; alleys are not considered in the application of that Standard.

Medians shall be prohibited on all new private streets and are discouraged on all new public streets, except as needed to accommodate the Central Plaza recommended by Strategies TM3.2 and HD4.3

Comment: No medians are proposed.

Along private streets, crosswalks shall be provided at all intersections and shall use highly visible markings and/or decorative alternative paving material.

Along private streets, all signalized intersections with bike lanes, cycle tracks, or any type of bicycle facility as part of the road design shall include bike boxes that allow bicyclists to proceed on green ahead of motorized vehicles.

Comment: All proposed streets will be public.

Each end of all crosswalks within the Transit District shall have a dedicated curb ramp.

Comment: All proposed crosswalks will have dedicated curb ramps in accordance with Urban Street Standards 100.36 and 100.37.

Guidelines

Internal streets should provide access or connection, wherever possible, to adjacent properties within the Transit District.

Comment: Both adjacent properties (the Seville Condominiums and Northwestern High School) are developed, and do not provide for vehicular connection points to this second proposed phase of the development. The development's proposed main east-west street, Carnaby Street, will be extended west from Phase 1 through the right-of-way which has already been dedicated to connect to Dean Drive, generally along the Northwestern High School boundary.

Along public streets, crosswalks should be provided at all signalized intersections and should use highly visible markings and/or decorative alternative paving material.

Comment: No intersections of the new streets will be signalized.

Decorative paving that clearly defines an intersection of private streets is permitted.

Comment: All proposed streets will be public.

Promenades and Pedestrian Streets should only be constructed in the Downtown Core.

Comment: The proposed development is entirely in the Neighborhood Edge Character Area.

Streets and Frontage / Blocks

Standards

The street network shall define blocks of up to 500 linear feet on each side. Each side of a block shall not be more than 500 linear feet from right-of-way to right-of-way.

Comment: The longest block proposed by the subject DSP will be 513'; this distance, however, only exceeds the 500' limit because of an area of private green space in front of a run of townhouses. Were the road which abuts the green space instead located in

the typical relationship to the lot fronts, the block would only be 448' long. Accordingly, a modification is requested from this provision.

For all new redevelopment on existing block frontages of greater than 500 linear feet, a perpendicular A Street or B Street (or, in the Downtown Core, a Pedestrian Street) shall be constructed at no greater than a 500-foot interval from the nearest existing or proposed street.

Comment: The existing frontage on Northwest Drive is 743' long, and will feature the construction of a new intersecting "B Street." The existing frontage on Dean Drive is 755' long, and will feature the construction of a new intersecting "B Street."

A block shall be divided by an A, B, or Pedestrian Street, or a Promenade, to allow a pedestrian or vehicular connection from the front of the block to the rear of the block.

Comment: The second phase of the proposed development contains a number of streets, all of which are provided with alleys to allow for multiple pedestrian and vehicular connections to the rear of the blocks.

Alleys or service drives, where necessary, shall be included within blocks and shall not divide one block from another.

Comment: This standard is (again) noted. Maximum block lengths are calculated from street to street; the alleys are considered to be interior to the proposed blocks.

Streets and Frontage / Frontage Zones

All existing and proposed A, B, and Pedestrian Streets shall have sidewalks on both sides constructed to the frontage standards prescribed in this plan. At a minimum, all sidewalks shall have a Sidewalk Clear Zone and a Tree and Furnishing Zone. Provision of Buffer Zones, Residential Frontage Zones, or Retail Zones is optional, as needed.

Comment: All new streets are to be public, and are proposed to have sidewalks on both sides. The sidewalks will be constructed to the Urban Street Standards, which provide for a 6' Sidewalk Clear Zone (instead of 5', as provided by these TDDP Standards), and a 6' Tree and Furnishing Zone (instead of 5', as provided by these TDDP Standards). Northwest Drive and Dean Drive will be improved with sidewalks to conform to this Plan's intent.

Where Retail Zones are provided, they shall be located as follows:

- *Retail Zone 1: Adjacent to the building.*

- *Retail Zone 2: If necessary to meet eating and drinking establishment seating needs, adjacent to, or integrated with, the Tree and Furnishing Zone.*

Comment: Retail Zones are not proposed.

Tables 42 and 43 contain dimensional standards for frontage zones and new private streets. The Total Frontage Depth Requirements referenced in the text and identified in Table 44 and Figures 9-24 (see pages 213-230) reflect the minimum amount of frontage required for each street. The maximum amount of frontage permitted is equivalent to this minimum, plus 5 feet in the Downtown Core and the minimum plus 10 feet in the Neighborhood Edge.

Individually, the Buffer Zone, Retail Zone, and Residential Zones have no dimensional requirements. Their dimensions will be governed by the amount of each zone needed to support the proposed development and the total amount of required frontage. (See Tables 42 and 43 on pages 211-212.)

Comment: All proposed new streets are to be publicly dedicated and maintained, and as such the dimensional standards do not apply within those rights-of-way.

The Sidewalk Clear Zones and Tree and Furnishing Zones shall be consistent along a block.

Comment: The Sidewalk Clear Zone and Tree & Furnishing Zone are all consistent along block lengths, except at intersections where the Tree and Furnishing Zone is expanded to contain the ends of the parking areas and protect the pedestrian crossings, as provided for in the Urban Street Standards.

Primary building entrances or exits shall not open directly into a parking lot, onto a driveway (where permitted), side street, alley, loading dock, or other vehicle cartway.

Comment: The primary entrances of all proposed buildings will be oriented to the streets to which the buildings face. There will be no primary entrances onto side streets or alleys.

On A Streets, B Streets, Pedestrian Streets, or Promenades, no new public utilities, including, but not limited to, transmission or distribution lines and mechanical equipment, are permitted above-ground.

Comment: All proposed distribution lines will be below ground. Small transformers, distributed throughout the development, will be located above ground.

Streets and Frontage / Build-To Lines and Zones

Standards

The minimum BTL shall be established at the rear of the frontage zones (except for promenades).

The total frontage depth requirement in Tables 42- 43 and Figures 9-23 shall represent the distance between the street curb and BTL.

The maximum BTL shall be 5 feet further from the curb in the Downtown Core, and 10 feet further from the curb in the Neighborhood Edge, than the minimum BTL.

The area between the minimum and maximum BTL shall be the BTZ.

Comment: All of the proposed interior Streets are “B Streets” in the Neighborhood Edge. Table 43 provides that the minimum frontage zone depth/minimum build-to line on Neighborhood Edge B Streets is 13’ and the maximum frontage depth requirement/minimum build-to line is 23’. With the 10’ variation permitted, the buildings must be located between 13’ and 33’ from the curb line of a B Street to meet the standard. The minimum curb setback along the B Streets proposed is 18’. The maximum proposed curb setback along B streets is 26’-75’ and 48’-62’ in instances where green space is provided in front of units. Otherwise, the maximum proposed curb setback along B streets is 31’.

Table 42 provides that the minimum frontage zone depth/minimum build-to line on Northwest Drive and Dean Drive is 18’ and the maximum frontage depth requirement/minimum build-to line is 28’. With the 10’ variation permitted, the buildings must be located between 18’ and 38’ from the curb lines of Northwest Drive and Dean Drive to meet the standard. The minimum curb setback along Northwest Drive is 29’ and the maximum curb setback proposed is 42’. Setbacks along Dean Drive are a minimum of 36’ except where a curve in existing Dean Drive near its intersection with Northwest Drive pulls Dean Drive away from the southernmost six units from the typical 36.0’ to a maximum of 47’. A modification is requested from this provision.

Streets and Frontage / Build-to Lines and Zones / Building Entrances

Standards

Primary entrances shall be located at the front façade of the buildings. If a building fronts on both A and B Streets, Pedestrian

Street, or Promenade, its primary entry shall be located on the A Street.

Service entrances shall be at the rear of the building.

Comment: All primary entrances will be oriented to the streets to which the buildings face. There will be no primary entrances onto side streets or alleys, and the entrances to the buildings which will front on both Northwest and Dean Drives and interior streets will face Northwest and Dean Drives.

Streets and Frontage / Build-to Lines and Zones / Articulation

Standards

Unless otherwise stated in the Transit District Standards, bays, balconies, cornices, and blade signs may only encroach across the build-to line for up to 25 percent of the building frontage.

For multifamily residential buildings, bays, balconies, cornices, and shading devices shall not encroach across the build-to line beyond 10 feet.

Porches and stoops may only encroach beyond the BTL within the Residential Frontage Zone for a maximum of nine feet.

To provide visual interest and to reduce the perceived massing and scale of buildings, building architecture shall incorporate at least three of the following design elements:

- *Colonnades*
- *Gables*
- *Hip roofs*
- *Towers*
- *Dormers*
- *Archways*
- *Covered entries*
- *Repetitive window openings*
- *Arched and corbelled parapets*
- *Cornices*
- *Transoms*
- *Other design elements deemed appropriate by the Planning Board*

Comment: Bays and cornices will not extend beyond the minimum BTLs provided for above.

Stoops will be provided, and will all be behind the minimum BTLs provided for above.

To provide visual interest, the proposed architecture incorporates dormers, covered entries, repetitive window openings, gables, bays, and precast lintels over windows and doors.

Guidelines

Architectural treatment is recommended at the expression line to provide a shadow line, pattern, or texture effect. The treatment may be molding, projection, material change, or architectural element that serves to separate the lower story from the upper stories of the building façade at that location.

Roof lines, parapets, and building heights should be architecturally articulated, diverse in design form, and varied in height with adequately scaled and proportioned architectural cornices and applied treatments that complement the building's design.

Upper-story wall treatment should be coordinated and complement the design of the lower-story façade.

Along primary building façades facing streets, façade articulation should average a minimum of 50 feet.

Blank walls should be avoided because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.

Building corners should be articulated.

Comment: The proposed architecture for Phase 2 will replicate the architecture already approved for the Property under DSP-19020. This architecture was previously described as:

“Feature[ing] material changes at projecting bays; covered entrances will also work to delineate building stories.

Roof lines are diverse, featuring gables and two variants of dormers (one with a single window and one with a double window).

The upper and lower stories of the proposed units are designed as a unified façade, as the proposed units each have single occupancy and single use.

2' offsets are provided between units to provide façade articulation.

No blank walls are proposed; all will be provided with at least five architectural features.

Streets and Frontage / Alleys

Alleys in the Downtown Core shall have a Sidewalk Clear Zone; the Sidewalk Clear Zone shall be a minimum of four feet wide and a maximum of eight feet wide.

In the Neighborhood Edge only, residential driveways are permitted on Alleys.

Comment: The proposed development is located in the Neighborhood Edge; as such, no Sidewalk Clear Zone is required nor is it proposed. Residential driveways will be provided on Alleys.

Streets and Frontage / Tree and Furnishing Zones

GENERAL

Guideline

All public or privately installed street furniture, including lights, benches, waste receptacles, mailboxes, newspaper boxes and bicycle racks, or similar elements should be consistent within a project and be placed at regular intervals within the Tree and Furnishing Zone.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the City and County's standards. Benches, waste receptacles, and picnic areas have been proposed on Homeowners' Association Open Space parcels in the Phase 1 and Phase 2 areas rather than in the Tree and Furnishing Zone.

STREET TREES

Standards

Street trees shall be located within the Tree and Furnishing Zone; additional trees may be provided within the Retail or Residential Zones, as appropriate.

Shade trees two and one-half to three-inch caliper in size, shall be planted along each street with spacing of not greater than 40 feet on center, excluding driveway openings. Spacing allowances may be made, where necessary, to accommodate curb cuts, fire hydrants, and other infrastructure elements.

Ornamental trees, seven to nine feet in height, may only be used to meet the requirements of this section where overhead wires prohibit the planting of shade trees.

Comment: The proposed street trees will be located in the Tree and Furnishing Zone as required by Urban Street Standard 600.21, including its allowances for curb cuts, fire hydrants, and other infrastructure elements. Street trees shall be shade trees and shall meet the plant size requirements of this Standard. Additional trees have also been provided along the perimeter of the existing swimming pool serving the adjacent apartment buildings and along the Seville boundary to extend the plantings approved in Phase 1.

Guidelines

Each street should use a consistent species pallet that supports the long-term health of the trees.

Street trees should be located a minimum 35 feet from the point of curvature of an intersection of two streets.

Street trees should be located a minimum 10 feet from the point of curvature of residential driveway entrances.

Street trees should be located a minimum 20 feet from the point of curvature of commercial driveway entrances.

Street trees should be located a minimum 15 feet from the center of street light poles.

Street trees should be located a minimum 10 feet from water meters.

Street trees should be located a minimum 10 feet from storm drain inlets, hydrants, or manholes.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which also includes the same requirements provided for in the above Guidelines.

TREE BOXES

Tree boxes are openings in the sidewalks for street trees.

Standard

Tree grates are prohibited.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which provides for their placement in a grassed strip in the tree and Furnishing Zone. No tree boxes or tree grates will be proposed.

Guidelines

If tree boxes are provided, all boxes along the length of a single block should be of the same type for a uniform appearance and the underground soil volumes should be connected. Uniform type around the entire length of a street within the Transit District, or around the entire perimeter of a plaza, square, or pocket park is preferable.

Tree boxes or pits may include additional landscaping. In addition to the tree, the tree box or pit may include flowering plants and shrubs. However, no plants with thorns or other sharp protrusions should be used, and these plants should be maintained below a height of 42 inches.

Tree box openings should be delineated from hard surfaces to prevent soil compaction.

Tree boxes adjacent to on-street parking areas should be spaced to provide adequate pedestrian access to other frontage zones.

Comment: The proposed street trees will be located as required by Urban Street Standard 600.21, which provides for their placement in a grassed strip in the tree and Furnishing Zone. No tree boxes or tree grates will be proposed.

Streets and Frontage / Street Lights

Standards

All pedestrian rights-of-way—including sidewalks, trails, paths, and pathways from building entrances and exits to the sidewalk—shall be continuously lit.

Comment: Streetlights will be installed at regular intervals along all of the proposed streets, in accordance with the City and County's standards, as illustrated for reference on the Detailed Site Plan.

Street lights shall either be pedestrian-scale fixtures or a combination of a street light and a pedestrian fixture. Pedestrian lights shall be no higher than 14 feet. Existing street lights shall not be counted toward this requirement unless they include pedestrian-scale fixtures that meet this standard.

Street lights installed along MD 410 (East West Highway) and Belcrest Road shall use PEPCO's Teardrop or equivalent style from PEPCO's most recent Street Light Catalog.

All other streets in the Transit District shall use PEPCO's Acorn or equivalent style from PEPCO's most recent Street Light Catalog.

Cobra fixtures and high pressure sodium fixtures shall not be permitted.

Comment: The proposed streetlights will be PEPCo's Acorn style, 14' in height, and will be LED light fixtures in accordance with PEPCo's new practice.

Street light fixtures shall be spaced a maximum of 40 feet apart in the Downtown Core.

Street light fixtures shall be spaced a maximum of 50 feet apart in the Neighborhood Edge, and may be placed in a staggered arrangement.

Comment: The proposed public streetlights will be installed at regular intervals in accordance with the City and County's standards, as illustrated for reference on the Detailed Site Plan.

Guidelines

Street light fixtures should allow for the hanging of banners and other amenities, including artwork, hanging flower baskets, etc.

Street light fixtures should include electric weather protectant receptacles.

Energy-efficient lighting should be used to conserve energy and reduce long-term cost.

Comment: As noted above, the proposed streetlights will be PEPCo's Acorn style, 14' in height, and will be energy-efficient LED light fixtures to conserve energy.

Bulk and Height / Intent

To create opportunities for walkable, mixed-use development that support the transformation of Prince George's Plaza into a Regional Transit District and reinforces the street and sidewalk as the focal points of activity.

Comment: The proposed development was planned to conform closely to the Transit District Standards in order to create a walkable, street-oriented residential community in the Neighborhood Edge character area of the Plan, which will support the mixed-use activities in the Regional Transit District.

Bulk and Height / Lots and Building Placement

Standards

Each new lot shall abut an A, B, or Pedestrian Street to permit, at a minimum, emergency vehicle access.

When a building abuts multiple classes of a street, it shall face and front onto the highest level of the street. For example, if a building abuts an A Street and a B Street, that building shall front onto the A Street.

Comment: Each proposed lot will abut existing Northwest Drive, Dean Drive or a new “B Street,” and will front on the higher level street when it abuts two streets of different classifications.

Guidelines

Buildings should occupy the perimeter of a block.

Buildings constructed on corner lots should not extend beyond the façade of other buildings on the block, to minimize sight distance impact

Comment: Buildings occupy the perimeter of each block.

Bulk and Height / Density and Building Height

These standards establish building height limits which will permit the density of development appropriate to a Downtown, and a context-sensitive transition to a scale compatible with surrounding neighborhoods. In keeping with best practices in transit-oriented development, the greatest height is established in the Downtown Core, along Belcrest Road and MD 410 (East West Highway).

A story is defined as “an interior space measured from one finished floor to the next finished floor or roof above.”

Section 27-548.06(a)(1) establishes that development within a Transit District shall not exceed the specified maximum residential density and any floor area ratio (FAR) requirements of the underlying zones. For ease of reference, the relevant density maximums are listed in the following table.

Pursuant to Section 27-548.06(b), this TDDP establishes the height regulations for the Transit District. The height regulations for buildings consist of five features:

1. *Single-story buildings.*
2. *Minimum first (ground) floor height.*
3. *Stepback and transition requirements (where applicable).*
4. *Height Maximums*
5. *Public amenity height bonuses.*

Table, Page 235:

Zone Maximum Permitted Density

R-20 16.33 dwelling units per acre

R-10 48 dwelling units per acre

Comment: The proposed density for the overall development approved by preliminary plan 4-17007 on the 24.47 net acres proposed for townhouse development is 13.53 units per acre.

Bulk and Height / Density and Building Height / Maximum Building Heights

As a new Regional Transit District, Prince George’s Plaza will attract new residents, visitors, and workers and help sustain the existing population. This will, in turn, drive demand for new, modern, easily accessible public facilities. Much of the Transit District and surrounding community is built out, and construction of new public facilities will require coordination with property owners and stakeholders; innovative approaches to design, function, and colocation of facilities; and incentives to encourage provision of public facilities within the Transit District.

GENERAL

Standards

For the purposes of this TDDP, building height shall be measured in number of stories above the ground-level public entrance at the highest elevation. Differences in topography may permit ground-level entrances at lower elevations; these stories shall be considered basement or subgrade floors and shall not count against the story maximum. For example, a building may front on side A at street level; an entrance on side B may be two floors below the entrance on side A. The height of the building would be measured in stories from side A.

When a mezzanine is present, the mezzanine shall be counted as an additional story.

Habitable space in roof and attic areas with a sloping roof shall not be counted as a story.

Any portion of the building below the ground level shall not count as a story.

Raised basements shall not exceed one-half of a story in height above grade along the build-to line.

Guideline

Corner towers, vertical bays, and other features should be utilized to give the appearance of a taller building height.

[Map 34. Maximum Building Heights]

4 Stories (R-20-zoned portion)

10 Stories (R-10-zoned portion)

Comment: Maximum building height proposed is three stories. A fourth level is proposed as an option in the units, but this fourth level would not be defined as a “story” under the Transit District Standards, as it would occur behind the sloping roof of the front facades.

SINGLE-STORY BUILDING HEIGHT AND FRONTAGE

Standards

Single-story buildings and single-story portions of multistory buildings are prohibited on corner lots in the Downtown Core.

Single-story buildings in the Downtown Core, or portions of multistory buildings consisting of a single story, shall have a façade of at least 20 feet in height measured from the average mean building grade at the front of the building to the top of the façade, with a minimum floor-to-ceiling height of 14 feet.

Comment: The subject property is located in the Neighborhood Edge.

Commercial, institutional, mixed-use, or multifamily residential buildings: the first (ground) floor shall be at least 20 feet high, with a floor to ceiling height of at least 14 feet.

Comment: Only single-family attached dwellings are proposed.

No accessory building within the Neighborhood Edge shall be taller than two stories.

Comment: No accessory buildings are proposed under this Detailed Site Plan.

The maximum height of all other buildings is regulated by the standards (on page 236).

Comment: Only single-family attached dwellings are proposed; these are limited to three stories as provided for on Map 24 and on Page 238 (and the definition of “story” on page 236).

STEPBACKS AND TRANSITIONS

Standards

All buildings or portions of buildings, within 250 feet of the northern boundary of the Oliver Street right-of-way shall be a maximum of six stories.

Comment: No portions of the subject property are located within 250 feet of the northern boundary of the Oliver Street right-of-way.

All buildings or portions of buildings, within 500 feet of the western boundary of the Adelphi Road right-of-way shall be a maximum of four stories.

Comment: The only portions of the subject property that are located within 500 feet of the western boundary of the Adelphi Road right-of-way are located in the undisturbed areas of stream buffer along the easternmost edge of the subject property in Phase 1.

Guidelines

All buildings should have step back of at least 10 feet above the fourth story and may have subsequent setbacks.

Comment: No buildings are proposed higher than three stories.

On sites or lots with multiple buildings, buildings closer to MD 410 (East West Highway) should be tallest, with building heights stepping down as they are sited closer to the adjacent community outside the Transit District. Buildings adjacent to the Transit District border should be the shortest buildings on a particular site or lot.

Comment: The buildings proposed will be of uniform visible height and number of stories, though they may vary in the number of occupiable levels: fourth levels are

provided as an option behind the roofs on the front facades, but these fourth levels do not count as “stories” under the Transit District Standards.

Bulk and Height / Density and Building Heights / Public Amenity Height Bonus Program

One way in which this TDDP can incentivize the construction of public facilities is through the provision of height bonuses. These bonuses effectively permit the construction of taller buildings in exchange for the provision of land, buildings, or building space for public facilities.

No height bonus shall be granted in the T-D-O/R-O-S, T-D-O/O-S, T-D-O/R-80, T-D-O/R-20, or T-D-O/R-18 Zones.

Comment: The subject site is located in the T-D-O/R-20 Zone, and as such, the public amenity height bonus program does not apply. And thus, the remainder of the provisions of this section of the Transit District Standards are not reproduced here.

Site Elements / Intent

To create an integrated system of safe environmentally-conscious and inviting spaces that encourage and facilitate active and passive uses, social interactions, and cultural events easily accessible via a short walk.

Site Elements / Placemaking and Open Spaces

Standard

Privately owned and/or operated open spaces within the Downtown Core that abut a street or frontage zone shall be accessible to the public through a public use easement or other mechanism.

Comment: The subject property is located in the Neighborhood Edge.

Guidelines

Other privately owned and operated open spaces should be accessible to the public whenever feasible through a public use easement or other mechanism.

Comment: The non-lot, non-public street areas of the subject property will be open space that will be owned and maintained by a Homeowner’s Association, with the exception of the community park approved by DSP-18003; that park will be conveyed to the City of Hyattsville after the sale of the last lot in the overall development.

Open spaces should be designed in accordance with the Formula 2040 Park Typology and their associated characteristics.

Comment: An extended discussion of the conformance of the proposed open space components to the Formula 2040 Park Typology will follow. Park types present at the subject site include pocket /mini parks, commons/greens, greenways/linear parks, and streets.

Consideration should be given to providing open spaces for important events or programming including, but not limited to, fitness activities; passive and active uses; toddler and child urban playground; neighborhood and community parks; dog parks; open greens; and picnic areas.

Comment: The Homeowner's Association open spaces will accommodate most of the components listed above:

- The public shared-use trail which runs along the north side of Carnaby Street parcel will connect beyond the subject property with the trail networks in both Northeast and Northwest Branches, accommodating hiking and biking;
- Retained woodlands on the hill in the northeast corner of the site will be a dog-friendly area for passive recreation (and in the winter, active sledding in the event of snow!). This area will have access from a subsidiary path leading from the main shared-use path, and will feature a shaded seating area at the edge of the woods on the hillside (this area was approved under DSP-18003);
- A play structure will be provided for pre-teen children, and separate play equipment for preschoolers will be included as well, together with a shaded sitting area (this area was also approved under DSP-18003);
- An open green of approximately ¼ acre in area will be provided for unstructured play (this area was also approved under DSP-18003); and
- A picnic area will be provided (this area was also approved under DSP-18003).

Permeable materials are encouraged, wherever possible, to facilitate the growth of trees and vegetation, and the absorption and treatment of rainwater runoff.

Comment: Almost all of the Homeowner's Association open spaces will be permeable surfaces, with the exception of the path network.

Site Elements / Placemaking and Open Space

MURALS AND PUBLIC ART

Guidelines

Murals or works of public art are encouraged in the Transit District. Wherever possible, such displays should reflect the

aesthetic and cultural traditions of Hyattsville and Prince George's County, including their past, present, and future, and the environmental and geographic characteristics that make both the City and the County unique places.

Works of art, architectural enhancements and special landscape treatments should be located in areas where residents and visitors live, work, or congregate and should be highly visible and accessible.

Comment: The applicant is working with the Hyattsville Community Development towards the commissioning of public art at the entrance to the development in Phase 1.

COLOR

Guideline

The use of bright colors for trim and accent elements is encouraged.

Comment: These guidelines are noted.

Site Elements / Lighting

Guidelines

Exterior areas, rear entryways, public spaces, roads, crosswalks, sidewalks, pedestrian overpasses, and trails should be well-illuminated to ensure safety and improve visibility while minimizing light spillover to other properties.

Comment: Exterior lighting of the streets will be provided by streetlights in accordance with the City and County's standards. Alley lighting will be supplied by building-mounted lights.

Light fixtures should be placed so as to avoid conflicts with trees or other obstructions and should direct light to specific locations and away from adjoining properties. Consideration of security and pedestrian comfort should be prioritized by increasing illumination low to the ground in public parking lots, at building entrances, in public plazas and open spaces, and transit stops.

Comment: Streetlights will be located in accordance with the City and County's standards to avoid conflicts with trees and other obstructions. No public parking lots, building entrances, public plazas or transit stops are proposed as a part of the subject Detailed Site Plan

Site Elements / Green Infrastructure

Guidelines

To the maximum extent practicable, no private development should be permitted within the Primary Management Area.

Comment: As provided in Preliminary Plan of Subdivision 4-17007, impacts to the Primary Management area have been limited in accordance with the three-part analysis for Avoidance, Minimization and Mitigation provided for in the Environmental Technical Manual. Impacts to the area of existing 100-year floodplain in Phase 1 which were caused by an inadequate culvert under Belcrest Road were mitigated by the installation of flood control measures that relieved the culvert inadequacy. The extent of the Primary Management Area as defined by the limit of the 100-year floodplain after the installation of the flood control measures will not be impacted. No Primary Management Area will be impacted by the proposed Phase 2 development.

Environmentally sensitive stormwater management facilities customarily found in a city or urban area should be used where appropriate, including subsurface collection facilities under parking lots, to store and slowly infiltrate stormwater.

Comment: Microbioretention facilities, which are environmentally-sensitive facilities that provide for storage and (where soils are compatible, as they generally are here) infiltration of groundwater, are provided throughout the proposed development.

Site and street designs should avoid the use of unshielded roof, side, and parking lot lights, and include the use of full cut-off optic lighting systems that provide consistent lighting levels.

Comment: Streetlights will be PEPCo's Acorn standard cut-off fixtures, as specified in other standards, above.

Pervious paving is encouraged throughout the Transit District. Examples include:

- *Cast-pressed concrete paver block*
- *Grassed cellular plastic or concrete*
- *Stamped asphalt or concrete*
- *Pea gravel, washed stone, or paving blocks*
- *Wood or concrete paving block*

Comment: This guideline is noted; almost all of the hard surfaces proposed will be in public rights-of-way, in which pervious paving is not permitted.

Stormwater management measures should be integrated with bioswales, naturalistic green fingers, rain gardens, waterscapes

and other green and environmental site design practices that minimize stormwater runoff and increase the infiltration of rainwater into the ground.

Comment: As described above, the subject development will feature the use of microbio-retention facilities, which are rain-garden-type facilities that meet the County’s environmental site design requirements and provide for storage and infiltration of groundwater.

New development should be encouraged to adopt LEED-ND or similar sustainability standards, incorporating innovative solutions such as green buildings, reuse of gray water, reusable energy generation onsite, technologies that lower electricity consumption, as well as green and habitable roofs where appropriate (rooftops that building occupants can use for gardening, socializing, and sunning).

Comment: The proposed townhouses will feature a number of sustainable practices, including use of Energy Star-qualified appliances to reduce power consumption, low-flow toilets, sinks and showers to reduce water consumption, enhanced construction to reduce air infiltration, and the use of R-410A refrigerant in the air conditioning units to be more efficient and environmentally friendly.

Site Elements / Tree Canopy Coverage

Standard

Section 25-127(b)(1)(I) of the County Code states that “properties subject to tree canopy coverage requirements contained in an approved Transit District Overlay (T-D-O) Zone or a Development District Overlay (D-D-O) Zone are exempt from the tree canopy coverage requirements contained in this Division.” Pursuant to this section, the tree canopy coverage requirements for the Prince George’s Plaza Transit District Overlay Zone shall be met through the provision of street, on-site, and other trees preserved by a property owner or provided to comply with other Transit District Standards and guidelines.

Comment: The subject application complies with the tree canopy coverage requirements. Compliance is summarized on the LP.

Site Elements / Screening

Standards

Screening materials shall consist of evergreen trees and shrubs, walls, or fences.

Loading areas consisting of off-street loading spaces, loading docks, and service or maintenance areas shall be screened so as to not be visible from an A Street or single-family residential dwelling units.

Comment: No loading areas or service or maintenance areas are proposed under this Detailed Site Plan.

All mechanical equipment and meters shall be screened to prevent excessive noise and visual impacts on surrounding properties.

Comment: Mechanical equipment will either be located in rear alleys, or will be located in the back yards of Lots 138-142 and screened by dividing fences. Gas meters will be located in the back yards of Lots 138-142, and will be screened by the dividing fences; gas meters on the front elevations of the rear-loaded garage units will be screened by shrub planting.

Guidelines

Screening options may include:

- *Six-foot-high, sight-tight, and/or green fences. » Architecturally decorative or green walls.*
- *Evergreen screens (height, spacing, and variety to be determined at the time of Detailed Site Plan based upon the size and location of the area to be screened).*

*All dumpsters; trash pads; trash and recycling collection; or storage areas should be carefully located and oriented on the site to be as inconspicuous as possible.**

**Blank walls should be avoided along pedestrian rights-of-way because they disrupt the street pattern and make an uninviting pedestrian experience; however, if necessary, blank walls should not be more than 10 to 20 feet wide.*

Comment: No exterior dumpsters, trash pads, recycling or storage are proposed under this Detailed Site Plan. Trash toter alcoves are provided in the garages of each 16'-wide unit, and sufficient space exists in the garages of the wider units for toter storage.

Site Elements / Walls, Fences, and Gates

Standards

The following are permitted:

- *Fences and gates, up to a height of 40 inches, to delineate outdoor seating areas within the retail zone for eating and drinking establishments.*
- *Walls, fences, and/or gates where expressly permitted by this TDDP for screening purposes.*
- *Walls required for the retention of earth, support of a structure, or architectural façade of a structure.*
- *Only in the R-20 and R-80 zones, fences enclosing all or a portion of a rear yard and garden walls; such walls shall not occur forward of the rear of a primary building.*

Comment: The subject property is located in the R-20 Zone and the Neighborhood Edge character area. The subject Detailed Site Plan proposes fences enclosing a portion of the rear yards of Lots 138-142 and along the (rear) property line with the Seville condominium.

The following are prohibited:

- *Chain link fencing, barbed wire, wire mesh, corrugated metal or fiberglass, split fencing, sheet metal, and paneled materials.*
- *Except where expressly permitted by this TDDP, all other walls, fences, and gates abutting pedestrian or vehicular rights-of-way in the Neighborhood Edge or located anywhere in the Downtown Core.*

Comment: No fence abutting pedestrian or vehicular rights-of-way are proposed.

Guideline

Fence type should be consistent along a block face.

Comment: The fence material will be uniform throughout the proposed development.

Architectural Elements / Intent

To create attractive and visually interesting buildings that enliven and reinforce streetscapes and public spaces while respecting existing development, including neighboring single-family residential neighborhoods.

Architectural Elements / Signage / General

Standards

All attached or projecting signs are permitted to be placed horizontally or vertically.

Attached signs shall consist of three types: wall signs, window signs, and digital signs, as defined in this section.

Projecting signs shall consist of four types: blade signs, awning signs, high-rise building identification signs, and vertical corner signs.

The following signs are not permitted in the Transit District:

- *Signs not expressly identified in this chapter.*
- *Signs that obstruct any opening intended to provide ingress or egress for any building or structure.*
- *Signs that obstruct the view of traffic control devices.*
- *Signs that, because of their shape, color, or wording, may be confused with any traffic control device (placed by a public authority), or may mislead motorists.*

Comment: Two monument signs, designed as approximately 3' wide brick columns with attached precast black metal are proposed by this DSP at the Northwest Drive and Dean Drive entrances of the proposed community.

SINGLE-FAMILY DETACHED HOME AND TOWNHOME DEVELOPMENT IDENTIFICATION

Standards

Maximum sign area per sign face shall be 24 square feet, not exceeding 4 feet in height.

Comment: The proposed signage complies with this standard.

Entranceway signs shall be separated from signs at other entranceways by at least 200 feet and from other on-site signs by at least 100 feet, such distance to be measured along the build-to line.

Comment: The proposed monument signage complies with this standard.

Guidelines

Signs should be located within 30 feet of an entranceway as follows:

Wall-mounted: one face may be provided on each side of the entranceway, mounted flat against the entranceway wall.

Comment: The proposed monument signage complies with this standard.

Ground-mounted development identification signs may be one of the following:

- *A single-faced sign*
- *A double-sided sign back-to-back*
- *A double-sided sign in a “V” configuration with a maximum 45-degree angle.*

Comment: The proposed monument signage is single-faced and complies with this standard.

Architectural Elements / Awnings

Comment: No awnings are proposed by the subject Detailed Site Plan.

Architectural Elements / Balconies

Standard

All balconies, including the addition of balconies to an existing structure, are permitted in the Transit District.

Comment: Balconies/decks are proposed on the rears of the proposed units in the same way as was approved under DSP-19020.

Architectural Elements / Sustainable Building Materials

Guideline

Buildings should be built with “green” building materials. Green materials should meet the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common green materials include cement and wood fiber composite siding, cellulose insulation, glue-lam beams, and concrete with fly ash content.

Comment: As with the first phase, the proposed buildings will be built with a number of green materials: The concrete which will be used will contain fly ash, both to promote recycling, and to act as a curing retarder (which increases concrete strength); as noted above, the R-410A refrigerant which will be used is

non-CFC; recycled concrete is used throughout the construction process for sediment controls such as temporary driveways; engineered wood is used throughout the building construction, including TJI joists, glulam and parallam beams and OSB - these materials do not rely on mature lumber. Furthermore, material quantity and cut lists are provided to the framing trades to reduce waste of framing lumber (or its engineered equivalents). Finally, 50% or more of the installed carpet installed will be certified to meet NSF140; 50% or more of the installed resilient coloring installed will be certified to meet NSF332; 50% or more of the installed insulation will be certified to meet EcoLogo CCD-016; 50% or more of the installed interior wall covering installed will be certified to meet NSF 342; 50% or more of gypsum board installed will be certified to meet UL 100; and, 50% or more of tile installed will be certified to meet TCNA A138.1 specifications for sustainable ceramic tiles.

Parking and Loading / Intent

To promote a “park once” environment that enables people to conveniently park and access a variety of uses in a pedestrian-friendly environment where streetscapes are vibrant and active and not dominated by parking lots or garages and to encourage nonmotorized modes of travel to and within the Transit District.

Standards

There is no minimum number or ratio of off-street parking spaces for any development within the Transit District.

The maximum number of off-street parking spaces permitted for nonresidential and residential development is specified in the table of maximum parking ratios on the following page. For the purposes of this table, the type of development refers to its description in the table of uses.

[Table: Maximum Parking Ratios

Neighborhood Edge (Single Family Development) 2.0 spaces per dwelling unit.]

Comment: The subject Detailed Site Plan proposes the remaining 200 units of the 331 which were approved by Preliminary Plan of Subdivision 4-17007. The same three types of units which were approved in the first phase by DSP-19020 are proposed here: (1) Five 22'-wide, front-loaded garage units with two-car garages; (2) ninety-two 20'-wide, alley-loaded garage units with two-car garages; and, one-hundred and three 16'-wide, alley-loaded garage units. The 16'-wide units have options for either a single-car garage, or a two-car tandem-loaded garage.

On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

Comment: On-street parking will be provided on one or both sides of all proposed public streets which are a part of the subject Detailed Site Plan.

On-street parking in Alleys shall be prohibited.

Comment: Some on-street parking in the publicly-maintained alleys is proposed. Because the alleys are to be publicly maintained by the City of Hyattsville, however, the Applicant contends that no modification of this Standard is required.

Development may only be permitted to exceed the maximum parking ratios if all of the following criteria are met:

Additional parking spaces may only be provided in the form of structured parking.

[Standards following for structured parking limits and total permissible number of off-street parking spaces in the Transit District are not reproduced here.]

Comment: The subject Detailed Site Plan is not proposing any off-street parking spaces, as all off-street parking is located on single-family residential lots.¹

All applicants, other than those proposing solely single-family dwelling units, shall demonstrate the extent to which their proposed development reduces the total number of surface parking spaces within the Transit District.

Comment: The subject Detailed Site Plan proposes solely single-family dwellings.

All new structured parking facilities shall include secure bicycle parking. One bicycle parking space shall be provided for every 10,000 square feet of building area for office, retail, hospitality, and other commercial, public, and institutional uses. One bicycle parking space shall be required for every 20 units for multifamily residential development. These bicycle parking requirements are cumulative for mixed-use development, and both open and covered bicycle parking areas may be provided, as appropriate.

Comment: No structured parking facilities are proposed.

Parking may be located on- or off-site within one-quarter mile walk of the development site. When off-site parking is used to meet any parking needs, the applicant shall provide a site plan

¹ See TDDP, Page 258. Permitted parking spaces on recorded single-family lots do not count towards additional off-street parking.

and narrative statement demonstrating that parking is provided off-site and that pedestrian facilities necessary to serve the walk from the parking facility to the building will be constructed prior to the opening of the parking facility.

Comment: No off-site parking will be required to satisfy the proposed development's parking needs.

Carpool and vanpool parking spaces shall be required at a minimum ratio of one reserved high occupancy vehicle space per every 100 regular parking spaces for any development including in excess of 50,000 square feet of office use. Free or reduced parking costs for authorized carpools and vanpools are encouraged.

Comment: The proposed development will be for single-family attached dwellings; no office use will be proposed.

Restriping of surface parking facilities that result in an addition of general purpose parking spaces is prohibited.

Comment: No surface parking facilities currently exist within the limits of the subject Detailed Site Plan.

On-street parking shall be required on all new private A and B Streets constructed pursuant to this TDDP and is encouraged on all County and municipal A and B Streets.

Comment: On-street parking will be provided on one or both sides of all proposed public streets.

On-street parking in Alleys shall be prohibited.

Comment: Some on-street parking in the publicly-maintained alleys is proposed. Because the alleys are to be publicly maintained by the City of Hyattsville, however, the Applicant contends that no modification of this Standard is required.

On-street parking spaces on private streets shall not count toward off-street parking requirements.

Comment: This Standard is noted.

All parking for buildings that front on Adelphi Road shall not be visible from Adelphi Road.

Comment: No part of the subject property fronts on Adelphi Road.

Guidelines

Commercial parking facilities should leave at least 25 percent of their spaces available for hourly and daily rental by the general public.

Comment: No commercial parking facilities are proposed.

All parking spaces that are provided should be unbundled from the leasing and/or rental rates of associated development.

Comment: No rental facilities will be proposed: the subject development will be for fee-simple ownership.

Parking and Loading / Surface Parking

Parking and Loading / Structured Parking

Parking and Loading / Underground Parking

Parking and Loading / Loading

Comment: No surface or structured parking is proposed by the subject Detailed Site Plan; only streets are proposed, all of which will be public, and all of which will be furnished with on-street parking on one or both sides of the streets.

Transportation Adequacy / Genera

Standards

Within the Prince George's Plaza Transit District, properties are required to demonstrate that the transportation facilities (limited to only signalized and/or unsignalized intersections) will be adequate to serve the proposed development for any preliminary plan, and any DSP if prior adequacy findings are more than six years old.

The adequate public facilities (APF) finding must follow and conform to the procedures and methodologies outlined in the most recent edition of the Planning Board's Transportation Review Guidelines, Part 1, unless as specified in this section. Within the Prince George's Plaza Transit District, the transportation facilities adequacy standard shall be LOS E for individual critical intersections.

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that public transportation facilities are adequate to serve the proposed development.

Determination of Intersections to Be Studied

The number of intersections that shall be included in the required adequacy analysis will be based on the total projected total weekday vehicle trips generated by the proposed development under consideration. Table 48 on page 295 shows the number of signalized and/or unsignalized intersections within the Transit District required to be included in the adequacy analysis. The Planning Director, in consultation with the County and/or appropriate municipality, may adjust the number of intersections required for analysis if he/she finds that special circumstances warrant a different number of intersections to be scoped for adequacy determination.

[Table: Maximum number of Intersections to be Studied:

*Proposed Vehicle Trips: 2,614 Maximum Number of
Intersections: 4]*

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that studied four signalized intersections and two unsignalized intersections, as well as two site access points.

Required Improvements

For all the required intersections, the applicant shall demonstrate one of the following:

- 1. There will be adequate intersection level of service, as defined by Section 24-124(a), provided that the intersection(s) are fully built to the plan's ultimate configuration.*
- 2. Applicant is willing to fully fund and implement trip reduction program(s), deemed appropriate by the County DPW&T for a period of at least six years after the issuance of first occupancy permit that would alleviate any reported inadequacy as defined by the Transportation Review Guidelines.*
- 3. The applicant agrees to make a one-time Prince George's TDDP Transportation Mitigation Payment to the County and for each signalized intersection that is projected to operate above the acceptable LOS, provided the intersection(s) are fully built to the plan's recommended configurations.*

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that the existing public transportation facilities are adequate to serve the proposed development.

Site access adequacy and needs shall be determined by the appropriate operating agency having jurisdiction over the roadway where the access point(s) are to be located.

Comment: Site Development Concept Plan 31834-2017-0 was reviewed by the Department of Permitting, Inspections and Enforcement on behalf of the City of Hyattsville for the configuration of the entrance points and for sight distance adequacy.

Calculation of TDDP Transportation Mitigation Payment

The required one-time transportation mitigation fee for each required signalized intersection that is operating above the minimum acceptable clear lane volume (CLV) of 1,600 vehicles per hour, or as modified by the Guidelines, to be paid to the County prior to issuance of any building permit shall be the smaller of one of the following:

- a. \$10,000 per unit of CLV over the Acceptable Value of 1,600 critical vehicle volume.*
- b. \$100 per projected daily weekday vehicle trip for the proposed development.*

Allocation of the Collected TDDP Transportation Mitigation Fees

On an annual basis, the Prince George's County Planning Board and/or the City of Hyattsville, can request that the County appropriate any portion or all of the collected funds to any transportation enhancement projects, excluding capacity enhancements to existing roads, within, and projected to serve, the Transit District

Comment: Preliminary Plan 4-17007 was accompanied by a Traffic Impact Study that indicated that the existing public transportation facilities are adequate to serve the proposed development.

Downtown Core Standards

DOWNTOWN CORE A STREET

Standards

The following streets existing in the Downtown Core on July 19, 2016, are to be considered A Streets:

- Belcrest Road*

[Belcrest Road only abuts Phase 1 of the subject development, which was approved under DSP-18003 and DSP-19020. The remainder of the standards applicable to this phase of the development and as such are not discussed here.]

Neighborhood Edge Standards / Intent

To create a walkable, moderate-density residential environment that serves to buffer nearby existing residential communities and open spaces from the more intense mix of uses in the Downtown Core.

Neighborhood Edge / General

Standards

There are no lot coverage requirements for development within the Neighborhood Edge.

Except in the T-D-O/R-80 Zone, where dwelling units must be detached, there are no side or rear setbacks within the Neighborhood Edge. Structures may be built to the side or rear property line.

Comment: These Standards are noted.

Residential driveways are permitted in Alleys and B Streets shall not exceed 18 feet in length. Front-loaded garages are permitted only for dwelling units 22 feet wide or greater.

Comment: Residential driveways are only proposed to front on Alleys and on “B Streets.” The 5 front-loaded garage units which will be proposed for this phase will all be at least 22 feet wide; furthermore, no front-loaded garages will be located along the main east-west street, even though it is a “B Street.”

Guidelines

All single-family dwelling units should front onto an A or B Street.

Comment: As indicated above, proposed building entrances will front on the proposed “B Streets,” except where frontage on Northwest Drive or Dean Drive is instead available.

Primary entrances to single-family dwelling units should be located along the front façade

Comment: Each proposed building entrance will uniformly be located on each unit’s front façade.

On private streets in the Neighborhood Edge, all pedestrian crosswalks should be a minimum of eight feet wide

Comment: All proposed streets will be public.

All public utilities should be placed underground, above-ground in alleys, or otherwise behind structures.

Comment: All public utilities will be underground, except for electric transformers which will be generally above-ground in the alleys, or else behind structures

Neighborhood Edge / A Street

The following streets existing on July 19, 2016 are considered Neighborhood A Streets:

- *Northwest Drive*
- *Dean Drive*
- *Highview Terrace*
- *Adelphi Road*

Comment: This list is noted. Northwest Drive and Dean Drive abut the subject development.

Standards

Entrances into private off-street parking facilities are not permitted, except along Adelphi Road.

Comment: No private off-street parking facilities are proposed by the subject Detailed Site Plan.

New surface parking lots are not permitted.

Comment: No new surface parking lots are proposed by the subject Detailed Site Plan.

Residential driveways are not permitted.

Comment: No residential driveways will front on Northwest Drive or Dean Drive.

Guideline

Primary building entrances should be located on these streets.

Comment: Each proposed building entrance, will uniformly be located on each unit's front façade.

[Figure 30. Neighborhood Edge: Townhomes and Two-Family Attached Standards

Building Placement

Build-to Line Regulated by Street Section

BTL Defined by a Building

Front: 80% minimum

Side Street: 40% minimum

Zones Permitted: R-18, R-20

Building Form

Height: See *Density and Building Height section.*

1. *Primary entrance shall be located along the front façade.]*

Comment: As indicated above, proposed building entrances will uniformly be located on each unit's front façade.

Neighborhood Edge / B Street

Standards

Streets existing in the Neighborhood Edge on July 19, 2016, not identified as A Streets are to be considered B Streets.

Comment: All existing streets which abut the subject development are identified as "A Streets."

Private off-street parking facilities shall front onto B Streets, provided there is appropriate screening consisting of an architectural façade composed of concrete, masonry, screening materials, or sustainable features such as green walls.

Comment: No private off-street parking facilities are proposed by the subject Detailed Site Plan.

Guideline

Primary building entrances may be located on these streets.

Comment: As indicated above, proposed building entrances will front on the proposed "B Streets," except where frontage on Northwest Drive or Dean Drive is instead available.

Structured parking facility entrances are permitted.

Comment: No structured parking facilities are proposed by the subject Detailed Site Plan.

Alley, service, and loading entrances should be located along these streets.

Comment: All of the proposed alleys have been laid out to have their entrances on the proposed “B Streets.” In fact, the alleys have even been laid out so that no entrances will be located along the main east-west street, even though it will be a “B Street.”

Neighborhood Edge / Landscape Standards

All residential development in the Neighborhood Edge shall comply with the following standards.

Townhouses, One-Family Semi-Detached, Two-Family, and Three-Family Dwellings Arranged Horizontally

Standards

Plant a minimum of one and one-half major shade trees and one ornamental or evergreen tree every two dwelling units located on individual lots and/or common open space. Trees planted in the Street Tree and Furnishing Zone shall count toward this requirement.

Comment: The Landscape Plan proposes the planting in this second phase of 191 shade trees and 135 ornamental/ evergreen trees for an overall development total of 324 shade trees and 245 ornamental/ evergreen trees. For the 331 lots which are proposed in the total development, this standard requires the planting of 249 shade trees and 166 ornamental or evergreen trees.

An existing shade tree, except for an invasive species, exceeding two and one-half inches diameter at breast height (dbh) located in the common area or open space within 75 feet of a dwelling unit may be counted toward fulfillment of the requirement for a tree, provided that the size (dbh), genus, condition, and location of each tree to be counted toward the fulfillment of this requirement is shown on the landscape plan. The site and landscape plan must also demonstrate that a minimum of 70 percent of the critical root zone of such tree will remain undisturbed.

Comment: This provision is noted. Existing mature shade trees which are to be preserved as a part of TCP2-097-00-02 are either: (1) too far from proposed (Phase 2) dwellings to count towards meeting the requirement, or (2) sufficiently close to

dwelling units, but are located on adjacent property and not part of the Landy Property townhouse development's common area or open space.