

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 16, 2020, regarding Detailed Site Plan DSP-19050-01 for Dewey Property, the Planning Board finds:

- Request:** The subject application is for approval of an amendment to a detailed site plan (DSP) for a development consisting of 529 multifamily dwelling units on proposed Parcels 1, 2, and 3, as the second phase of the Dewey Property mixed-use development.

2. Development Data Summary:

	EXISTING	APPROVED
Zone	M-U-I/T-D-O	M-U-I/T-D-O
Use(s)	Surface parking	Multifamily
Gross Acreage	21.16	21.16
Total Gross Floor Area	-	1,325,143 sq. ft.
DSP-19050		351,608 sq. ft. (1,258 commercial)
DSP-19050-01		973,535 sq. ft.
Dwelling Units Total		850
Multifamily – DSP-19050		321
Multifamily – DSP-19050-01		529

OTHER DEVELOPMENT DATA

Parking Spaces

	Max. Permitted*	Approved
Parcel 1 – 361 Units (1.25 spaces/unit in the Downtown Core)	451	
Parcel 5 – 136 units (1.25 spaces/unit in the Downtown Core)	170	
Parcel 3 – 32 units (1.50 spaces/unit in the Neighborhood Edge)	48	46
Total	669	654**
Parcel 1 – 450 garage spaces		450 (140 compact) (10 handicap-accessible)
Parcel 2 – 136 garage spaces**** 22 surface (compact parallel) spaces		158***
Parcel 3 – 32 garage spaces**** 14 surface spaces		46***

Notes: *There is no minimum number of off-street parking or loading spaces within the Prince George’s Plaza TDDP, only a maximum number of surface parking spaces, as specified on page 259.

** Driveways are not counted as parking spaces, as they do not meet the standard size.

***Handicap-accessible parking spaces are required on Parcels 2 and 3, but is not shown on the plan. A condition has been added requiring the applicant to show the required spaces on the plan.

****Dimensions were not provided for the parking spaces within the garages on Parcels 2 and 3. Therefore, a condition is included in this approval requiring that this be provided.

Bicycle Spaces

		Required*	Approved
Parcel 1 – 361 units	1 space per 20 units	18	56 (40 interior, 16 exterior)
Parcel 2 – 136 units		7	8
Parcel 3 – 32 units		2	6
Total		27	70

Note: *All new structured parking facilities shall include secure bicycle parking, and the subject DSP does. These bicycle parking requirements are cumulative for mixed-use developments, and both open and covered bicycle parking areas may be provided, as appropriate.

Loading Spaces

Total Required*	
Residential	1 space

Note: *There is no minimum required number of off-street loading spaces in the Prince George’s Plaza TDDP. The required number of off-street loading spaces shall be determined at the time of DSP.

3. **Location:** The subject property is located in Council District 2 and Planning Area 68. More specifically, the project is located on the north side of Toledo Road, approximately 240 feet west of Adelphi Road. Proposed Parcels 1, 2, and 3, which are the subject of this DSP amendment, are located in the southwest, northwest, and northeast portions of the property.
4. **Surrounding Uses:** The entire Dewey site is bounded by Belcrest Road to the west, Toledo Road to the south, and Adelphi Road to the east. Abutting properties to the north, and a property to the east, are zoned One-Family Detached Residential (R-55). These properties are in the Development District Overlay (D-D-O) Zone associated with the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George’s County Gateway Arts District*, and are developed with institutional uses. A single parcel located to the east is also in the R-55 and D-D-O Zones, developed with a recreational use and owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC). A single parcel to the east is zoned Mixed Use-Infill (M-U-I), in a Transit District Overlay (T-D-O) Zone, and is vacant and owned by M-NCPPC. To the west, beyond Belcrest Road, are multifamily dwelling units in the M-U-I, the Multifamily High Density Residential (R-10), and the One-Family Triple-Attached Residential (R-20) Zones. Beyond Toledo Road, to the south, is the University Town Center development with commercial and multifamily uses in the Mixed Use–Transportation Oriented (M-X-T) Zone.
5. **Previous Approvals:** The property is a portion of a larger 47.7-acre site, which was subject to Conceptual Site Plan CSP-00024 (PGCPB Resolution No. 00-195), approved by the Prince George’s County District Council on January 8, 2001. The CSP created two subareas, Subarea 2 (21.46 acres) and Subarea 3 (26.24 acres). The subject site represents a portion of the site known as Subarea 2. Within Subarea 2, Parcel 6 (3.87 acres) was the subject of foreclosure proceedings (Civil Action No. CAE 11-11871) and is not included with this application. CSP-00024-01 was approved by the Prince George’s County Planning Board on November 15, 2001.

The property was rezoned to the M-U-I Zone, and retained in the T-D-O Zone, through the adoption of the 2016 *Approved Prince George’s Plaza Transit District Development Plan and*

Transit District Overlay Zoning Map Amendment (Prince George's Plaza TDDP). Pursuant to the general applicability and administration (page 195) of the TDDP, a DSP in the transit district does not have to conform to a previously approved CSP; therefore, neither CSP is relevant to the review of this DSP.

The property is the subject of two recent preliminary plans of subdivision (PPS) for commercial and residential development: 4-18022, which was approved by the Planning Board on June 27, 2019 (PGCPB Resolution No. 19-82(C)); and 4-19033, which was approved by the Planning Board on November 21, 2019 (PGCPB Resolution No. 19-129).

DSP-19050, for a mixed use building consisting of 321 multifamily dwelling units and 1,258 square feet of commercial/retail uses on proposed Parcel 5, is currently under review and scheduled to be heard by the Planning Board on the same day as the subject application.

6. **Design Features:** The site is currently improved with a surface parking lot, which is to be fully razed with this DSP. DSP-19050 proposes to grade the entire 21.16-acre site and to build a stormwater management (SWM) pond through the middle of the property. In addition, two public roads that form an L-shape, in the southwestern corner of the property, will be dedicated to the City of Hyattsville.

The applicant proposes 529 multifamily dwelling units on three parcels, with two separate multifamily products, including a large apartment building and a stacked townhouse-style condominium.

Parcel 1 is located in the southwest corner of the property, surrounded by Belcrest Road to the west, Toledo Road to the south, public Road A to the north, and public Road B to the east. This parcel will be developed with 361 multifamily dwelling units within a five-story apartment building, with an internal parking garage and loading/trash area. The service entrances will be located in the middle of the Road B frontage. The main entrance to the building will be located at the southwest corner, on the primary frontages of Toledo Road and Belcrest Road. The applicant proposes a 6-foot-wide sidewalk and a 6-foot-wide tree and furnishing zone along Belcrest and Toledo Roads. Roads A and B will have a 5-foot-wide sidewalk and a 6-foot-wide tree and furnishing zone. A leasing office will be located on Toledo Road. The applicant has requested an amendment to place four transformers in the tree and furnishing zone on Road B, which the Planning Board approves.

Parcel 2, which is located in the northwest corner of the property with Belcrest Road to the west and Road A to the south, will have 136 multifamily dwelling units in 13 separate 4-story buildings. These buildings will look like a group of two-family attached units, but common vestibules will provide access to four units. Each unit will have its own private, internal, one-car garage with driveway access. These buildings are arranged in a grid pattern around an internal vehicular driveway network that will access Belcrest Road at the northwest edge of the parcel and Road A to the south. A central north-south through driveway will have streetlights, sidewalks, and parallel parking on both sides. Buildings on the west side of the main, north-south, through driveway will have an outward orientation and front on Belcrest Road, Road A, and the main

internal driveway. A 20-foot, L-shaped access drive will provide access to the rear of these units. The driveway network on the east side will create a central block with two buildings that face each other within the block and a central sidewalk. The sidewalk within the block will connect the adjacent sidewalk on the through driveway to the trails and open space to the east. Two 22-foot-wide driveways provide access to the central block and the remainder of the buildings that face the perimeter of the site. Another 22-foot-wide driveway connects these two driveways. The southeast driveway on Parcel 2 has a long dead end that the Planning Board conditioned be redesigned to provide a turnaround. The sides and rears of many these units will be highly visible, and additional architectural treatment is conditioned for the buildings on both Parcels 2 and 3.

Parcel 3, which is located in the northeast corner of the property fronting on Adelphi Road, will have 32 multifamily dwelling units, in three buildings, of the same type as found on Parcel 2. Access will be provided from a single driveway off of Adelphi Road, adjacent to Building N which fronts the road. The interior driveway will encircle Building O and 14 surface parking spaces. Building P will front on open space, with a tot lot to the south. A sidewalk network will provide access to all buildings, to Adelphi Road, and the stream valley/stormwater pond trail on Parcel 4.

Architecture

Parcel 1—The proposed 5-story, 365,375-square-foot building proposes a flat roof height of approximately 65 feet, with a varying parapet. The façade of the building is composed of a combination of masonry, cementitious panels, and metal panels in a range of white, brown, and gray colors. White elements anchor the southwest corner and highlight building entrances with storefront glass and white banding on the upper stories. A metal canopy on Toledo Road will highlight the leasing office entrance. Masonry elements will provide pedestrian-level interest and ground the building. Gray elements make up most of the building façade and top the building, as well as a white cornice. A variety of vertical bands of balconies and brown, white, and gray materials break the building into different façade treatments. Large, industrial-style windows, and the use of different materials unify the building into a cohesive design. The parking and loading entrances off of Road B will have large gray garage doors, and the parking garage will be enclosed by the building. The building will also have an interior courtyard with recreational facilities and amenities.

Parcels 2 and 3—The proposed 4-story, 53-foot-tall, multifamily buildings will have some upper level roof decks. The buildings will include one 16-unit, eight 12-unit, and seven 8-unit buildings, for a total of 168 units. The multifamily buildings will be constructed of masonry bases that will extend, at least, the lower two levels and should wrap around the sides and rear of highly visible ends. A variety of colored siding and trims will break up the façades. The Planning Board required that a variety of colors and more masonry elements be added to the rear and side elevations to provide architectural interest, similar to the fronts. Balconies are provided on the rear of all units, with ground-floor, one-car garages provided for each unit. Specific architectural elevations and building templates were not provided for each multifamily building, and should be in order for the buildings to be permitted. Therefore, a condition is included herein requiring that

dimensioned building templates and four-sided, colored elevations be provided for each building, to be reviewed by the Planning Department and the City of Hyattsville.

At the hearing, the applicant presented color renderings of the proposed sixteen-unit building for the purpose of demonstrating changes responsive to Conditions 1(g) and 1(h), which the Planning Board finds implemented the revisions recommended by staff and should be implemented through the remaining buildings. As guidance, the applicant should provide a variety of materials and/or colors on the rear and side elevations of all buildings on Parcels 2 and 3, to add architectural interest. A masonry return shall be added to the side of all end walls along with a water table along the entire side and rear end unit. Highly visible end units shall have two levels of masonry wrapped around the end wall and the rear end unit. The following units shall have highly visible end walls: A1-2, C11-12, D1-2, D7-9, E1-2, G11-12, H1-2, H7-8, I1-2, I11-12, J1-2, J11-12, K1-2, K7-8, L1-2, M15-16, N1-2, N11-12, O1-2, O11-12, P1-2 & P7-8. All building fronts shall have five colors, rears four colors, and sides two colors, providing visual interest between the units.

Lighting

The lighting plan proposes acorn-style, light-emitting diode (LED), pole-mounted lights around the perimeter of the buildings and along the proposed public roads and private driveways. No details were provided for building-mounted lighting, but the photometrics shown indicate that the pole-mounted lights will provide sufficient lighting around the buildings and in the access drives. Given that there are no developed properties immediately adjacent to the proposed building, spill-over light is not a concern.

Signage

Parcel 1—The applicant is proposing five signs on Parcel 1 that include a canopy identification sign, a ground-entry sign, two vertical blade signs, and a parking sign. The 6.8-square-foot canopy sign will be dimensional letters mounted to the canopy top and will not be illuminated. This sign will be located above the leasing office entrance on Toledo Road. A 42.2-square-foot ground-entry sign will have a cast concrete base with recessed letters and painted aluminum dimensional letters on top. The ground sign will be located next to the main residential lobby entrance at the southwest corner of the building. Above the entrance will be one of the two 58.12-square-foot, vertical blade signs, which will be mounted to the building and extended from the bottom of the third floor to the top of the fifth floor. The other blade sign will be located at the northwest corner of the building. The blade signs will be internally illuminated dimensional letters, with a white face and painted return. The entrance to the parking garage, on the east side of the building, will have a 9.48-square-foot, face-lit, aluminum, channel-letter sign mounted to the building above the entrance. The channel letters will have white faces and painted returns, to match the building.

Parcel 2—An entry feature is proposed at the northeast corner of Belcrest Road and Road A on Parcel 2. The feature will include two, 3.5-foot-high, brick pillars connected by a brick wall, with 14-inch metallic letters mounted on top of the wall.

Parcel 3—Two gateway pillar signs are proposed on either side of the entrance to Parcel 3 from Adelphi Road. The 2.5-square-foot, precast concrete signs will be placed in 3.5-foot-tall brick pillars.

The Planning Board requires that the lighting, dimensions, and material information be clarified in a comprehensive signage table before certification.

Recreational Facilities—Recreational facilities and amenities for the project are provided on-site and include the following:

Parcel 1 will have a fully appointed fitness center, locker rooms, a courtyard, a swimming pool, a game room, a club room, exterior grills, bean-bag toss and bocce courts, exterior seating, a fire pit, and a water feature. The Planning Board requires a recreation facilities list be added to the plans, as conditioned herein, which should not include amenities such as pet spas and bike parking.

Parcel 2 proposes a tot lot, seating, and an open play amenity area on the northeast side, adjacent to the stream valley and SWM pond on Parcel 4. Tot Lot A will have a play set and three spring riders encircled by a sidewalk, with novelty signs and six benches. The seating area will have a 14-foot by 14-foot pavilion and four benches.

Parcel 3 proposes a tot lot on the south end of the parcel, near the connection to the trail that surrounds the SWM pond on Parcel 4. Tot Lot B will have a playset encircled by a sidewalk, with novelty signs and 3 benches.

COMPLIANCE WITH EVALUATION CRITERIA

- 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The proposed buildings are located mainly within the Downtown Core Character Area of the Prince George's Plaza TDDP, with the buildings on Parcel 3 in the Neighborhood Edge Character Area. The Downtown Core is the transit district's central activity hub, with a mix of residential, retail, and office development framing lively, walkable streets. These pedestrian-friendly streets are envisioned to be lined with cafés and stores, which draw commuters between the Prince George's Plaza Metro Station and the Mall at Prince George's, activating the streetscape. The existing surface parking lot is envisioned to be developed, in part, with a multistory, multifamily, residential building that would front on Belcrest and Toledo Roads. The TDDP uses urban design standards to implement the plan's vision for the Downtown Core Character Area, and the applicable standards have been evaluated as a part of the DSP process.

The submitted application and justification materials indicate the applicant's desire to deviate from ten of the transit district standards to accommodate the development, as proposed, on the subject property. The following discussion relates to the TDDP standards, specifically those

requirements from which the applicant has requested amendments, in accordance with Section 27-548.08(c)(3) of the Prince George's County Zoning Ordinance, as follows:

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

In approving the Transit District Site Plan, the Planning Board shall find that the mandatory requirements, as amended, will benefit the proposed development and the Transit District and will not substantially impair implementation of the Transit District Development Plan, and the Board shall then find that the site plan meets all mandatory requirements which apply.

These alternate standard requests warrant discussion, as follows (all page numbers reference the TDDP and amendments have been grouped by section):

- a. **Streets and Frontage, Blocks (page 208)—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.**

The TDDP requires that blocks shall not be more than 500 linear feet from right of-way to right-of-way. All proposed blocks conform to this, except the west side of proposed Parcel 2, along Belcrest Road, which is 550 feet measured from the northern right-of-way line of proposed Road A to the center line of a future private driveway. This amendment is justified because the location of Road A is set to be an extension of Toledo Terrace. The intent of the standard is achieved by the dedication of Road A and Road B, the extension of the existing street network; and creation of a four-way intersection that enhances walkability, which is consistent with the intent of the TDDP. Therefore, the Planning Board approves this request, as it will not substantially impair implementation of the TDDP, and other block lengths conform to the standards.

- b. **Streets and Frontage, Frontage Zones (page 208)—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.**

Table 42, Downtown Core (DC) and Neighborhood Edge (NE) Frontage/Build-To Zone Standards: Existing Public Streets, requires properties that front on Adelphi Road to have a minimum tree and furnishing zone of 7 feet and a sidewalk clear zone of 8 feet.

The applicant is proposing to construct a 5-foot-wide sidewalk, with a 6-foot-wide tree

and furnishing zone. The applicant has agreed to bicycle and pedestrian impact statement (BPIS) improvements, including widening the existing 4-foot-wide sidewalks on Adelphi Road to 5 feet along the full length, from Toledo Road to Belcrest Road. The Parcel 3 frontage would only make up 16 percent of this area. Therefore, the Planning Board approves this amendment, as it will not impair the sector plan.

- c. **Streets and Frontage, Frontage Zones (page 208)—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.**

On Parcel 2, three buildings front onto a driveway and on Parcel 3 one building fronts a driveway. These entrances do not open directly onto the driveway. The driveway provides circulation internal to the site and functions as alleys and streets. The Planning Board approves this request to allow building entrances to open onto a driveway.

- d. **Streets and Frontage, Frontage Zones (page 208)—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.**

The applicant proposes to place four above-ground transformers within the frontage zone on public Road B. The TDDP sets forth requirements for streets and street frontages, and requires that no new mechanical equipment be permitted above-ground along streets and promenades.

The applicant proposes additional screening and landscaping around the transformers, along Road B that the Planning Board finds is a reasonable alternative and minimizes their impact to the public realm.

The transformers will be owned and maintained by the Potomac Electric Power Company, the public utility. In the statement of justification (SOJ), the applicant agrees that, throughout the current sector plan, multiple references are made to undergrounding utilities and that it is the intent of the standards, but the TDDP also allows above-ground utilities serving buildings fronting on A streets or Pedestrian Streets shall be located on B Streets or Alleys. The transformers will all be grouped on public Road B, along with the parking and loading docks entrances.

The Planning Board approves the request for above-ground transformers within the frontage zone on Road B, and those located on the east side of the building, with additional screening to be provided prior to certification as conditioned herein.

- e. **Streets and Frontage, Build-To Lines and Zones (pages 209)—The total frontage depth requirement in Tables 42- 43 and Figures 9-23 shall represent the distance between the street curb and build-to line (BTL).**

Per Table 42, the minimum/maximum build-to line for Belcrest Road and Toledo Road is 20 feet/25 feet. Per Table 43, the minimum/maximum build-to line for new Roads A and B is 15 feet/20 feet. The TDDP establishes build-to lines that create a minimum and maximum distance a building can be from the face of the curb. As in many similar circumstances, the existence of public utility easements impacts the location where buildings can be constructed. There are two standards which the proposed development cannot conform to and which require an amendment:

The building façade on Parcel 1 is within the minimum and maximum allowances required by the TDDP for the majority of the frontages. The only areas that do not conform are 25 feet along Toledo Road and at the southwest corner of the building, where various notches exceed the maximum. The applicant states that these are needed to provide visual interest and to address a curve in the roadway.

On the eastern façade, the applicant has drawn the build-to line from the back of curb of the parking. The build-to line is defined as:

“Build-to Line (BTL), Front: A line, running parallel to the street curb and measured from its face, to which a defined portion of the front of a building shall be built. Where the front of a lot abuts a street, the rear edge of the frontage zone serves as the minimum front BTL. Where the front of a lot does not abut a street, the front lot line shall serve as the minimum front BTL.”

The applicant states that 336 feet of the 370-foot-long building encroaches into the minimum build-to line by 7 inches. This façade will also require an amendment from the maximum build-to line for the areas where there is no on-street parking, and the line should move closer to the curb.

On Road B, the applicant is requesting that Building D be allowed to encroach in the frontage zone by 4 feet, and that Building L be allowed to be set back an additional 9 feet from the maximum line. This creates an uneven street frontage, but is needed to open up the area between Building L and the building on Parcel 5 for pedestrians to access the amenities and trail near the SWM pond. The Planning Board approves this request for deviations from the build-to lines for the Parcel 1 building, as well as Buildings D and L.

- f. **Streets and Frontage, Build-To Lines and Zones, Building Entrances (page 210)—
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.**

Parcel 2 has frontage on both an A Street (Belcrest Road) and a B Street (proposed Road A). Three buildings front on Belcrest Road and all have primary entrances on the A street. There are also two buildings with primary frontage and entrances on Road A. The applicant applied for an amendment out of caution; however, it was determined that

it is not needed. Parcel 2 has multiple buildings that front on, and have primary entrances on, both the A and B Streets, as required.

g. **Streets and Frontage, Build-To Lines and Zones, Building Entrances (page 210)—Service entrances shall be at the rear of the building.**

This TDDP standard states that service entrances shall be at the rear of the building. The proposed building does not have a rear, as it fronts on four streets and occupies the whole block. The main entrance to the building is located on the southwest corner of the building. The location of the service entrance, on the east side of the building, is opposite the main entrance and easily visible from the primary street frontages of Belcrest Road and Toledo Road. The loading dock and parking entrances are also directly across from the Parcel 5 garage and parking entrances. The Planning Board requires that the applicant provide a raised sidewalk and/or other pedestrian enhancements across this loading and adjacent parking garage entrance to improve the walkability of this frontage.

The Planning Board approves this amendment to allow the service entrance not to be at the rear of the building. This is supported to provide greater pedestrian activity at a significant corner area.

h. **Site Elements/Walls, Fences, and Gates (page 248)—**The TDDP states four circumstances where fence, walls, and gates are permitted; none of which apply to the subject DSP. The applicant proposes to construct a 3-foot-high aluminum decorative fence along the front of the units on Belcrest Road and a wall on the corner of Belcrest Road and Road A, as a gateway feature with signage on top. The plans do not show the improvements in the right-of way or the fence location to fully understand how this will impact the walkability of this area. The Planning Board approves this requested amendment, with conditions that the fence is shown not to impede walkability.

i. **Parking and Loading, Loading (page 263)—Off-street loading spaces may only be located in the rear of buildings.**

The applicant proposes to place one loading space on the Road B frontage and requests an amendment. There is no required minimum number of off-street loading spaces in the TDDP. However, the DSP proposes one space located on Parcel 1, directly off of Road B. The applicant has stated that the reason it is not located in the main garage is that the larger height requirements of loading vehicles will cause issues with the structural design, complicating an efficient layout of parking levels matching residential levels.

The applicant should provide a raised sidewalk in front of the garage, so as to not have a wide gap in the sidewalk along Road B. The sidewalk material should be modified along this area, as well. This will ensure that the location of the service entrance is aesthetically pleasing and that the pedestrian experience will not be disrupted. The Planning Board approves this requested amendment.

j. **Downtown Core Standards (pages 265–269)**—The TDDP standards for Downtown Core multistory buildings require a minimum 80 percent frontage at the build-to line along an A Street. Parcel 1 provides 100 percent at the frontage, but Parcel 2 is only at 67 percent. The applicant states that the spacing of the stacked townhouse multifamily buildings and the gateway sign at the corner of Belcrest Road and Road A prevent the street frontage from being met. The Planning Board approves the requested amendment to allow only 67 percent of the frontage, along Belcrest Road and Road A on Parcel 2, to contain buildings.

k. **Neighborhood Edge Standards (pages 270–272)**—The Neighborhood Edge multifamily standards require buildings at a minimum 80 percent of the frontage.

Parcel 3 is located in the Neighborhood Edge. The applicant states that the type of multifamily and the limited frontage requires the placement of an access driveway on the Adelphi Road frontage. The Planning Board approves of the requested amendment to allow for the building not to meet the 80 percent frontage requirement.

8. **Prince George’s County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-U-I and T-D-O Zones of the Zoning Ordinance:

a. The Prince George’s Plaza TDDP permits or prohibits certain uses, in accordance with Section 27-548.05 of the Zoning Ordinance, to limit uses that are incompatible with, or detrimental to, the goals of the transit district and the purposes of the T-D-O Zone. The applicable Transit District Use Table for the T-D-O/M-U-I Zones (pages 276–291) permits multifamily dwelling units.

b. Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:

(c) **A Detailed Site Plan may not be approved unless the owner shows:**

1. **The site plan meets all approval requirements in Part 3, Division 9;**
2. **All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

The site plan does not meet all applicable development standards, but represents a reasonable alternative for satisfying the site design guidelines, as conditioned, and meets the development standards, except for those alternative standards, as discussed in Finding 7 above.

3. **Proposed uses on the property will be compatible with one another;**

4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District; and

The proposed multifamily residential use is compatible with the existing and proposed adjacent development, which includes lower-density residential development to the north, and higher-density commercial and residential development to the south.

5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

The 4- and 5-story buildings will provide a transition from the 14-story buildings to the south; the 4-story, garden-style apartments to the west; and institutional uses to the east. The buildings will frame the street and provide a common street wall. Architectural details and breaks in the massing will provide a variety of façades that will relate to surrounding buildings.

(B) Primary façades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

The buildings front on Toledo Road, Belcrest Road, and Adelphi Road, which are primary streets per the Prince George's Plaza TDDP. These frontages include the main residential entrances, as well as Road A, which is a secondary frontage. Large sidewalks have been provided, and crosswalks are provided at intersections. The parking and loading will be accessed from Road B or private driveways. A leasing office will be located on the Toledo Road frontage of Parcel 1. It is required that the applicant provide a highly visible sidewalk that will help protect pedestrians crossing the access points to the Parcel 1 building.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building façades on adjacent properties;

The buildings use a rhythm of windows, with minimal glazing. Lights will light the streets, interior and exterior open spaces, and will have minimum impact on the adjacent properties.

- (D) Building materials and color should be similar to materials and color on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;**

The use of cementitious panels, metal, and masonry is in line with materials used on adjacent buildings. The white, brown, and gray colors provide some contrast and diversity, as well as compatibility with the different façades and surrounding buildings. The applicant attempts to use changes in color, balconies, articulation of the mass, and other details to provide interest and break up the building. However, the building on Parcel 1 should incorporate a more colorful palette to make it more compatible with the buildings and architecture proposed on Parcels 2 and 3.

- (E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;**

The applicant proposes to place above-ground transformers within the frontage zone of proposed public Road B. The applicant has offered to screen the transformer with a decorative metal screen, to be determined at a later date. The Planning Board supports this amendment, and has conditioned that the transformer on Road B be screened.

- (F) Signs should conform to applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and**

The signs conform to the TDDP standards. The applicant proposes five signs on Parcel 1, which include a blade sign and a ground sign to mark the entrance on the southwest corner of the building. A second blade sign is located on the northwest corner of the building. Signs are also placed over the leasing office and parking garage entrances. Parcels 2 and 3 both include gateway signage entry features at the corner of Belcrest Road and Road A, and on either side of the access driveway to Parcel 3, from Adelphi Road.

(G) The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

- (i) Hours of operation or deliveries;**
- (ii) Location of activities with potential adverse impacts;**
- (iii) Location and use of trash receptacles;**
- (iv) Location of loading and delivery spaces;**
- (v) Light intensity and hours of illumination; and**
- (vi) Location and use of outdoor vending machines.**

The applicable TDDP has multiple compatibility standards and guidelines regarding building placement, orientation, design, lighting, outdoor storage, and signage. The proposed development is consistent with the majority of these, as discussed in Finding 7 above. The applicant has requested amendments from the development standards for block length, frontage zone, build-to line, loading location, and Downtown Core and Neighborhood Edge standards. Loading and the parking structure on Parcel 1 will be accessed from Road B and will be internal to the project, to minimize impacts on neighboring properties.

c. Pursuant to Section 27-548.08(c)(2), the following findings shall be made by the Planning Board when approving a DSP in the T-D-O Zone:

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

The DSP is in strict conformance with the mandatory requirements of the Prince George's Plaza TDDP, except where amendments to the TDDP standards are requested. The Planning Board approves the amendments and included conditions herein to revise the proposed site plan, in order to create a proposal that will not substantially impair implementation of the TDDP.

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

The DSP is consistent with, and reflects, the guidelines and criteria for development contained in the TDDP. The applicant has requested amendments to the TDDP standards, of which the Planning Board approves all of the amendments. The DSP, with the proposed conditions and approved amendments, conforms with the purposes of the TDDP, which include requirements to ensure that development within the transit district possesses a desirable urban design relationship with one another, the Metro station, and adjoining areas.

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

The DSP, with the requested amendments, meets the requirements of the T-D-O Zone and the underlying M-U-I Zone, as discussed above and in Finding 7. The Planning Board finds that the DSP meets the requirements of the T-D-O and M-U-I Zones with the conditions included herein.

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

The DSP demonstrates that the location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking maximize safety and efficiency, and are adequate to meet the purposes of the T-D-O Zone. The DSP requests amendments to the TDDP standards, relative to building location, loading, and placement of transformers in the streetscape, among others. This includes standards that require reduced conflict points with pedestrians on proposed Road B, which the Planning Board requires be enhanced with additional pedestrian safety measures across this access point. These improvements, if provided, along with standards for building placement to frame and activate the street, support the vision of a walkable transit district. Therefore, conditions have been included in this approval supporting the amendments.

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

The DSP proposes building materials that are compatible with adjacent commercial and multifamily uses. The buildings are located to frame the streetscape and maintain a common street wall, while activating the streetscape, as envisioned by the TDDP. The development includes open space and amenities around the exterior of the buildings that will provide connections to future development. The scale of the buildings will help transition from the high-rise

development abutting to the south and lower-scale residential to the north. The proposed structures and uses are compatible with the existing and proposed adjacent development, if revised as conditioned.

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

This requirement does not apply to the subject application because there is no total minimum required parking spaces.

9. **Preliminary Plan of Subdivision 4-18022:** On June 27, 2019, PPS 4-18022 was approved by the Planning Board (PGCPB Resolution No. 19-82(C)) for four parcels for mixed-use development. A final plat of subdivision will be required for the subject site. The approval of this PPS generated 15 conditions, of which the following are applicable to the review of this DSP:

3. **Total development within the subject property shall be limited to uses which generate no more than 269 AM and 310 PM peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

This condition establishes an overall trip cap for the subject property of 269 AM and 310 PM peak-hour trips. With approximately 505 residences generating 259 AM and 306 PM peak-hour trips, the proposal complies with the established trip cap.

The table below summarizes the trip generation in each peak hour that was used to demonstrate conformance to the PPS trip cap for the site:

Trip Generation Summary: DSP-19050-01: Dewey Property								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
DSP-19050 (currently pending)								
Residential, Parcel 5	321	residences	32	135	167	125	68	193
Commercial/Retail, Parcel 5	1,258	square feet	1	1	2	15	17	32
Less Pass-By (60 percent PM)			0	0	0	-9	-10	-19
Net Trips for Proposed Commercial/Retail			1	1	2	6	7	13
Trips for DSP-19050			33	136	169	131	75	206
DSP-19050-01 (this case)								
Residential, Parcel 1	361	residences	36	152	188	141	76	217
Residential, Parcel 2	136	residences	19	76	95	71	38	109
Residential, Parcel 3	32	residences	4	18	22	17	9	26
Less Transit Reduction of 10 percent			-6	-25	-31	-17	-12	-29
Trips for DSP-19050-01			53	221	274	212	111	323
Total Trips for DSP-19050 and DSP-19050-01			86	357	443	343	186	529
Trip Cap: PPS 4-18022					269			310
Trip Cap: PPS 4-19033					207			248
Sum of Approved Trip Caps					476			558

Approximately 24 residences within Parcel 2 are within the area of PPS 4-19033, with the remainder of the development for DSP-19050-01 within the area of PPS 4-18022. Neither trip cap of either PPS is exceeded by the development proposed by both DSPs.

4. **Prior to the approval of the initial detailed site plan proposing development within Parcel 1 and/or Parcel 2, the applicant shall submit an acceptable traffic signal warrant study to the County Department of Permitting, Inspections and Enforcement (DPIE) and/or the Department of Public Works and Transportation (DPW&T) for signalization at the intersection of Belcrest Road and Toledo Terrace/site access. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the County. If signalization or other traffic control improvements are deemed warranted at that time, the applicant shall bond the improvements with DPIE/DPW&T prior to the release of any building permits within Parcels 1 or 2, and complete installation at a time when directed by DPIE/DPW&T.**

The signal warrant study (Belcrest Road and Toledo Terrace) was submitted and reviewed and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) determined that the signal is warranted. The operational analysis is still under review.

5. In conformance with the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment, prior to certification of the preliminary plan of subdivision, the following changes shall be made:

- a. The Wells Run Greenway within Parcel 4, from Toledo Road to Belcrest Road, shall clearly delineate the multiuse trail. The feasibility of the construction of the trail by the applicant shall be determined with the detailed site plan.**

The submitted plans clearly delineate a 10-foot-wide multi-use trail that runs within proposed Parcel 4, from Belcrest Road to Toledo Road.

7. Prior to acceptance of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall:

- a. Provide an exhibit that illustrates the location, limits and details of the off-site improvements along Adelphi Road, consistent with Section 24-124.01(f).**

The submitted plans are in conformance with the condition noted above. The pedestrian and bicycle adequacy improvements generated from PPS-4-18022 include 975 feet of ADA-compliant, 5-foot-wide sidewalks along the west side of Adelphi Road, between Belcrest Road and Toledo Road. The applicant has submitted an exhibit that illustrates the off-site pedestrian and bicycle adequacy improvements from PPS 4-18022.

- b. Provide street cross sections that demonstrate conformance to the frontage/build-to overlay zone standards for existing public streets, as identified in Table 42 on page 211 of the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment (TDDP), as depicted in the illustrative street sections for the applicable street segment within the TDDP, as modified (if necessary) at the time of detailed site plan in accordance with Section 27-548.08(c)(3), or a comparable Department of Public Works & Transportation Urban Street Design Standard.**

- c. Provide a feasibility analysis regarding a pedestrian connection from Parcel 2 to Parcel 3, crossing Parcel 4 for review by DPIE/DPW&T, the City of Hyattsville, and M-NCPPC.**

The applicant submitted a trails plan showing a pedestrian connection from Parcel 2 to Parcel 3 via the trail around the SWM pond on Parcel 4, in conformance with this condition.

- 10. Preliminary Plan of Subdivision 4-19033:** On November 21, 2019, PPS 4-19033 and an associated variation were approved by the Planning Board (PGCPB Resolution No. 19-129) for two parcels for residential and commercial development. A final plat of subdivision will be required for the subject site. The approval of this PPS generated 11 conditions, of which the following are applicable to the review of this DSP:

- 2. Development of this site shall be in conformance with an approved Stormwater Management Concept Plan (34347-2018-0) or any subsequent revisions.**

An approved SWM Concept Plan, 34347-2018-00, was submitted with the subject application, that is consistent with the Type 2 tree conservation plan (TCP2) and DSP. A regional SWM facility is proposed in the middle of the property that will serve as detention for stormwater from the subject development.

- 3. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater concept plan shall be submitted and demonstrate whether unsafe soils are present on-site. If present, prior to approval, the detailed site plan must clearly delineate the location of any associated safety factor lines, as well as any accompanying building restriction lines that are required by Prince George's County Department of Permitting, Inspections and Enforcement.**

A global/slope stability geotechnical report was submitted on May 12, 2020 and referred to DPIE. The plans, as submitted, do not show a 1.5 safety factor line under a portion of the multifamily units on Parcels 2 and 3.

Comments from DPIE regarding the slope stability analysis have not been received as of the date of this report. A determination of safety must be made by DPIE, prior to certification of the DSP and TCP2.

- 4. Total development within the subject property shall be limited to uses which generate no more than 207 AM and 248 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Conformance with the trip caps of both PPS is discussed in Finding 9 above.

- 7. Prior to acceptance of the detailed site plan (DSP), the application package shall include the following items or information:**

- a. **An exhibit that illustrates the location, limits, specifications and details of the off-site sidewalk and pedestrian crossing improvements, consistent with Section 24-124.01(f) of the Subdivision Regulations and the cost cap in Section 24-124.01(c).**
 - b. **Demonstrates compliance with the 2016 Approved Prince George's Plaza Transit District Development Plan and Transit District Overlay Zoning Map Amendment street section for Toledo Road, as modified (if necessary) at the time of DSP, in accordance with Section 27-548.08(c)(3) of the Zoning Regulations or a comparable Prince George's County Department of Public Works and Transportation Urban Street Design standard.**
8. **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 one or more of the following required adequate pedestrian and bikeway facilities as designated below, in accordance with Section 24 124.01 of the Subdivision Regulations and the cost cap in Part (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**
 - a. **Construct a 5-foot-wide, Americans with Disabilities Act-compliant sidewalk within the public right-of-way, along the western side of Adelphi Road, as shown on the off site bicycle pedestrian impact statement improvements exhibit, subject to the cost cap in subsection (c).**
 - b. **Improve the pedestrian facilities at the Toledo Road and Adelphi Road intersection with crosswalk restriping and upgrades to the ADA ramps and push buttons where necessary.**

The submitted plans are in conformance with the conditions noted above. The pedestrian and bicycle adequacy improvements generated from PPS 4-19033 include 320 feet of ADA-compliant, 5-foot-wide sidewalks along the west side of Adelphi Road, south of Toledo Road, and pedestrian crossing improvements at the intersection of Adelphi Road and Toledo Road featuring a crosswalk, crossbar, and pushbutton pedestrian assemblies. The applicant has submitted an exhibit that illustrates the off-site pedestrian and bicycle adequacy improvements from PPS 4-19033.

11. **2010 Prince George's County Landscape Manual:** Per page 194 of the Prince George's Plaza TDDP, the TDDP standards replace the comparable standards in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). For standards not covered in the TDDP, the Landscape Manual shall serve as the requirement, unless explicitly stated otherwise. The applicant is in conformance with the applicable Landscape Manual requirements and the landscape requirements of the TDDP.

- 12. Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet and is subject to a previously approved TCP2. A revised Type 2 Tree Conservation Plan, TCP2-042-2019-02, has been submitted for review for Phase 3 development of the site, as shown on the phased woodland conservation worksheet. The overall TCP2 covers 21.47 acres.

The current application for Phase 3 has a net tract area of 1.43 acres and is a totally wooded site. The TCP worksheet has been broken down into three phases. Phase 1 was approved under TCP2-042-2019, a stand-alone TCP2. Phase 2 is addressed with the DSP-19050 application, and Phase 3 covers the current DSP-19050-01.

The phased woodland conservation worksheet submitted indicates that the woodland conservation threshold for the overall 21.47-acre site is 15 percent of the net tract area, or 2.42 acres. The current application for Phase 3 proposes to clear an additional 1.43 acres of net tract woodlands, with no clearing of woodlands in the floodplain. The woodland conservation requirement for Phase 3 is 1.43 acres, resulting in a cumulative requirement of 10.32 acres, which will be fulfilled with off-site woodland conservation.

There are additional technical revisions that need to be addressed on the TCP2, prior to certification, as conditioned herein.

- 13. Prince George’s County Tree Canopy Coverage Ordinance:** Section 25-127(b)(1)(I) of the Prince George’s County Code states that “properties subject to tree canopy coverage requirements contained in an approved T-D-O Zone or a Development District Overlay Zone are exempt from the tree canopy coverage requirements contained in this Division.” Pursuant to this section, the tree canopy coverage requirements for the T-D-O 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.

- 14. Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:

- a. **Community Planning**—The Planning Board adopts, herein by reference, a memorandum dated a memorandum dated June 19, 2020 (Mierow to Hurlbutt), which offered an in-depth discussion of the DSP’s conformance with the Prince George’s Plaza TDDP, that has been incorporated into Finding 7 above.
- b. **Transportation Planning**—The Planning Board adopts, herein by reference, a memorandum dated a memorandum dated June 15, 2020 (Masog to Hurlbutt which that the number and location of points of access are consistent with those reviewed and approved during the PPS. Adelphi Road is a master plan arterial roadway with a proposed width of 100 feet. Belcrest Road is a master plan collector roadway with a proposed width of 100 feet. Toledo Road is a master plan commercial roadway with a proposed

width of 60 feet. In all three cases, the current right-of-way widths are adequate, and no additional dedication is required from this plan. The proposed rights-of-way are consistent with the recommendations in the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The rights-of-way are also consistent with the rights-of-way shown on the PPS, as approved. The Planning Board approved the PPS with traffic-related conditions, which are applicable to the review of this DSP and are discussed in Findings 9 and 10 above. From the standpoint of transportation, and in consideration of the findings contained herein, it is determined that this plan is acceptable.

Access and circulation have been reviewed. With the initial submitted plans, there was a concern that the streets serving Parcels 2 and 3 were too narrow. In response, the current plans show these streets with a width of 22 feet, which is acceptable.

Also, with the initial submitted plans, there was a concern about the length of the dead-end access drive serving Buildings K and M being more than 150 feet in length. As shown on current plans, that dead-end is approximately 167 feet in length with no turnaround at the end, and while signage may help direct a random driver in the neighborhood, other drivers associated with delivery, taxi, or garbage pickup services will have to use that access drive and attempt to exit it. With 22 units along that access drive, each with a driveway 18 feet in length, a vehicle entering the cul-de-sac will frequently have no way to turn around and leave. Therefore, prior to certificate approval, the site plan shall be revised to show a turnaround at the eastern end. This turnaround need not be a full hammerhead; a half-hammerhead could be placed across from units M13-14 and M15-16.

With these conditioned changes to the site plan, the Planning Board finds that access and circulation are acceptable.

Parking

Given that the subject property has been used as surface parking for the adjacent University Town Center site for several years, the applicant has provided a parking analysis, in consideration of the uses on that site and the parking supply. The Parking Generation Manual (Institute of Transportation Engineers) includes dense, multi-use, urban, demand models to better assess parking demand in this mixed-use setting, particularly given the proximity of the transit station.

The maximum parking demand is 2,334 spaces, based on the analysis that was provided. This includes 1,095,377 square feet of office space, 224,786 square feet of retail space, and 1,361 residences within the University Town Center. In addition, the Prince George's Plaza TDDP has no minimum parking requirements for any of these properties.

Current parking spaces are 4,845, based on the analysis, and the removal of 1,503 spaces on the Dewey Property would yield a parking supply of 3,342 spaces. There would be a surplus of 1,008 spaces without the Dewey surface parking spaces, with all of these spaces within the University Town Center site.

While there might have been a factor of convenience for some uses within the University Town Center to use surface parking within the Dewey Property, there is sufficient parking within University Town Center to serve the uses on that site. Any matters regarding private agreements for use of the parking on the Dewey property are not relevant to the DSP requirements or analysis. In addition, the Board reviewed and considered a waiver granted by the District Council in 1970 to the adjoining property owner allowing the owner to develop its property without sufficient parking. The Board determined the waiver was for the sole benefit of the owner and did not restrict the future development of the Dewey Property so had no relevance to this application. The Board also found that the parking requirements that limited the development of the adjoining property in 1970 have changed and that sufficient parking exists to accommodate the current parking requirements even if the surface parking on the Dewey Property is no longer available.

The Planning Board concludes that the DSP is deemed acceptable, from the standpoint of transportation, with conditions.

- c. **Trails**—The Planning Board adopts, herein by reference, a memorandum dated a memorandum dated June 23, 2020 (Ryan to Hurlbutt), which analyzed the DSP for conformance with the MPOT and the Prince George’s Plaza TDDP, in addition to the previous conditions of approval.

The subject property has existing sidewalks along the frontage of Toledo Road, Belcrest Road, and Adelphi Road. An internal network of sidewalks is included in the proposed DSP and appears to adequately serve the subject site. There are no dedicated bike lanes associated with the project.

The TDDP recommends, in the immediate vicinity of the project site, shared roadways along Toledo Road and Adelphi Road, a planned side path along Belcrest Road, and a hard surface trail, which originates on Toledo Road, runs northwest through the subject site, and crosses Belcrest Road.

The submitted plans include shared lane markings (sharrows) along Toledo Road. The Planning Board further required “share the road with a bike” signage along the subject site’s frontage on Toledo Road to supplement the roadway markings. All the necessary right-of-way dedication has been provided for Toledo Road, Belcrest Road, and Adelphi Road, as required by the MPOT.

An MPOT-recommended hard surface trail has been incorporated into the design of the subject property. Originating on Toledo Road, the trail travels northwest through the

subject property, culminating at Belcrest Road. This trail extends beyond the property and continues across Belcrest Road, and will continue through the property across the street, once it develops, pursuant to PPS 4-17007. However, as a DSP, this improvement is within the public right-of-way and beyond the scope of this development application. DPIE can require the construction of Belcrest Road to include the master plan mid-block crossing to connect the trail across Belcrest Road, as appropriate, or the crossing may be installed by the Prince George's County Department of Public Works and Transportation (DPW&T) or the Prince George's County Department of Parks and Recreation (DPR), as part of a future capital improvement project.

The proposed trail will be publicly accessible and is proximate to some of the proposed dwellings. The Planning Board requires installation of "Future Trail" signage along the extent of the trail alignment. Signs indicating a future trail are valuable to existing and future residents of the community, to provide additional information regarding the proposed development. The Planning Board requires that these signs be placed along the trail, prior to the first building permit, and be removed when the trail is built.

This trail does not fully encircle the SWM pond and ends abruptly on the southeast portion of the subject site. The Planning Board conditioned that the proposed trail connects into the parking lot of the Prince George's Plaza Community Center, located adjacent to the subject site, at 6600 Adelphi Road. This additional connection will allow for two separate trail head locations on Toledo Road, a direct connection into the community center, and will still be in accordance with master plan recommendations.

The submitted plans indicate a 6-foot-wide sidewalk along Toledo Road and 5-foot-wide sidewalks along both sides of public Road A and public Road B, to directly serve the subject property. Sidewalks proposed with the subject application will connect the subject site with the off-site pedestrian and bicycle adequacy improvements and with the greater pedestrian network in the area.

As part of a site visit to the subject property, staff determined that the current sidewalk width, along the east side of Belcrest Road, bordering the subject property was a continuous width of 8 feet. The submitted plans indicate a 6-foot-wide sidewalk along Belcrest Road. The Planning Board removed the condition that the sidewalk along Belcrest Road remain 8 feet wide, which allows for consistency with the TDDP.

Designated space for bicycle parking that is convenient is an important component of a bicycle-friendly roadway network. The submitted site plans indicate an internal bike room with 40 bicycle parking spaces inside the parking garage, for the use of residents for Parcel 1. Plans also indicate a bike rack along the 10-foot-wide trail on Parcel 3. The applicant has revised the submitted plans to add two additional exterior bike racks along Belcrest Road and public Road A, with each providing eight bicycle parking spaces, and using a bicycle rack style that provides two points of contact for supporting and securing a parked bicycle.

- d. **Environmental Planning**—The Planning Board adopts, herein by reference, a memorandum dated a memorandum dated June 22, 2020 (Juba to Hurlbutt), which provided an analysis of previous conditions, as incorporated into the findings above. Additional analysis was provided as follows:

Natural Resources Inventory/Existing Conditions

The overall 21.47-acre site has an approved Natural Resources Inventory, NRI-120-05-01, which correctly shows the existing conditions of the property. A total of 12 specimen trees are associated with TCP2-042-2019. Regulated environmental features, such as streams, wetlands, 100-year floodplain, associated buffers, and the primary management area, are located on-site and are accurately shown on the TCP2 and DSP.

Soils

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, include Urban Land-Russett-Christiana Complex (0–5 percent slopes), Issue Urban Land Complex. Christiana-Downer-Urban land complex (5–15 percent slopes), Zekiah and Issue soils, and Russett-Christiana-Urban land complex (0–5 percent slopes). Soils containing Marlboro clay have not been identified on this site. Unsafe soils containing Christiana complexes have been identified. The Planning Board noted that the footprint of some of the dwelling units are proposed to be constructed immediately adjacent to proposed steep slopes, in excess of 40 percent, associated with the proposed pond embankment located on proposed Parcel 4.

According to DPIE, when existing or proposed steep slopes exceed 20 percent on unsafe soils, government agencies should insist on submission of a full geotechnical report that includes a global stability analysis, with the proposed mitigated 1.5 safety factor line determined and shown on the report plan and on any supporting plans, for County review and approval.

Specimen, Champion, or Historic Trees

A Subtitle 25 Variance application and an SOJ, in support of a variance for removal of all 12 specimen trees located on the overall site, was previously approved by the Planning Board under PPS 4-18022.

- e. **Prince George’s County Fire/EMS Department**—The Planning Board adopts, herein by reference, a memorandum dated an email dated May 28, 2020 (Reilly to Hurlbutt), in which the Fire/EMS Department offered comments, relative to hydrant and fire department connection locations, that have been provided to the applicant. These comments will be addressed through a separate permitting process.
- f. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board adopts, herein by reference, a memorandum dated a memorandum dated June 19, 2020 (Giles to Hurlbutt), in which DPIE provided

comments relating to a traffic signal warrant study, stormwater, and right-of-way improvements. The comments will be addressed through their separate permitting process.

- g. **Prince George's County Police Department**—The Police Department did not offer comments on the subject application.
- h. **Prince George's County Health Department**—The Health Department did not offer comments on the subject application.
- i. **Maryland State Highway Association (SHA)**— SHA did not offer comments on the subject application.
- j. **City of Hyattsville**—The Planning Board adopts, herein by reference, a memorandum dated a letter dated June 8, 2020 (Hollingsworth to Hewlett), in which the City of Hyattsville offered numerous comments on the subject application that are summarized, as follows:

The City Council voted in support of the applicant's proposed Detailed Site Plan (DSP-19050-01) application subject to conditions.

The City is in support of the amendments to the Prince George's Plaza TDDP standards, with the exception of the above-ground transformer. The City requested that the transformer on Road B be installed sub-grade.

The City is requesting that the Planning Board require the applicant to extend the multi-use trail around the stormwater pond to form a connected loop. It is the City's opinion that the applicant shall install a minimum of two inverted-U shaped bike racks in front of the leasing office. The city also requests that the architecture be revised to incorporate a more colorful palette and public art be added to the development.

The Planning Board adopts conditions herein addressing the City's comments; however, finds to approve the applicant's requested amendment regarding above-ground transformers.

- k. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board adopts, herein by reference, a memorandum dated a memorandum dated June 25, 2020 (Sun to Hurlbutt), in which DPR indicated that the approval of PPS 4-19033 (PGCPB Resolution No. 19-129) contains findings, which state that the subject development is exempt from mandatory dedication requirements because the mandatory dedication provided under PPS 4-01092 satisfied the requirements for all of the properties included with CSP-00024, pursuant to Section 24-134(a)(3)(D) of the Subdivision Regulations.

There is a master-planned hard surface trail that runs through the property, around a SWM pond on Parcel 4, in a northwesterly direction that connects to the future trail on the Landy property, on the north side of Belcrest Road. Thus, a safe pedestrian crossing should be provided across the median on Belcrest Road. DPR, the applicant, and Transportation Planning staff have had discussions with each other and DPW&T staff about the provision of this crossing. The applicant is willing to provide a proffer to construct this crossing, provided that the crossing will not need to be signalized, as per DPW&T's requirements. Since this is work within the public right-of-way, the final approval will be by DPW&T.

It is DPR's understanding that the SWM facility on Parcel 4 will be constructed by The Cleanwater Partnership, and will ultimately be dedicated to the County. The proposed 10-foot-wide asphalt trail around the SWM pond will utilize the facility's access road. Provisions should be made to ensure that the County will accept the access road as a public use trail, along with the agreement for the future maintenance of the combined asphalt trail/maintenance access road. DPR has concerns with the public safety of the trail users, given the proximity of the asphalt pathway to the SWM pond's sloped embankment. Considerations should be given to landscaping the embankment and possible installation of a 4-foot-high permanent barrier, such as a black, vinyl-clad, chain-link fence, or an aesthetically pleasing equivalent, to protect the trail users. In addition, DPR staff has been in discussions with the applicant regarding a direct trail connection to Toledo Road through the Prince George's Plaza Community Center site, which is immediately adjacent to the east and owned by M-NCPPC. The applicant has reviewed this request and believes that they can accommodate this connection.

With the development of the proposed master-planned trail within this development, there is a need to provide improved connectivity to the east to Adelphi Road. The approved BPIS documents propose sidewalk improvements along Adelphi Road, with no improvements to the sidewalks along Toledo Road, in front of the community center. Currently, the existing sidewalk along the community center's frontage on Toledo Road is rather deficient in size and littered with utility poles, including a bus stop sign and shelter. A widening of this sidewalk would provide increased connectivity to the community center and to Wells Run Park, further to the east across Adelphi Road, which is owned by the City of University Park. This connectivity would benefit the future residents of this development, as well as improve access for the master-planned trail.

DPR staff has discussed this additional off-site improvement along Toledo Road with the applicant. However, the applicant is not able to provide it because they are already committed to other BPIS improvements specifically conditioned with PPS 4-19033 and PPS 4-18022. In continued discussions with the applicant and Planning Department staff, the applicant is willing to improve the sidewalk along the community center's frontage on Toledo Road, if the BPIS funds could be shifted or adjusted for these improvements. It has been determined that this action is not possible with this DSP application. DPR staff will continue discussions with the applicant, the Planning Department, and DPW&T staff and look for other opportunities to make these improvements.

The Planning Board approves of the above referenced DSP be subject to a consideration for pedestrian crossing of Belcrest Road and conditions regarding the trail extension and changes, which have been included, as appropriate.

1. **Washington Suburban Sanitary Commission (WSSC)**— WSSC did not offer comments on the subject application.
15. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:

- (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).**

The regulated environmental feature impacts for the overall development site were previously approved with the stand-alone Type 2 Tree Conservation Plan, TCP2-042-2019-00. No additional impacts are being proposed with this application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. APPROVED the following alternative transit district development standards:
 1. **Streets and Frontage, Blocks (page 208)**—To allow for Parcel 2 to exceed the 500-foot block maximum, so Road A may intersect Belcrest Road, across from Toledo Terrace.
 2. **Streets and Frontage, Frontage Zones (page 208)**—To allow a reduction to a 5-foot-wide sidewalk with a 6-foot-wide tree and furnishing zone on the Adelphi Road frontage.
 3. **Streets and Frontage, Frontage Zones (page 208)**—To allow three buildings on Parcel 2 and one building on Parcel 3 to front and open onto a driveway.
 4. **Streets and Frontage, Build-To Lines and Zones (page 209)**—To allow for the building on Parcel 1 and Buildings D and L to deviate from the build-to line along Toledo Road, Belcrest Road, Road B, and Road A, as shown on the plan.
 5. **Streets and Frontage, Build-To Lines and Zones, Building Entrances (page 210)**— To allow the service entrance to be placed along Road B.

6. **Site Elements/Walls, Fences, and Gates (page 248)**—To allow a 3-foot-tall fence along the Belcrest Road frontage, and an entry feature with a brick wall in the southwest corner of Parcel 2.
 7. **Parking and Loading, Loading (page 263)**—To allow loading spaces to not be located in the rear of the building, but placed on the Road B frontage.
 8. **Downtown Core Standards (pages 265-269)**—To allow only 67 percent of the frontage along Belcrest Road and Road A on Parcel 2 to contain buildings.
 9. **Neighborhood Edge Standards (pages 270-272)**—To allow the buildings on Parcel 3 not to meet the 80 percent frontage requirement along Adelphi Road.
 10. **Streets and Frontage, Frontage Zones (page 208)**—To allow the placement of transformers within the frontage zone on Road B.
- B. APPROVED Detailed Site Plan DSP-19050-01 and Type 2 Tree Conservation Plan TCP2-042-2019-02 for Dewey Property, subject to the following conditions:
1. Prior to certification, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Provide building templates showing the dimensions of each multifamily building, including dimensions of internal parking spaces with a minimum size of 9.5 by 19 feet.
 - b. Show a turnaround at the eastern end of the access drive serving Buildings K and M on Parcel 2.
 - c. Provide an exhibit displaying “Future Trail” signage at all trailhead locations, and at appropriate intervals along the entirety of the trail alignment adjacent to Parcel 2 and Parcel 3, indicating the public use trail. Details of the sign, including the language for the sign, the height of its posting at each location, the materials, and the color of the sign shall be provided.
 - d. Reduce the width of the connector trail from Parcel 3 to the shared-use trail on Parcel 4 from 10 feet wide to 8 feet.
 - e. Extend the shared-use trail at a width of 8 feet, depending on constructability, to connect through the Prince George’s Plaza Community Center parking lot to Toledo Road, subject to and unless modified by the Prince George’s County Department of Parks and Recreation (DPR), with written correspondence.

- f. Submit confirmation from the Prince George's County Department of Permitting, Inspections and Enforcement regarding the location of any additional 1.5 safety factor lines that may exist on this site that would restrict this phase of development.
- g. Provide four-sided, color elevations for all of the multifamily buildings, showing the dimensions, labeling, and proposed signage locations, to be reviewed and approved by the Urban Design Section as designee of the Prince George's County Planning Board, in consultation with the City of Hyattsville.
- h. Provide a variety of materials and/or colors on the rear and side elevations of all of the buildings on Parcels 2 and 3, to add architectural interest, similar to the front elevations.
- i. Provide details, such as square footage, dimensions, materials, and lighting, in a comprehensive sign table on the signage plan.
- j. Clearly show all right-of-way improvements and existing features on abutting properties.
- k. Provide details for all of the proposed site features including, but not limited to, the multi-use trail, high-visibility sidewalk, enhanced paving, benches, fences, gates, tables, and bike racks.
- l. Clearly show the location of all fences and gates on the property.
- m. Revise the parking tabulation to show the parking space size and the required handicap-accessible parking for all parcels. The location of handicap-accessible parking spaces on Parcels 2 and 3 should be shown on the plan.
- n. Provide a recreation facility list on the plan, which should not include things such as a pet spa or bicycle parking, as they are not considered recreation facilities.
- o. Provide overhead canopies for all of the front entrances of the proposed multifamily buildings on Parcel 2 and 3, or demonstrate there is an open entry to the covered vestibule.
- p. Provide a minimum of two inverted-U shaped bike racks in front of the leasing office on Parcel 1.
- q. Show the location and type of a public art element (such as a mural, sculpture, enhanced signage or functional art piece) to be integrated into the project in a high visibility area viewable from the public realm, with specific consideration of the entrance monument sign locations.

- r. Provide a “Share the road with a bike” sign along the subject site’s frontage on Toledo Road, to supplement the roadway markings.
 - s. Provide a highly visible crosswalk across the garage and loading accesses from Road B to the building on Parcel 1.
2. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
- a. Revise the TCP2 worksheet by:
 - (1) Widening each column, so the full DSP number associated with each phase is fully legible.
 - (2) Changing the status from pending to approved for Phases 1 through 3.
 - (3) Removing the three extra columns in the worksheet not associated with any phases, which are labeled as “DSP-.”
 - b. Revise the Specimen Tree table to indicate that all the specimen trees are proposed for removal.
3. Prior to approval of the first building permit:
- a. Install “Future Trail” signage along the extent of the trail alignment.
 - b. Pursuant to Condition 1(e), the applicant shall obtain approval from DPR of the construction drawings for the trail extension on Maryland-National Capital Park and Planning Commission property.
4. Prior to commencement of any construction on Park Property, a Construction and Maintenance Agreement must be executed with DPR.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, July 16, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 30th day of July, 2020.

Elizabeth M. Hewlett
Chairman



By Jessica Jones
Planning Board Administrator

EMH:JJ:JH:nz

APPROVED AS TO LEGAL SUFFICIENCY, David S. Warner /s/, M-NCPPC Legal Department, July 31, 2020