

The Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530



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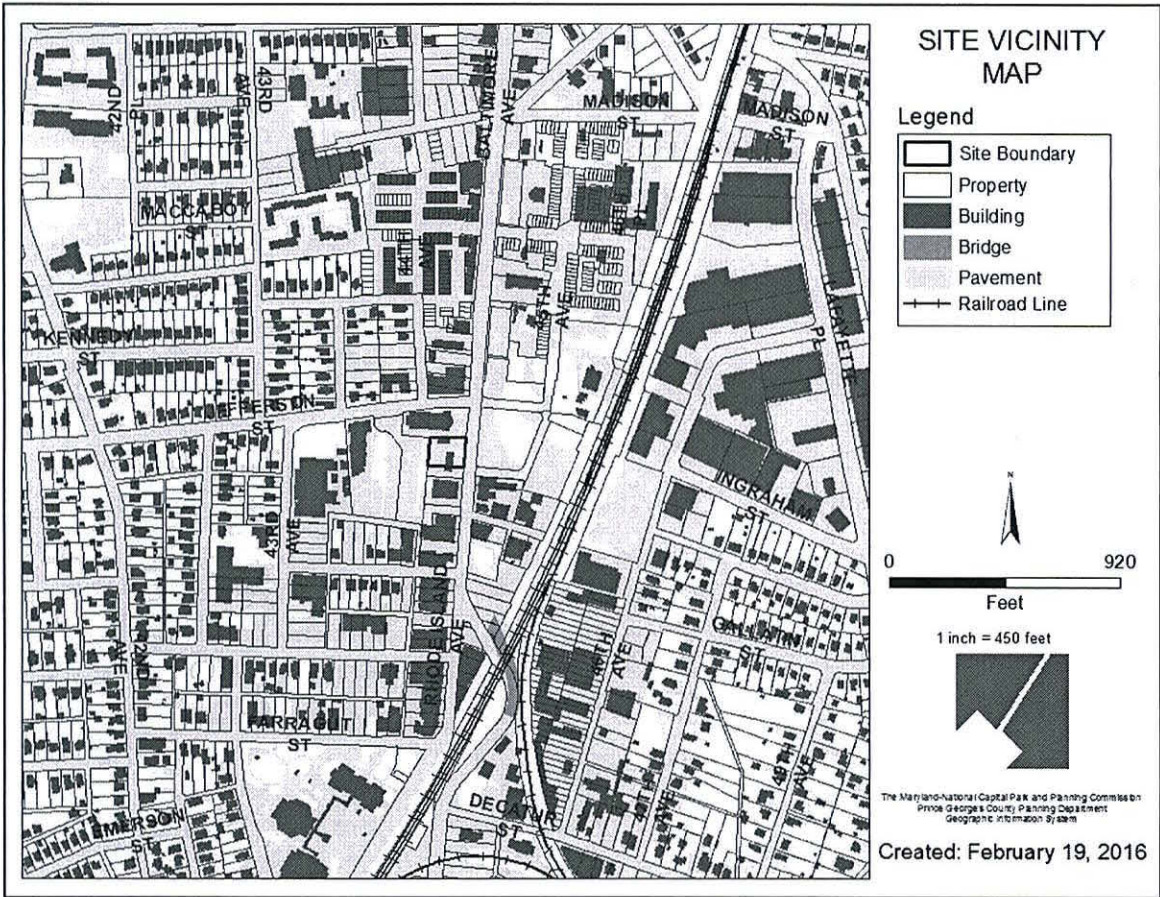
## Detailed Site Plan

## DSP-15016

Application	General Data	
<b>Project Name:</b> Blue, Parcels 61 and 130  <b>Location:</b> On the western side of Baltimore Avenue (US 1) approximately, 115 feet south of its intersection with Jefferson Street at 5334 Baltimore Avenue, Hyattsville  <b>Applicant/Address:</b> Hyattsville Route One Partners, LLC 6110 Executive Boulevard, Suite 430 Rockville, MD 20852	Planning Board Hearing Date:	10/06/16
	Staff Report Date:	09/26/16
	Date Accepted:	05/06/16
	Planning Board Action Limit:	Waived
	Plan Acreage:	0.56
	Zone:	C-S-C/D-D-O
	Dwelling Units:	16
	Gross Floor Area:	N/A
	Planning Area:	68
	Council District:	02
	Election District	16
	Municipality:	Hyattsville
	200-Scale Base Map:	206NE04

Purpose of Application	Notice Dates	
Approval of a 16-townhouse development	Informational Mailing:	06/23/15
	Acceptance Mailing:	05/05/16
	Sign Posting Deadline:	09/06/16

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Ruth E. Grover, MUP, AICP <b>Phone Number:</b> (301) 952-4317 <b>E-mail:</b> <a href="mailto:ruth.grover@ppd.mncppc.org">ruth.grover@ppd.mncppc.org</a>	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-15016, Blue  
Parcels 61 and 130

The Urban Design staff has reviewed the subject application and appropriate referral comments. The following evaluation and findings lead to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

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

- a. The requirements of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan);
- b. The requirements of the Zoning Ordinance in the Commercial Shopping Center (C-S-C) Zone, the Development District Overlay (D-D-O) Zone and site design guidelines;
- c. The requirements of Preliminary Plan of Subdivision 4-15016;
- d. The requirements of the Prince George's County Woodland and Wildlife Conservation Ordinance (WCO);
- e. The requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual);
- f. The requirements of the Tree Canopy Coverage Ordinance (TCC); and
- g. Referral comments.

FINDINGS

Based upon the analysis of the subject application, Urban Design staff recommends the following findings:

1. **Request:** The subject application requests the approval of a 16-townhouse development.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	C-S-C/D-D-O	C-S-C/D-D-O
Use(s)	Vacant, (with 2 buildings)	Residential
Acreage	0.56	0.56
Parcels	2	1
Lots/Townhouses	0	16

OTHER DEVELOPMENT DATA

<b>Total Parking</b>	<b>Required</b>	<b>Provided</b>
16 Townhouses	1.5 X 16=24	32*

\* Note: An amendment to Site Design, Parking and Loading Standard 2 of the Sector Plan has been requested for not providing structured parking for those parking spaces in excess of 1.5 parking spaces per unit. See Finding 7 of this report for a detailed discussion of the request.

The two following architectural models are being provided for the subject project. The model type and square footage of the base finished area are as follows:

<b>Model Type</b>	<b>Base Square Footage</b>		
16-foot-wide unit with rear garage	1,710 sq. ft.		
16-foot-wide unit with front garage	1,667 sq. ft.		

3. **Location:** The site is located in Planning Area 68 and Council District 2. More specifically, it is located on the western side of Baltimore Avenue (US 1), approximately 115 feet south of its intersection with Jefferson Street at 5334 Baltimore Avenue, in the City of Hyattsville.
4. **Surrounding Uses:** The subject property is bounded to the north by the Hyattsville Armory, which is Prince George’s County Historic Site 68-041-09 and a National Register of Historic Places Site, and currently houses the Crossover Church in the C-S-C Zone; to the west by the parking lot for the Crossover Church in the Commercial Office (C-O) Zone; to the south by a vacant building (formerly the “Beds-To-Go” building) in the C-S-C Zone; and to the east by Baltimore Avenue (US 1) with the a portion of the commercial uses of EYA Hyattsville development including business establishments such as The Yes Market, The Eye Doctor, and Busboys and Poets beyond in the Mixed-Use Infill (M-U-I) Zone.
5. **Previous Approvals:** On June 27, 1977, the District Council approved Special Exception SE-3019 for the Blue Bird Cab Co., Inc. and Cities Service Oil Co. for an automobile repair and service operation on the subject site. The 2004 Approved Gateway Arts District Sector Plan and SMA was approved by the District Council on November 30, 2004 and retained this property in the C-S-C Zone. The site is subject to the requirements of Stormwater Management Concept Plan

No. 28196-2015-00, approved by the Department of Permitting, Inspections and Enforcement (DPIE) on November 16, 2015 and valid until November 16, 2018. Preliminary Plan of Subdivision 4-15016 is currently pending for the creation of 16 lots and one parcel on the subject site. The PPS is scheduled to be heard prior to, but on the same Planning Board date as the subject DSP.

6. **Design Features:** The proposed townhouse development is accessed at a single entrance along its Baltimore Avenue (US 1) frontage. A four-unit townhouse stick facing Baltimore Avenue is located north of the access drive and a three-unit townhouse stick is located to its south, also fronting on Baltimore Avenue (US 1). The internal private street, which runs perpendicular to the entrance drive and parallel to Baltimore Avenue (US 1) would provide vehicular access to the remaining nine units included in the development.

Pedestrian accessibility is provided for the development by six-foot-wide sidewalks enhanced by a five-foot-wide tree buffer and a three-foot-wide brick paver strip, along Baltimore Avenue (US 1), a sidewalk along both sides of the access drive and a five-foot-wide sidewalk in front of the back row of townhouses (Lots 8–16). Landscaping in front of the townhouses includes a double row of planted shrubs in a landscaping strip along Baltimore Avenue, together with three shade trees, two planted on the northern and one planted on the southern portion of the frontage. Other landscaping on the site includes an additional three major shade trees along the access drive (two on its northern and one on its southern sides), three major street trees along the western side of the private street, and four minor shade trees on the eastern side of the private street. Also provided is single-minor shade tree on the southern side of the access drive, which is unique as it will function as part of the Filterra unit, providing stormwater management (SWM) for the project. In addition, along the southern side of the access drive, but more proximate to Baltimore Avenue (US 1), is located an entrance feature/monument sign for the project, which is a sculpture of a bluebird on a brick /stone veneer base, including the name of the development “Blue” on a precast concrete panel. The entrance feature/monument sign measures eight feet tall by one- and one-half feet wide. The architectural materials to be utilized on the entrance feature will match those of the townhouses. The project was named for the Bluebird Taxi Company, which was previously operated from the site.

### **Architecture**

The architecture for the project is varied and creates visual interest in its form and massing, fenestration, and the use of various architectural details. Hardiboard, in both a reddish maroon and a putty and a gun metal grey, is utilized as a second material in the architecture, mainly on the protruding box-window bays provided on each unit.

The first stick of townhouses, located north of the access drive, fronting Baltimore Avenue, including Units 1, 2, 3 and 4, is symmetrical, and each unit is accessed by elevated stoops with protective and decorative, rod-iron type, aluminum railings. The finish material is entirely brick on the first story, with the brick carried up to the uppermost story in vertical accents. Hardipanel is utilized on projecting bays of windows on each unit and almost exclusively on the uppermost story. Single, double and triple windows, and a variety of hardiboard, window and decorative brickwork for transoms are utilized on the elevations. Two of the units have decks on the second story and all four units have decks on the fourth story, protected by aluminum fencing and accessed via glass sliding doors.

The second stick of townhouses, located on the southern side of the entrance to the project from Baltimore Avenue provides three units designed with similar architectural composition of the first

stick. The units are also accessed via elevated stoops, protected by aluminum railings. Similar design, finish materials, window patterns and deck arrangements are used in this building stick.

The architecture for the longest and third stick of townhouses (Units 8–16) is similar to the front two. A major difference is that these units provide garage-access from the front and that, due to the grade, the units are three stories tall in the rear and are four stories in the front. The garages doors are single, paneled, and have two windows in the upper portion of each door. A covered entranceway is provided for every other unit. Two of the seven units have decks on the second floor of the front façade, accessed by a single door and all units have decks on the fourth story. All decks are accessed via glass sliding doors. Another difference in the architecture of this stick is that brick is included on the second story of all units except for Unit No. 8. Staff believes it is an error. A proposed condition, in the Recommendation section of this report would correct this drafting/design error.

The side and rear elevations are of more simple design, but the form and massing and fenestration patterns are consistently balanced. The elevations are finished with a combination of quality architectural materials such as brick and hardiboard. These secondary elevations are acceptable.

### **Lighting**

Though lighting for the units is indicated on the building elevations, for all front, rear and deck and garage doors, a detail is not provided. A proposed condition, in the Recommendation section of this report, would require that such detail be added to the plans, prior to certificate approval. Street lighting is to be provided by the inclusion of three “acorn streetlights” on the plan. One is provided on the northern side of the access drive, one at the northern terminus of the private road and still another one at the southern terminus of the private road. A detail of the “Acorn streetlight” is provided on Sheet 4.

### **Mechanical Equipment**

Staff notes that the mechanical equipment is visible on the roof of the buildings. As the Urban Design Section is concerned that the mechanicals may be visible from the street, a proposed condition in the Recommendation section of this report would require that the applicant provide line of sight drawings demonstrating that the mechanicals from the street or, if they are to be visible, that the applicant revise the architecture for the project, prior to certificate approval, to include a parapet along the roofline that would completely screen the mechanical equipment.

All units are proposed to be sixteen feet wide, allowing for the inclusion on the first story of each unit two 10-foot one-inch wide and 17-foot and one-inch long parking spaces in tandem-style in the garages. As the provision of 32 parking spaces exceeds the allowance of the Sector Plan, the applicant has requested deviation from development district standards to allow this incongruity. See Finding 7 for a detailed discussion of that request.

There is a pronounced shortage of parking for service vehicles in the proposed development. To remedy this situation, a proposed condition, in the Recommendation section of this report would require that one parking space be located on the subject property, striped and signed “For service vehicles only” prior to certificate approval.

### **Fencing**

An aluminum fence and a vinyl fence are proposed for the development. The aluminum fence would be utilized to prevent pedestrian traffic from Baltimore Avenue (US 1) on the southern side of Unit 7 and along the western portion of the southern boundary of the project. A vinyl fence is specified for the western boundary of the site, but an elevation detail for the fence was

not provided on the detail sheet. As vinyl does not wear well, and as the color is unspecified, staff would recommend, and a proposed condition in the Recommendation section of this report would require, that the applicant provide a fence detail, indicating that a composite material be utilized for the privacy fence, with final design approval of the fence by the Urban Design Section as designee of the Planning Board. Note that the proposed six-foot-high fence requires a deviation from development district standards. See Finding 7 for a more detailed discussion of that deviation.

### **Green Building Techniques**

Green building techniques to be employed in the project include the following:

- Use of a Filterra unit for stormwater management which will handle stormwater management both in terms of quantity and quality in an environmentally sensitive manner enabling the site to handle stormwater runoff in a manner similar to that was utilized pre-development of the site.
- High Efficiency Heating, Ventilation and Air Conditioning System
- High Efficiency Quick Recovery Water Heater
- Vinyl Low-Emissivity-Windows
- Paint-Free Metal Garage Doors
- Environmentally Dry Outdoor Seal on Plywood
- Digital Thermostats
- Air-Stop Insulation around Windows and Doors
- Air-Stop Insulation around electric outlets
- Insulated Fiberglass Front Door

## COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2004 Approved Gateway Arts District Sector Plan and Sectional Map Amendment and the Standards of the Development District Overlay (D-D-O) Zone:** The 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (Gateway Arts District Sector Plan and SMA) defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Gateway Arts District area. The land-use concept of the sector plan divides the corridor into seven character areas for the purpose of defining the desired land-use types, mixes, and character of development. Note that townhouses are a permitted use in the Town Center (TC) character area of the sector plan. (page 196)

The subject site is within the TC character area. The vision for the TC character areas is to create an area bustling with residential and business life. In the areas are historic commercial centers along US 1 and include adjacent redevelopment areas in the municipalities of Hyattsville, Brentwood, and Mount Rainier. Development district standards in these areas emphasize the

creation of pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to-line (BTL) to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking. This development character supports both a horizontal and vertical mix of uses. In particular, residential uses above first-floor retail or commercial uses are desired in the TC to infuse the area with new residents who can enliven the streets and support commercial retail. Middle- to high-end housing with structured parking is encouraged. Since these areas are envisioned as active community and art centers, art-related commercial, artist live/work space, art studios, craft studios, restaurants, cafes, municipal, civic and entertainment uses are supported in the town center. The proposed development of a mid- to high-end townhouse development, is consistent with the land-use vision of the TC character area. A detailed site plan is required for the subject project because all of the development district standards cannot be met with the proposed development.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve it. The development district standards are organized into three categories: Site Design, Building Design, and Public Space. However, in accordance with the D-D-O Zone review process, modification of the development district standards is permitted. In order to allow the plan to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district and will not substantially impair implementation of the sector plan.

The applicant has requested the following amendments to the development district standards:

- a. **Site Design, Access and Circulation, Standard 5**  
**All buildings shall be built out to a minimum of 80 percent of the site frontage.**  
(page 146)

**Comment:** In the subject case, a safe and navigable entrance needed to be provided for the development. This was provided by including a 22-foot-wide access, resulting in the provision of a 64 percent build-out along the site's frontage, a 16 percent decrease from the required 80 percent standard. Noting that the townhouses will be built out to 100 percent of their individual lot frontages and that the build out across the site frontage is certainly markedly increased by the development proposal. The Urban Design Section recommends that the Planning Board approve this request.

- b. **Site Design, Building and Streetscape Siting No. 10**  
**Building sidewalls should abut the sidewalls of adjacent buildings.**  
(page 146)

**Comment:** Noting that this standard is precatory, not mandatory, it would appear that the subject development proposal is a marked improvement over the existing situation, where the two vacant buildings are set back on the site and do not contribute to the creation of a common street wall. Additionally, the 60-inch break in the common street wall proposed at the southern end of the site between Lot 7 and the building on the adjacent property to the south is *de minimus*, and the proposed four-foot-tall aluminum fence along the gap would give a modicum of visual continuity between the townhouse and the adjacent property. The Urban Design Section recommends that the Planning Board approve this request.



- c. **Site Design, Access and Circulation No. 1**  
**Access to parking lots and loading facilities on adjacent properties should be shared.**  
**(page 147)**

**Comment:** It would be infeasible to share access with the Prince George's Historic Resource/ National Register of Historic Places (NRHP) Site to the north as it may impinge on its historic character, the access and the siting of the rather large building on the property that are well established. Also, though it may be more feasible to share access with the property to the south, which is currently vacant and there are no definite plans at the present time for its redevelopment. In the interests of enabling a future connection, a condition has been included in the Recommendation section of this report that would require, prior to certificate approval, the north/south private street planned for the project be extended to the property line. With that provision, the Urban Design Section recommends that the Planning Board approve this request.

- d. **Site Design, Access and Circulation, No. 6**  
**Access to parking and the rear of the lot or parcel shall be located on a side street or alley and shall be a maximum of 18 feet wide.**  
**(page 147)**

**Comment:** As it is infeasible at the present time to share access with an adjacent property, access to the project must be to a "main" street, Baltimore Avenue, in contravention of this standard. The Urban Design Section supports this request. Additionally, a 22-foot-wide instead of a 18-foot-wide travelway to Baltimore Avenue (US 1) will create a safer condition for turning movements in and out of the subject development. Therefore, the Urban Design Section also supports this request. A proposed condition, in the Recommendation section of this report, would require that, prior to certificate approval that the north south road be extended to the property line to the south. This would allow an interparcel connection to the property to the south for egress to the signalized intersection to the south and perhaps the eventual closing of the main access to this property from Baltimore Avenue (US 1).

- e. **Site Design, Parking and Loading, No. 2**  
**Parking for a residential or live/work use shall be a minimum of 1.5 on-site spaces per unit. Additional spaces up to a maximum of 3.5 spaces per unit may only be provide in an on-site parking structure.**  
**(page 148)**

**Comment:** The site is very small, opportunity for surface parking is limited and providing structured parking on this site would be almost impossible. The Urban Design Section suggests that allowing more of parking on the site (an additional .5 space per unit in garages), not in structured parking, would provide needed parking for the residents while avoiding parking in non-designated spaces and/or having vehicles impinging on the right-of-way. The Urban Design Section supports this request.

- f. **Siting and Access, No. 2**  
**Residential units' garages should be located at the rear of the property and accessed from a side street or alley.**  
**(page 149)**

**Comment:** The nine units in the rear have front-loaded garages due to site constraints and the project cannot conform to this requirement.

Additionally, due to the small size of the property, there was no opportunity to put all the garages at the rear of the property. Therefore, the Urban Design Section supports this request.

- g. **Fencing, Walls, Screening, and Buffering, No. 1**  
**Opaque walls and fences, with the exception of required screening, shall not exceed four feet in height. Non-opaque fences shall not exceed six feet in height.**  
(page 149)

**Comment:** The topographic differences between the proposed project and the west make the taller fence necessary to provide privacy for the residents. Note that the rears of the townhouses in the western stick are a full story lower than the front, obviating the need for a taller fence. Additionally, the fence is to be placed at the rear of the property and thus will not be highly visible in general and will not be in view from the Baltimore Avenue (US 1). The Urban Design Section recommends that the Planning Board grant this request.

- h. **Signage, No. 1**  
**Freestanding pole, monumental signs, or billboards shall not be allowed**  
(page 150)

**Comment:** The proposed monumental sign for the project doubles as public art and so becomes an amenity of the project. As the lettering on the base of the sculpture is discrete and non-obtrusive, and the sign relatively small in stature, the Urban Design Section supports this request.

- i. **Building Design, Unit Design, No. 1**  
**Residential units shall not be located on the ground floor on 34th Street, 38th Street, and US 1 south of Jefferson Street.**

**Comment:** The sort of vertical mixed use sought by this standard has not proved to be marketable in the Gateway Arts District Area. In fact, EYA Hyattsville, a project that is located directly across Baltimore Avenue (US 1), filed for a revision to the plan to eliminate vertical mixed use because they were unable to lease the property. Staff is encouraged that there is horizontal mixed-use requirement in the area, including the commercial portion of the EYA project located directly across the street from the subject project, which will help accomplish the mixed-use goals of the sector plan until such time as vertical mixed use becomes more viable in the vicinity of the subject project. The Urban Design Section recommends that the Planning Board approve this request.

8. **The Prince George's County Zoning Ordinance**—The project is located in the Commercial Shopping-Center (C-S-C) Zone and would be subject to the following requirements of the Zoning Ordinance: Section 27-461, Uses Permitted in Commercial Zones and Section 27-462, Part 11 regarding Parking and Loading and Part 12 regarding Signs. However, in the subject case, the requirements for the C-S-C, and those for parking and loading and signage, are superseded by those of the Development District Overlay (DDO) as expressed in the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment*. See Finding 7 of this report for a detailed discussion of the subject project's conformance with the use table and the development district standards of the sector plan.

**Site Design Guidelines**—The project is in conformance with the applicable design guidelines, as is required for detailed site plans in Section 27-283, referencing Section 27-274 of the Zoning Ordinance. For example, the parking is located so as to minimize the visual impact of cars on the site, the access to the site is limited to a single entrance, a crosswalk provided across the

entranceway, the chosen acorn light-fixture enhances the site design character and the public art amenity provided is used as a focal point in the development. The site plan satisfies site design guidelines.

9. **Preliminary Plan of Subdivision 4-15016**—Preliminary Plan of Subdivision 4-15016 is being processed concurrently with Detailed Site Plan DSP-15016 for 16-townhouse lots and a single parcel in the C-S-C and D-D-O Zones and will be heard by the Planning Board on the same agenda date (October 6, 2016), but prior to the approval of the subject DSP, as is required by Section 27-270, Order of Approvals, of the Zoning Ordinance,. The Urban Design Section has been coordinating with the Subdivision Section in the review of the two cases and a number of conditions which have been recommended for both the PPS and DSP are the result of this collaborative review and in discussions with the City of Hyattsville. The conditions suggested for inclusion in the DSP that support staff's recommendation in the PPS are included in **boldface type** below, followed by Urban Design Section comment.

1. Prior to certificate approval, the plans shall be revised as follows and the specified additional materials submitted:
  - a. Delineate the public pedestrian-use easement along Baltimore Avenue (US 1) in accordance with the approved preliminary plan of subdivision.
  - b. Delineate the public pedestrian and vehicular-access easement to the benefit of the City of Hyattsville, from Baltimore Avenue (US 1) over the private road which provides entrance to the subject site and extending it to the southern property line, in accordance with the approved PPS.
  - c. Provide a detail for and reflect the location of two U-style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site, on the sidewalk abutting US 1, subject to modification by the City of Hyattsville.
  - d. Provide details for a striped and signed parking space “for service vehicles only” south of Lot 8.
  - e. Conform to the approved preliminary plan of subdivision.

**Comment:** The conditions have been included in the Recommendation section of this report. Note that last requirement above would ensure that the certified DSP be in complete conformance with Preliminary Plan of Subdivision 4-15016

10. **2010 Prince George's County Landscape Manual:** The project is subject to the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan) which states on Page 142 that development district standards replace all those contained in the Zoning Ordinance and Landscape Manual. Further, it states that, if an aspect of the physical development of the project is not included in the development district standards, the character area goals and the intent statement of these standards most closely relating to that aspect shall apply. The Urban Design Section notes, however, that it would appear that the applicant has chosen to bring the landscape plan into conformance with Section 4.9, Sustainable Landscape Requirements. The applicant has provided a schedule demonstrating conformance with the requirements on the landscape plan provided for the project. More particularly, the applicant has included five native shade trees among the nine shade trees provided, meeting and exceeding the 50 percent

requirement; three native ornamental trees of the five provided, meeting and exceeding the 50 percent requirement; and 17 of the 56 shrubs provided, meeting and exceeding the 30 percent requirement.

11. **Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance (S-098-15) because the site measures less than 40,000 square feet and has no previously approved tree conservation plans. The site has been issued an exemption letter by the Environmental Planning Section which is valid until June 12, 2017.
12. **Tree Canopy Coverage Ordinance:** The project is subject to the requirements of the Tree Canopy Coverage Ordinance as it involves land disturbance of more than 5,000 square feet of land. As it is located in the Commercial Shopping Center Zone, 10 percent or 2,435 square feet of the site area is required to be in tree canopy. The applicant has included the appropriately schedule on Sheet 3 of the plan set and demonstrated that the landscape trees to be provided on site (five ornamentals, three minor shade and six major shade trees) will provided 2,540 square feet in tree canopy coverage meeting and exceeding the requirement.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Historic Preservation Planning**—The Prince George’s County Historic Preservation Commission (HPC) reviewed the subject detailed site plan application at its June 21, 2016 meeting and forwarded the following findings, conclusions and recommendations to the Planning Board. The Historic Preservation Commission voted 6-0-1 (the Chairman voted “present) in favor of the below recommendation.

#### **Background**

The subject property contains approximately 0.55 acres and is located 115 feet south of the intersection of Baltimore Avenue (US 1) and Jefferson Street in Hyattsville, Maryland. This application proposes 18-townhouse lots in the Town Center character area within the 2004 Approved Gateway Arts District Sector Plan and SMA. The subject property is adjacent to the Hyattsville Armory Historic Site (68-041-09), which is also listed in The National Register of Historic Places.

#### **Findings**

- (1) The subject property is south of and adjacent to the Hyattsville Armory Historic and National Register Site (68-041-09). Designed by Robert Lawrence Harris for the State of Maryland in 1918, the Hyattsville Armory is a three-story, fortress-like stone structure distinguished by turrets, parapets, and buttresses. It served as the headquarters of Company F of the First Maryland Infantry, later the 115<sup>th</sup> Infantry Regiment, 29<sup>th</sup> Division. Since its closing in 1971, the building has served several uses and is protected by a preservation easement held by the Maryland Historical Trust. Now surrounded by large trees, the building has a castle-like appearance; on its knoll it occupies a strong defensive position. The armory was listed in the National Register of Historic Places in 1980.
- (2) The buildings at 5328 Baltimore Avenue, the developing property, were recorded on a Maryland Inventory of Historic Properties (MIHP) form when the property was known as the Blue Bird Cab Company. The form provides a very brief description of the buildings associated with the site’s former use.

- (3) Other Historic Sites proximate to the subject property include Prince George's Bank (68-041-02, 5214 Baltimore Avenue (US 1), Professional Building (68-041-01, 5200 Baltimore Avenue (US 1), Hyattsville Post Office (68-041-40, 4325 Gallatin Street), Burgess House (68-010-83, 5201 42<sup>nd</sup> Place), and Harvey Dairy Store (68-010-88, 4214 Gallatin Street).
- (4) Phase I archeological survey is not recommended on the above-referenced 0.55-acre property located at 5340 Baltimore Avenue in Hyattsville. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.
- (5) The subject application is located within the Town Center character area of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan), (2004 Approved Gateway Arts District Sector Plan and SMA). Therefore, although the developing property is adjacent to a County designated Historic Site, the standard buffering requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) do not apply. As a result, no bufferyard or associated plantings are required along the shared property line of the historic site and the developing property.
- (6) As originally submitted, the proposed architecture for this application employed a veneer of split-faced concrete block at the lower levels of the two townhouses facing the adjacent historic site. At the request of the Historic Preservation Section, the applicant revised the proposed drawings to employ more of the brick proposed for other parts of these elevations in order to use fewer materials and to enhance the appearance of these elevations which will be at least partially visible from the adjacent historic site and from Route 1 when the site is approached from the north.
- (7) The HPC reviewed Detailed Site Plan DSP-15016, Blue, at its June 21, 2016 meeting. The revised detailed architectural renderings were provided for all of the proposed buildings within the Blue development. A 3-D model was also presented to illustrate the vertical relationship between the proposed development, the Hyattsville Armory Historic Site and surrounding properties.

### **Conclusions**

1. Phase I archeology survey is not recommended on the subject property. Modern disturbance has likely adversely impacted any intact cultural resources that may have been present on the subject property.
2. The structures on the subject property were previously recorded on a Maryland Inventory of Historic Properties form. No additional documentation is necessary on the standing structures.
3. Because of the urban nature of the developing property and its location within the Town Center character area of the Gateway Arts District, substantial building setbacks, landscape buffering and/or fencing are impractical and inappropriate in this instance.

4. The design, massing, materials and details of the proposed new construction within the developing property, although of a contemporary nature, should be considered compatible with the eclectic character of the Route 1 streetscape in the vicinity. The proposed architecture employs a mix of traditional and contemporary materials in a manner that reflects both the time and place in which these buildings will be built. In addition, the applicant's revised elevations for the townhouses on proposed Lot 1 and Lot 18 are enhanced by the removal of split-faced concrete block veneer in favor brick in these locations.
5. The HPC voted 6-0-1 (the Chairman voted "present") to recommend to the Planning Board approval of DSP-15016, Blue, without conditions.

**Recommendation**

Based on the applicant's submittal of revised architectural elevations for Lots 1 and 18, dated May 31, 2016, the Historic Preservation Commission recommends to the Planning Board the approval of Detailed Site Plan DSP-15016 without conditions.

**Comments:** Plans for the project were subsequently revised to eliminate two units to provide better access to the units and afford more green/open space. The Urban Design Section has ensured that the two units with architecture enhanced at the Historic Preservation Commission's request are the units subsequently deleted from the project. The revised DSP includes a total of 16 townhouses.

- b. **Community Planning**—In a memorandum dated September 12, 2016, the Community Planning Division stated that though the DSP only partially conforms to the land use recommendations of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan), staff supported the applicant's request for four variations from the site design standards. Additionally, the Community Planning Division stated that fulfilling the parks requirement in the preliminary plan case for the project with fee-in-lieu instead of on-site recreational facilities.

The Community Planning Division further noted that the subject application requires a finding of conformance with the applicable general or master plan. Further, they offered that the subject project is located in the Established Communities policy area of the Prince George's County Growth Policy Map in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). As described in Plan Prince George's 2035, the proposed project is located in the Existing Communities policy area, where context-sensitive infill and low- to medium-density development is desired.

The 2004 Approved Gateway Arts District Sector Plan called for mixed-use development on the subject site and places the property in the Town Center Character Area. As stated on Page 17 of the Sector plan, the goal of the "Town Center Character Area" is to enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping and small parks." Furthermore, on Page 11 of the Sector Plan, it states that "a pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to-line to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking." For a detailed analysis of the applicant's requests to amend the development district standards of the Sector Plan, see Finding 7 of this report.

- c. **Transportation**—In a memorandum dated September 13, 2016, the Transportation Planning Section offered the following:

The Transportation Planning Section has reviewed the subject project. The property is located along the west side of Baltimore Avenue (US 1), and south of its intersection with Jefferson Street in the City of Hyattsville. The subject property is also located in the Town Center Character Area as defined by the Development District Overlay Zone (D-D-O-Z) for the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment* (sector plan). The applicant is proposing to develop the site with 16 residential townhouse units.

The site is subject to the general requirements of site plan review, as well as confirming to all applicable and transportation related of the Sector Plan's D-D-O-Z standards. No traffic-related findings are required.

The proposed development will be served by a common access driveway directly from US 1. This is acceptable and satisfies the applicable access and circulation standards of the D-D-O-Z, if this access driveway is constructed per Maryland State Highway Administration (SHA) standards as a limited right-in/right-out with raised channelization to prevent any left-turn movements at this location.

The 2004 Approved Gateway Arts District Sector Plan's parking and loading standards requires provision of at least 1.5 on-site parking spaces per unit. Each unit, as proposed, can accommodate two parking spaces. All provided parking will be constructed as structured parking and enclosed within each unit. As envisioned by the Sector Plan, it is recommended that the proposed shared driveway be extended south of proposed Lots 8 and 9 to the southern property line for possible extension when and if the existing property to the south of subject site is redeveloped. In meantime, this extension can function as the needed turnaround.

The site plan as submitted, is in conformance with the Sector Plan's required maximum driveway width of 12 feet for each unit.

Baltimore Avenue (US 1), a collector roadway with an existing 60 to 80 feet ROW; D-D-O-Z Site Design Standard (1) is a master plan roadway in the 2009 *Master Plan of Transportation* (MPOT) and the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment*. No additional right-of-way dedication is required for this facility.

In summary, the Transportation Planning Section stated that no traffic adequacy-related findings need to be made with detailed site plan review. The Transportation Planning Section determines that the site plan is acceptable from the standpoint of transportation provided that the following conditions be included in the approval of the project:

1. Prior to the signature approval, the site plan shall be revised to show a limited right-in/right-out access with US 1 with raised channelization per SHA standards to prevent any left-turn movements, and
2. Prior to the signature approval, the site plan shall be revised to show the extension of the proposed shared driveway south of the proposed Lots 8 and 9

driveways to the southern property line per City of Hyattsville and /or DPW&T standards.

**Comment:** The Transportation Planning Section’s proposed conditions have been included in the Recommendation section of this staff report.

- d. **Subdivision**—In an e-mail dated September 21, 2016, the Subdivision Section offered the following regarding the subject project:

This application is being processed concurrently with Preliminary Plan of Subdivision (PPS) 4-15016, for the development of 16-townhouse lots in the C-S-C and D-D-O Zones to be heard on October 6, 2016. There are a number of conditions which have been recommended for both the PPS and DSP which are a result of the collaborative review of the PPS and DSP by the Planning Department staff, and in discussions with the City of Hyattsville. As it relates specifically to the review of the DSP, one of the conditions recommended in the PPS requires the installation of bicycle racks at three locations to address Bicycle Pedestrian Impact Statement requirements. One of the locations is on-site, along the sidewalk abutting US 1. Public pedestrian and vehicular access easements through the site are also recommended to ensure connectivity for pedestrians utilizing the sidewalk along Baltimore Avenue (US 1) and for future connectivity to the parcels to the south. The public access easement will allow for enhanced circulation for the subject site and possible future access to a signalized intersection at Hamilton Street to the south. As determined with the Urban Design Section, the applicant, and the City of Hyattsville, staff is recommending that an on-site parking space for service vehicles be shown on the DSP.

A record plat will be processed subsequent to the approval of the DSP in accordance with the required order of approvals, and Subtitle 24. All bearings and distances must be shown consistent with the record plat and must be accurately reflected on the site plan, or permits will be placed on hold until the plans are corrected.

1. The Subdivision Section recommends, prior to signature approval of the DSP, the plan be revised to:
  - a. Delineate the public pedestrian-use easement along Baltimore Avenue (US 1) in accordance with the approved preliminary plan of subdivision.
  - b. Delineate the public pedestrian and vehicular-access easement to the benefit of the City of Hyattsville, from Baltimore Avenue (US 1) over the private road which provides entrance to the subject site and extend it the southern property line, in accordance with the approved PPS.
  - c. Provide a detail and reflect the location of two U-style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site on the sidewalk abutting US 1, subject to modification by the City of Hyattsville.
  - d. Provide details for a striped parking space with a sign stating “For Service Vehicles Only” south of Lot 8.
  - e. Conform to the approved PPS.



**Comment:** The Subdivision Review Section’s proposed conditions have been included in the Recommendation section of this report.

- e. **Trails**—In a memorandum dated September 7, 2016, Transportation Planning Section offered the following regarding trails, bikeways and pedestrian accessibility:

The Transportation Planning Section has reviewed the subject DSP for conformance with the appropriate master/sector plans in order to implement planned trail, bikeway, and pedestrian improvements. The subject project proposes the redevelopment of 0.55 acres of land along the west side of US 1 into 16-townhouse dwelling units. The property is currently in the Developed Tier, in the Commercial Shopping Center (CSC) and the Gateway Arts District Development District Overlay (D-D-O) Zones. The subject site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment t* (Sector Plan).

#### **2009 Approved Countywide Master Plan of Transportation**

There are two MPOT bicycle and pedestrian facility recommendations that impact the subject property:

- Sidepath along US 1
- Bicycle lanes along US 1

The MPOT also contains a section on Complete Streets to provide guidance on accommodating all modes of transportation as new roads are constructed or as frontage improvements are made. The following policies therein pertain to the subject project:

**POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

**POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials, 2012).**

**Comment:** The subject DSP indicates an approximately 14-foot-wide space between the curb and the building front. This space is divided into three sections: a three-foot-wide brick buffer from the edge of the curb, a five-foot-wide tree buffer space in between the sidewalk and the brick buffer, and a six-foot-wide sidewalk space adjacent to the building front. A sidepath can be built by the Maryland State Highway Administration (SHA) as part of a future Capital Improvement Project.

The MPOT recommends bicycle lanes along US 1 in front of the subject site. The Transportation Planning Section recommends that the applicant be required to stripe US 1 along its frontage consistent with the State Highway Administration (SHA) *Bicycle Policy & Design Guidelines*, unless modified by the SHA.

#### **2004 Approved Prince George’s County Gateway Arts District Sector Plan and Sectional Map Amendment**

The subject site is located in the “Town Center” character area of the Sector Plan. The goal of this area is “To enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks,” (Sector Plan, page 17). The plan further identifies specific transportation goals (Sector Plan, page 39):

**To provide an integrated multi-modal transportation system that is safe, efficient, attractive, and accessible, while reducing dependency on the automobile.**

**To provide safe and convenient pedestrian and non-motorized circulation opportunities in the Arts District for recreation and transportation, with an emphasis on connections to Metro and US 1.**

**Comment:** The Sector Plan provides additional sidewalk, trail, and bikeway recommendations along streets that directly impact the subject site (Sector Plan, page 44) including the following:

3. **Provide sidewalk additions and enhancements as necessary and emphasize the continuity of sidewalks.**
4. **Comprehensive bicycle and pedestrian facilities are recommended along US 1 within the Arts District. Designated bicycle lanes, continuous wide sidewalks, and other pedestrian amenities are recommended, where feasible and practical.**

**Comment:** Sector Plan D-D-O design standards identify access and circulation standards that impact the pedestrian environment. The following standards impact the subject site (Sector Plan, page 147):

2. **Sidewalks a minimum of five feet in width shall connect dwelling entrances, parking, recreational facilities, auxiliary buildings, recycling, and dumpster areas.**
3. **Sidewalks shall not be made of asphalt.**
4. **Sidewalk materials and design shall be continuous across driveways and driveway aprons.**

**Comment:** In addition to the access and circulation standards, the Sector Plan D-D-O design standards indicate several streetscape standards. However, the City of Hyattsville is exempt from most of these standards, except (Sector Plan, page 155):

4. **All streets shall have a sidewalk on both sides wherever possible.**

**Comment:** The submitted DSP indicates that the sidewalk frontage improvements along US 1 include a six-foot-wide sidewalk, a five-foot-wide tree buffer, and a three-foot-wide brick paver buffer adjacent the roadway.

These improvements will contribute to an improved pedestrian environment as recommended in the Sector Plan.

Additionally, the site plan indicates a five-foot-wide sidewalk in front of Lots 8-16 and two sidewalks along each side of the access road to the site. The sidewalks are continuous across the access road and curb ramps are used on both sides of the access road. There is only one sidewalk along this access road, however it is a proposed private road and does not require sidewalks on both sides. The sidewalk in front of units 8-16 ends approximately 11 feet before the property line. To better achieve the goals of the Gateway Arts District Sector Plan and provide better connectivity and continuity, The Transportation Planning Section recommends that the sidewalk to be extended to the southern property line.

The proposed development has only one-vehicle entrance, creating fewer curb cuts than currently exist, which will contribute to improving safe, accessible, and convenient pedestrian transportation. The Transportation Planning Section recommends the applicant install a marked crosswalk crossing the access street at its intersection with Baltimore Avenue (US 1) to help emphasize pedestrian use to motorists.

The Transportation Planning Section recommends that the applicant should be required to stripe Baltimore Avenue (US 1) along its frontage consistent with the Maryland Department State Highway Authority (MDSHA) *Bicycle Policy & Design Guidelines*.

Correspondence between the City of Hyattsville, Mayor Candace Hollingsworth and the Planning Board Chairman, Elizabeth Hewitt, dated August 4, 2016, indicates that the City would like the applicant to ensure any pedestrian street lighting on Baltimore Avenue (US 1) and within the development meet PEPCO specifications and be accepted into the public lighting system. The Transportation Planning Section recommends that this recommendation be included as a condition of approval, subject to modification by PEPCO.

**Recommendations:**

Prior to approval, the plans shall be revised to include the following:

1. The sidewalk on Baltimore Avenue (US 1) shall be six feet wide.
2. The sidewalk in front of units 8-16 shall be extended to the southern edge of the property line.
3. A high-visibility crosswalk crossing the access road at the intersection of the access road and Baltimore Avenue (US 1).
4. Baltimore Avenue (US 1) shall be striped consistent with the MDSHA *Bicycle Policy & Design Guidelines*, unless modified by MDSHA.
5. Ensure that any pedestrian street lighting along the subject site frontage on Baltimore Avenue (US 1) or within the subject site meets Potomac

Electric Power Company (PEPCO) specifications and is accepted by PEPCO into the public lighting system prior to issuance of Use and Occupancy (U&O) permits, subject to modification by PEPCO.

**Comment:** The Transportation Planning Section's proposed conditions regarding trails, bikeways and pedestrian accessibility have been included in the Recommendation section of this report.

f. **Permits**—In a memorandum dated June 6, 2016, the Permit Review Section offered numerous comments regarding the subject project that have either been addressed by revisions to the plans or been included as conditions in the Recommendation section of this report.

g. **Environmental Planning**—In an e-mail dated May 19, 2016, the Environmental Planning Section stated that a standard exemption was issued from the Woodland and Wildlife Habitat Conservation Ordinance, valid until June 12, 2017, because the site is less than 40,000 square feet and because the site had no previously approved tree conservation plans. Also, staff indicated that a Natural Resources Inventory equivalency letter had been issued for the site, valid until June 12, 2020, based on the standard woodland conservation exemption and the fact that no regulated environmental features are located on the site.

The Environmental Planning Section also stated that the subject site has an approved Stormwater Management Concept Plan (No. 28196-2015) as stated in a letter dated September 8, 2014. Further, staff stated that the stormwater management concept shows the use of a filterra unit for water quality on-site, with the stormdrain on-site connecting to an existing stormdrain system located at the intersection of Baltimore Avenue and Jefferson Street.

In closing, the Environmental Planning Section stated that the subject site has frontage on Baltimore Avenue (US 1) which is a master-planned collector roadway that does not generate sufficient traffic to produce noise levels above 65 dBA Ldn, so no mitigation or noise attenuation is required for this residential project. Additionally, staff offered that the site does not front on any designated scenic or historic roadway, for which additional review might be required.

h. **Prince George's County Fire/EMS Department**—At the time of this writing, the Prince George's County Fire Department did not offer comment on the subject project

i. **Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 19, 2016, DPIE stated that the applicant should coordinate with the State Highway Administration as Baltimore Avenue (MD Route 1) is a state-owned and state-maintained road. They noted, however, that the project will require permits from the City of Hyattsville for the existing and proposed work, as the project is located within the municipality.

Regarding stormwater management, DPIE stated that the subject DSP is consistent with approved Site Development Stormwater Concept Plan No. 28196-2015, dated November 16, 2015. However, they noted that the application needs to be in conformance with DPIE stormwater management landscape standards and that micro-bioretenion plantings to be approved at time of site development fine grading permit.

Noting that all storm drainage systems and facilities would have to be designed in accordance with the Department of Public Works and Transportation's Specification and Standards, DPIE then offered additional information on what would be required to obtain stormwater management technical approval for the site.

**Comment:** The project engineer has informed the Urban Design Section that the tree type and size for the Filterra stormwater management unit (Comus kousa/Chinese Dogwood, planted at one and one-half –one and three-quarter-inch caliper and seven to nine feet high) was chosen on the basis of DPIEs preferred tree selections to be included in such a unit so that there should be no conflict regarding that landscaping specification at time of application for and approval of a fine grading permit for the project.

- j. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum received May 18, 2016, the WSSC offered numerous comments that the applicant will have to be in conformance with in order to connect the subject project to water and sewer service. These comments have been passed on to the applicant and the requirements of WSSC will be enforced through its permit process.
- k. **Maryland State Highway Administration (SHA)**—In an e-mail dated September 13, 2016, the SHA stated that any proposed work in SHA right-of-way which may include, but not be limited to, frontage improvements, off-site improvements, and site access improvements, will be reviewed and approved by SHA. Pertinent SHA permits (access and/or utility) will be issued based on the scope and type of work.
- l. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO did not provide comment on the subject project.
- m. **Verizon**—In an e-mail received September 19, 2016, a representative of Verizon stated that a ten-foot-wide public utility easement (PUE) be included adjacent and contiguous to and parallel with the right-of-way line for all roadways to be dedicated as public streets, free and clear of any surface obstructions.

**Comment:** Easements are created during the subdivision, not site plan process. Additionally, there are no roadways to be dedicated for public purposes involved in the subject site development.

- n. **City of Hyattsville**—In a letter dated August 4, 2016, the City of Hyattsville offered the following:

On Monday, August 1, 2016, the Hyattsville City Council discussed the proposed project and voted unanimously to express our community's concerns regarding the proposed 18-unit residential townhouse cul-de-sac development. Based on the site plan proposed in the DSP, the City of Hyattsville does not support nor recommend the Planning Board's approval of this project.

The City of Hyattsville (The City) believes that the site is too compact for the number of townhomes proposed, lacks any green or recreational space, does not provide any on-street or visitor parking, and the restricted entrance off of Baltimore Avenue has the potential to create safety and traffic issues. The proposed travel lanes err on the narrow side, and our community envisions serious traffic issues if a delivery truck or emergency vehicle had to be in the community for any extended period of time. The city anticipates

the distinct possibility of vehicles getting trapped into the community and unable to turn into the community due to the turning radius as designed in this DSP. We believe that the site would be more appropriate for a smaller number of homes with a different site layout.

The City respectfully requests that the applicant consider an alternative proposal to what is proposed through Preliminary Plan of Subdivision 4-15016 and Detailed Site Plan DSP-15016. If it is the decision of the Planning Board to approve this site plan, the City respectfully requests the Planning Board to require the approval to be made subject to the following conditions (in **boldface type**) with staff's comments to follow:

- **The applicant to secure a safer means of access to the site. The City requests that the applicant secure shared use/access to the existing fully signalized intersection south of the subject site.**

**Comment:** The suggested alternate access to the site would involve off-site improvements that cannot be affected by approval of the subject DSP.

- **A minimum of two proposed townhomes and related subdivision lots be revised to a single, non-buildable subdivision lot.**

**Comment:** The applicant has responded to this request by deleting two lots as shown in revised plans dated that have been circulated to the City of Hyattsville for review.

- **The single- subdivision lot will be a dedicated green space with sitting area, paved walkway seating and playground equipment. The issuance of a building permit be subject to the City of Hyattsville's approval of the recreational space design. The issuance of a use and occupancy permit is subject to the fulfillment of the park space completion.**

**Comment:** The applicant is required to fulfill its parks requirements at time of approval of the Preliminary Plan of Subdivision 4-15016, scheduled for approval by the Planning Board on the same agenda, but prior to, the subject DSP. In that application, the parks requirement is proposed to be met by fee-in-lieu of dedication. This a position supported by the Subdivision Review Section, the Planning Department and the Prince George's County Department of Parks and Recreation. Therefore, there is no requirement to show private recreational facilities on the subject DSP.

- **Any pedestrian street lighting on Baltimore Avenue and within the development is required to meet PEPCO specifications and to be accepted by PEPCO into the public lighting system prior to issuance of use and occupancy permits.**

**Comment:** Partially in response to this concern, and in conformance with a recommendation from our Transportation Planning Section, we have included a condition in the Recommendation section of this report that would require that any pedestrian street lighting along the subject site frontage on Baltimore Avenue (US 1) or within the subject site meets PEPCO specifications and is accepted by PEPCO into the public lighting system prior to issuance of Use and Occupancy (U&O) permits, subject to modification by PEPCO.

- **Bicycle and Pedestrian Impact Statement (BPIS) to include at a minimum the furnishing and installation of bicycle racks on-site, at Centennial Park and City Lot No 5. The bicycle rack type will be consistent with the existing model and branding type utilized by the City of Hyattsville.**

**Comment:** The DSP process cannot effect off-site improvements, a proposed condition, in the Recommendation Section of this report would require that, prior to certificate approval, the plans be amended to include a bicycle rack type consistent with the existing model and branding type utilized by the City of Hyattsville.

- o. **Other Municipalities**—No comment has been received from the following municipalities, which are all located within one mile of the boundaries of the subject project:

Town of Cottage City  
 Town of North Brentwood  
 Town of Bladensburg  
 Town of Brentwood  
 Town of Edmonston  
 Town of University Park  
 Town of Colmar Manor

Though staff has received an e-mail from Councilman Alan Thompson of the Town of Riverdale Park providing comments on the project, we have not yet received official comments from the town’s council.

- p. **Prince George’s County Health Department**—No comment has been received regarding the subject case from the Prince George’s County Health or Police Departments as of the writing of this technical staff report.

- 13. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. The DSP complies with the D-D O Zone standards of the 2004 *Approved Gateway Arts District Sector Plan and Sectional Map Amendment*, except for those amendments as discussed in Finding 7 that the Urban Design Section has recommended approval.
- 14. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. However, in this case, there are no regulated environmental features located on the site. Therefore, this normally required finding needs not to be made for the subject project.

**RECOMMENDATION**

Based upon the foregoing evaluation, analysis, and findings, the Urban Design staff recommends that the Planning Board APPROVE Detailed Site Plan DSP-15016 for Blue, Parcels 61 and 130 as follows:

- A. APPROVE the following development design standards:

1. **Site Design, Building and Streetscape Siting, No. 5**—To allow the site to be built out to 64 percent, rather than 80 percent of the site frontage as required by this standard.
2. **Site Design, Building and Streetscape Siting, No. 10**—To allow the sidewalls of the subject project to be separated from the adjacent buildings by five feet, rather than to abut as required by this standard.
3. **Site Design, Access and Circulation, No. 1**—To allow vehicular access to the subject project not to be shared.
4. **Site Design, Access and Circulation, No. 6**—To allow access to parking and the rear of the lot or parcel to be located on a main street and to be wider than 18 feet.
5. **Site Design, Parking and Loading, No. 2**—To allow a residential use to have in excess of 1.5 on-site parking spaces per unit, not located in structured parking.
6. **Site Design, Siting and Access, No. 2**—To allow garages of residential units not to be located at the rear of the property and accessed from a side street or alley.
7. **Site Design, Fencing, Walls, Screening, and Buffering, No. 1**—To allow an opaque fence to exceed six feet in height. To allow the western side of the transformer to remain visible from the public realm to provide access to Potomac Electric Power Company (PEPCO).
8. **Site Design, Signage, No. 1**—To allow a monument sign to be utilized for the project.
9. **Building Design, Unit Design, No. 1 Residential units shall not be located on the ground floor on Baltimore Avenue (US 1)**—To allow the seven residential units fronting on Baltimore Avenue (US 1) to be included in the project.

B. APPROVE Detailed Site Plan DSP-15016 for Blue, Parcels 61 and 130, subject to the following conditions:

1. Prior to the certificate approval, the plans shall be revised as follows and the specified additional materials submitted:
  - a. A limited right-in/right-out access to Baltimore Avenue (US 1) with raised channelization designed to meet Maryland State Highway Administration (SHA) standards shall be indicated on the plan so as to prevent any left-hand turn movements, unless modified by SHA.
  - b. The proposed north-south private road, and the sidewalk along it, shall be extended to the southern property line.
  - c. Bottom-of-wall elevations shall be added to the retaining wall indicated on the site plan.
  - d. The vinyl specified for the privacy fence shall be replaced by a more durable composite material and an elevation drawing of the proposed six-foot-tall privacy



fence shall be included on the plans. The fence shall be approved by the Urban Design Section as designee of the Planning Board.

- e. The sidewalk in front of Units 8–16 shall be extended to the southern edge of the property line.
- f. A high-visibility crosswalk crossing the access road at the intersection of the access road and Baltimore Avenue (US 1) shall be provided.
- g. The portion of Baltimore Avenue (US 1) that the subject site is fronting shall be striped consistent with the SHA *Bicycle Policy & Design Guidelines*, unless modified by SHA.
- h. Ensure that any pedestrian street lighting along the subject site frontage on Baltimore Avenue (US 1) or within the subject site meets PEPCO specifications, and confirm whether the lighting is to be accepted by PEPCO into the public lighting system or if pedestrian street lighting is to become private and maintained by the homeowner’s association.
- i. The plans shall be amended to include a bicycle rack consistent with the existing model and branding type utilized by the City of Hyattsville placed along the subject site’s Baltimore Avenue (US 1) frontage. Final approval of the bike rack location shall be by the Transportation Planning Section and the City of Hyattsville as the designees of the Planning Board.
- j. In order to ensure conformance of Detailed Site Plan DSP-15016 with the approval of Preliminary Plan of Subdivision 4-15016, the plans shall be revised as follows:
  - (1) Delineate the public pedestrian-use easement along Baltimore Avenue (US 1) in accordance with the approved preliminary plan of subdivision.
  - (2) Delineate the public pedestrian and vehicular-access easement to the benefit of the City of Hyattsville, from Baltimore Avenue (US1) over the private road which provides entrance to the subject site and extending it to the southern property line, in accordance with the approved PPS.
  - (3) Provide a detail and reflect the location of two U-style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site, on the sidewalk abutting US 1, subject to modification by the City of Hyattsville.
  - (4) Provide details for a striped and signed parking space “For Service Vehicles Only” south of Lot 8.
  - (5) Conform to the approved preliminary plan of subdivision.
- k. The applicant shall either provide sight lines from Baltimore Avenue (US 1) to the proposed buildings demonstrating that the roof-mounted mechanicals will not be visible or revise the architectural elevations to include a decorative parapet on

the roofline that will screen the mechanicals from view from adjacent properties and the entrance drive into the development.

- l. A detail of the wall mounted light fixtures shall be included on the detail sheet and approved by the Urban Design Section as designee of the Planning Board.
- m. The architectural elevations for the project shall be revised to identify brick as the architectural material to be utilized on the second story of Unit 8.
- n. The public pedestrian and vehicular-access easements approved in Preliminary Plan of Subdivision 4-15016 shall be added to the DSP.

**ITEM:**

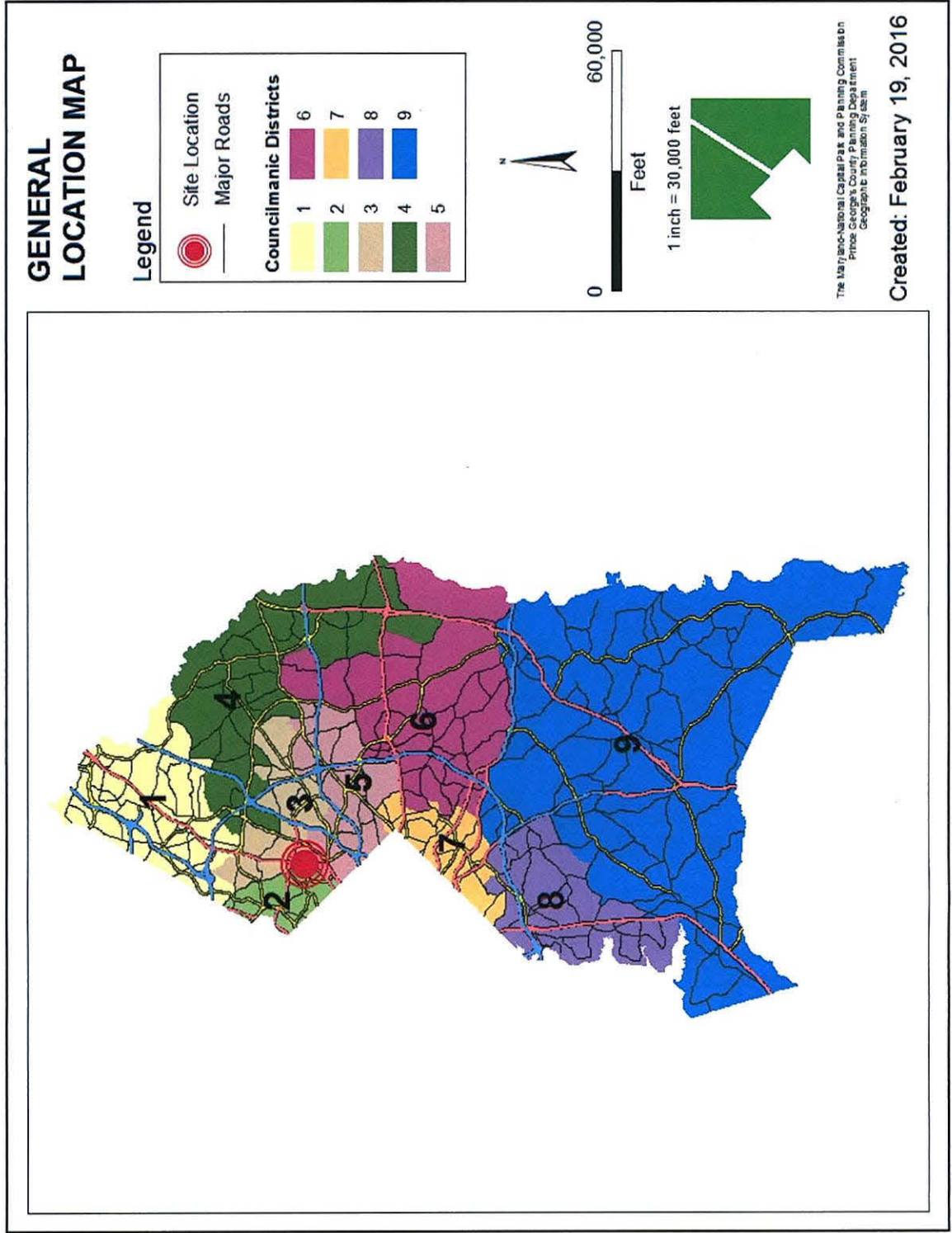
**CASE: DSP-15016**

**BLUE**

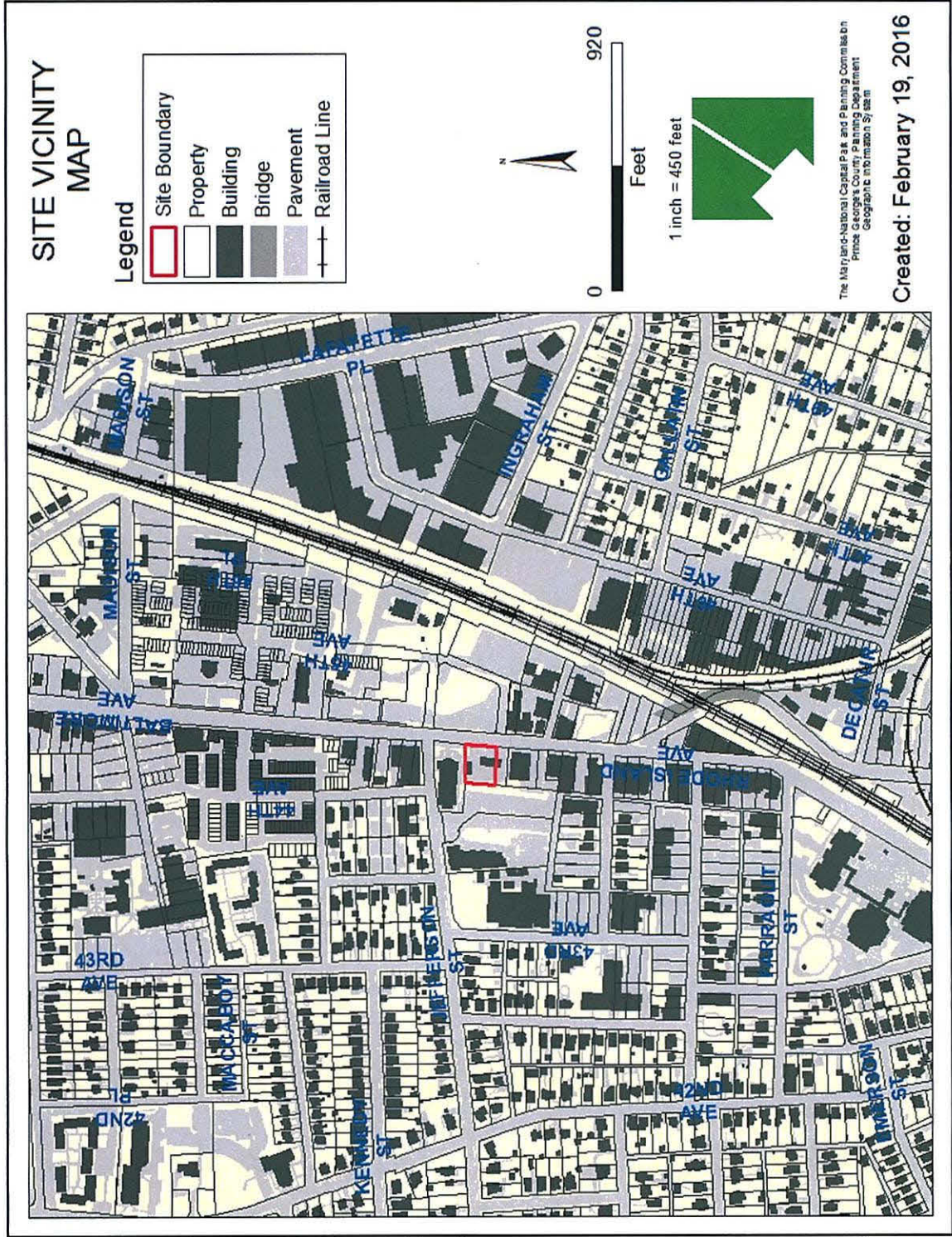
**THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT**



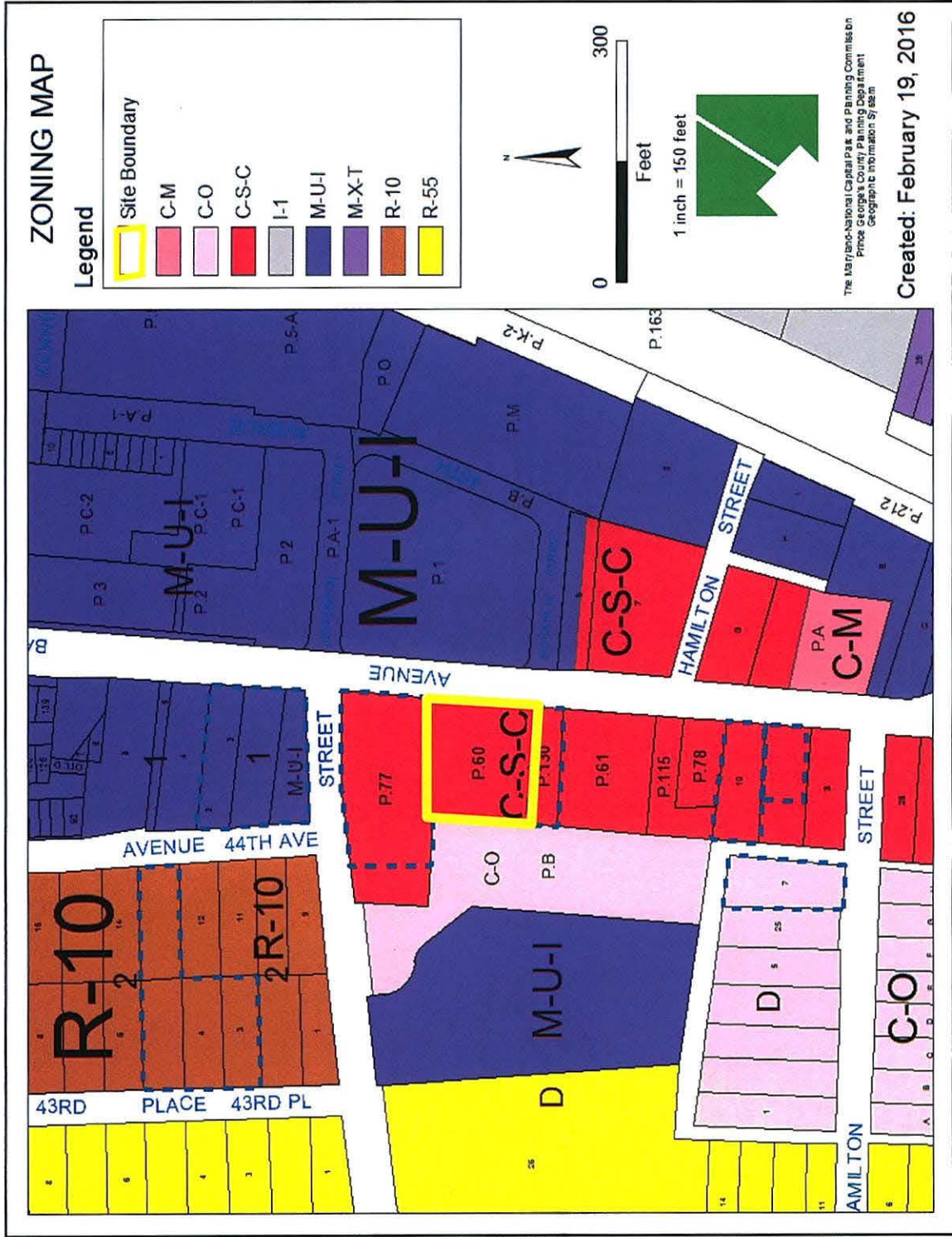
# GENERAL LOCATION MAP



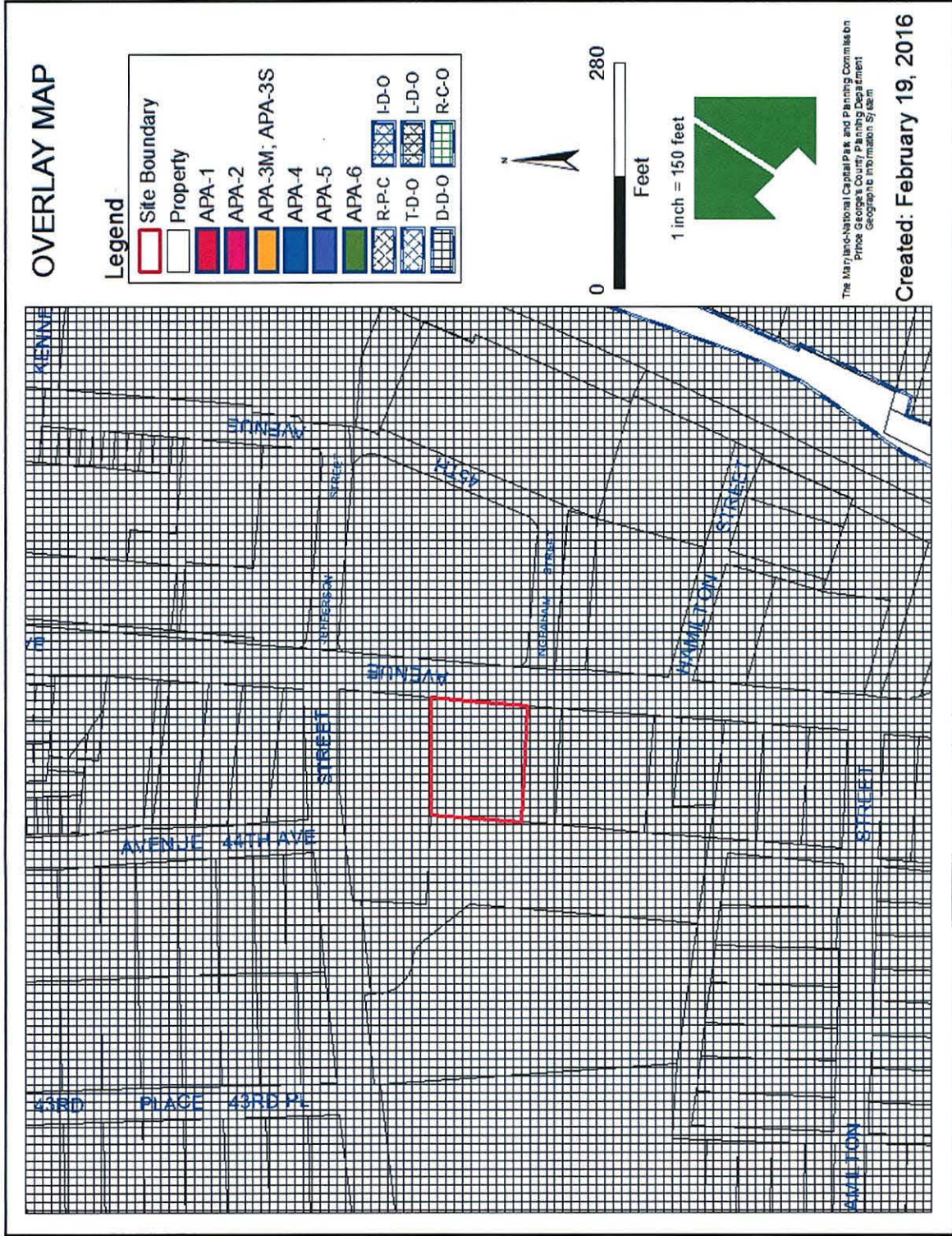
# SITE VICINITY



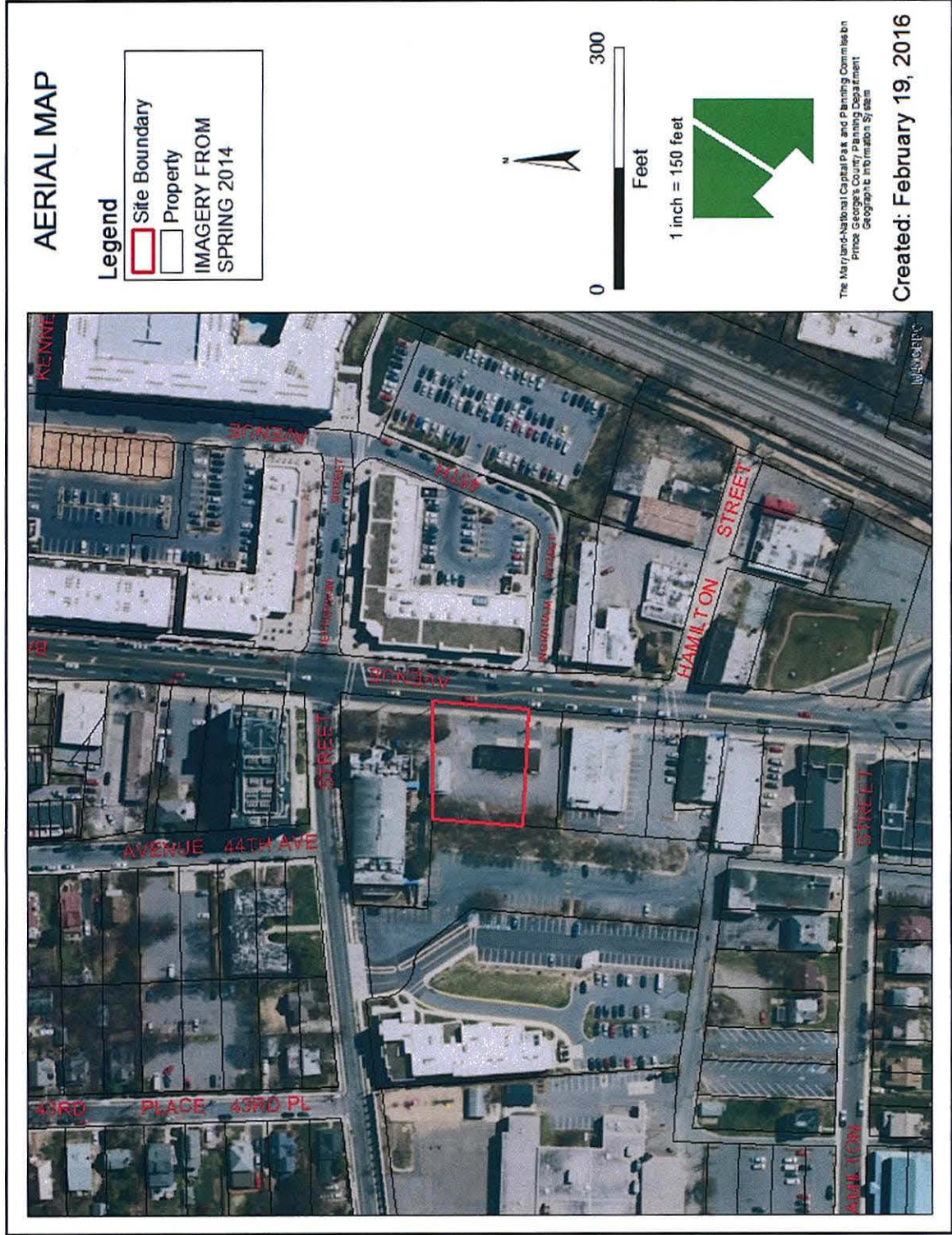
# ZONING MAP



# OVERLAY MAP

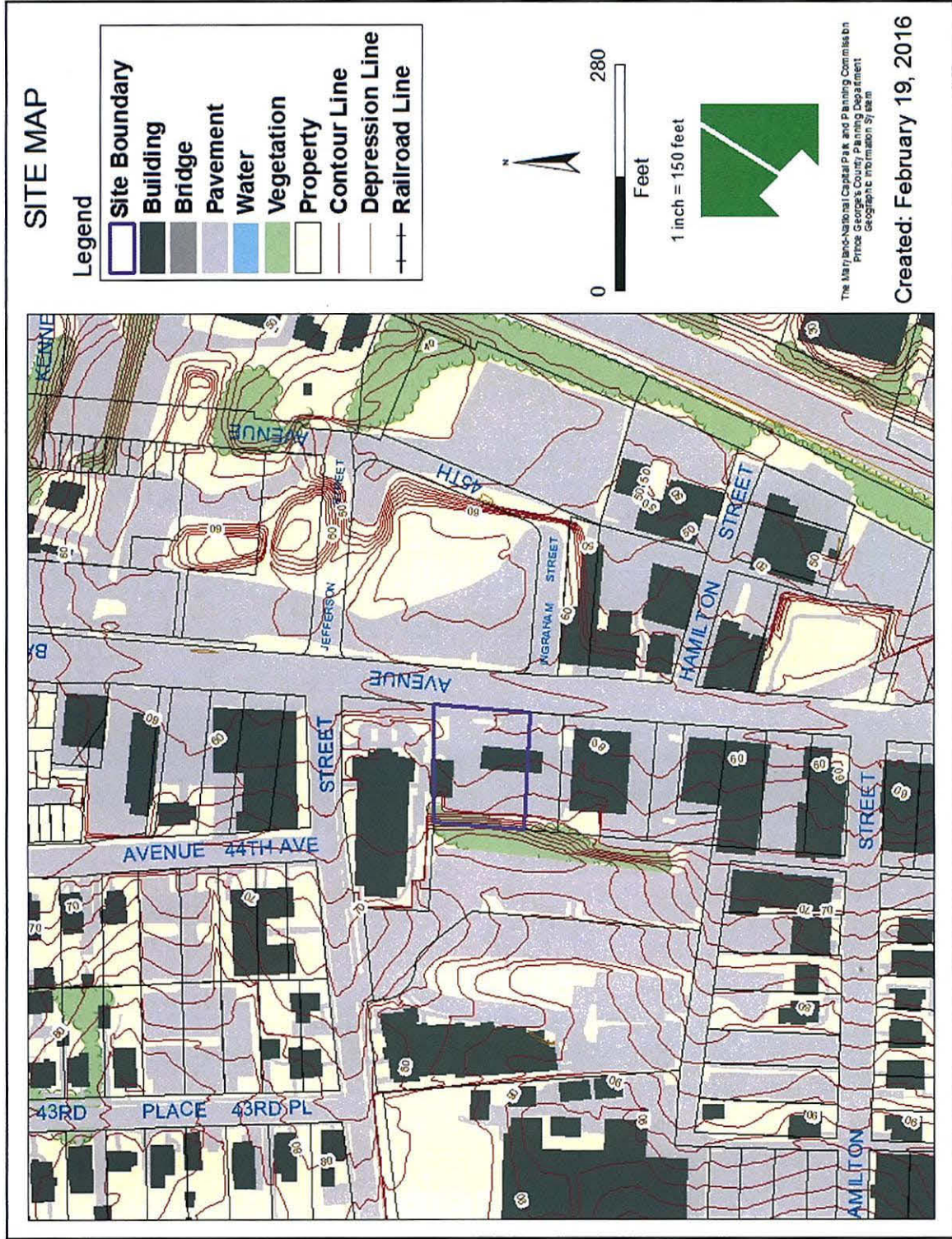


# AERIAL MAP

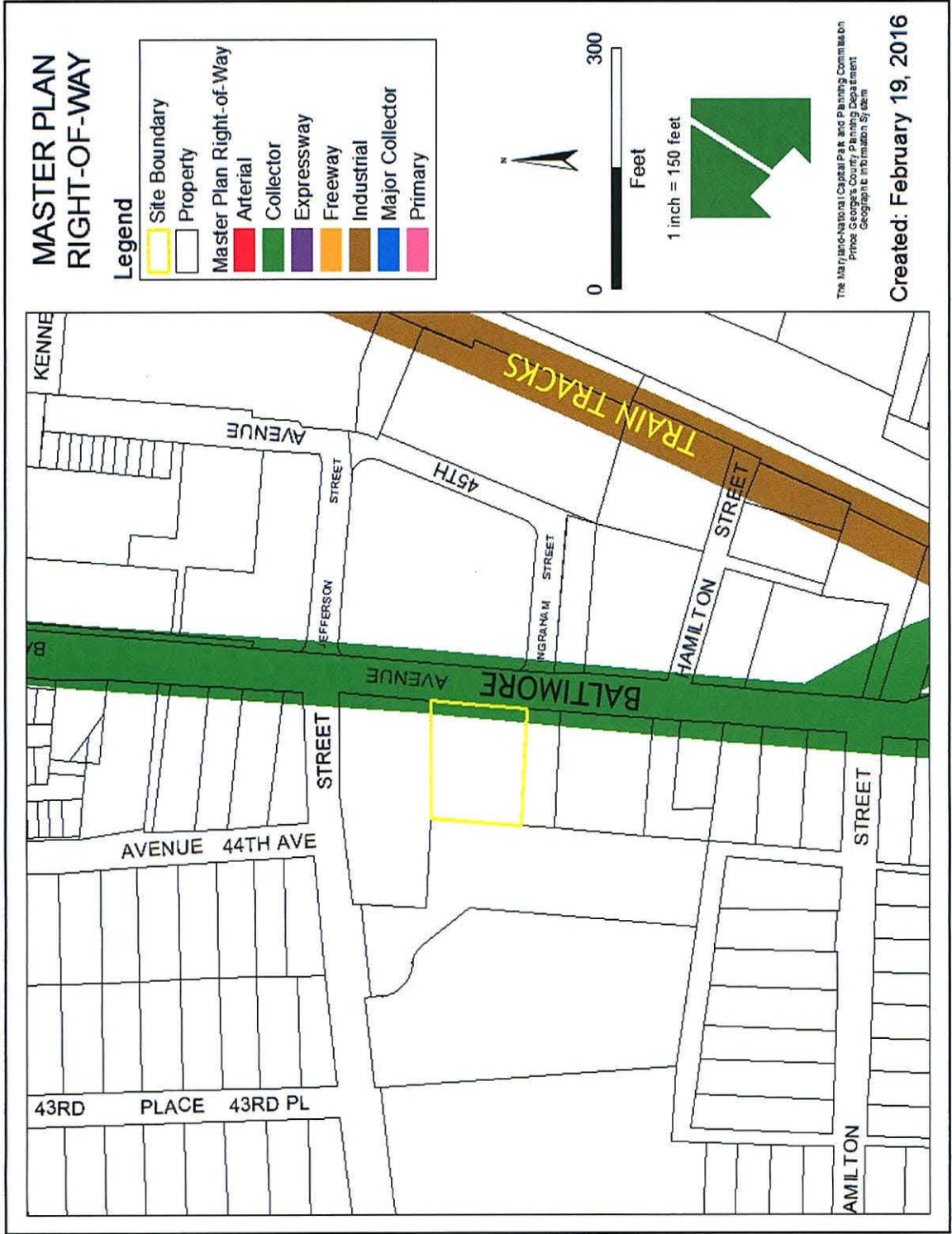




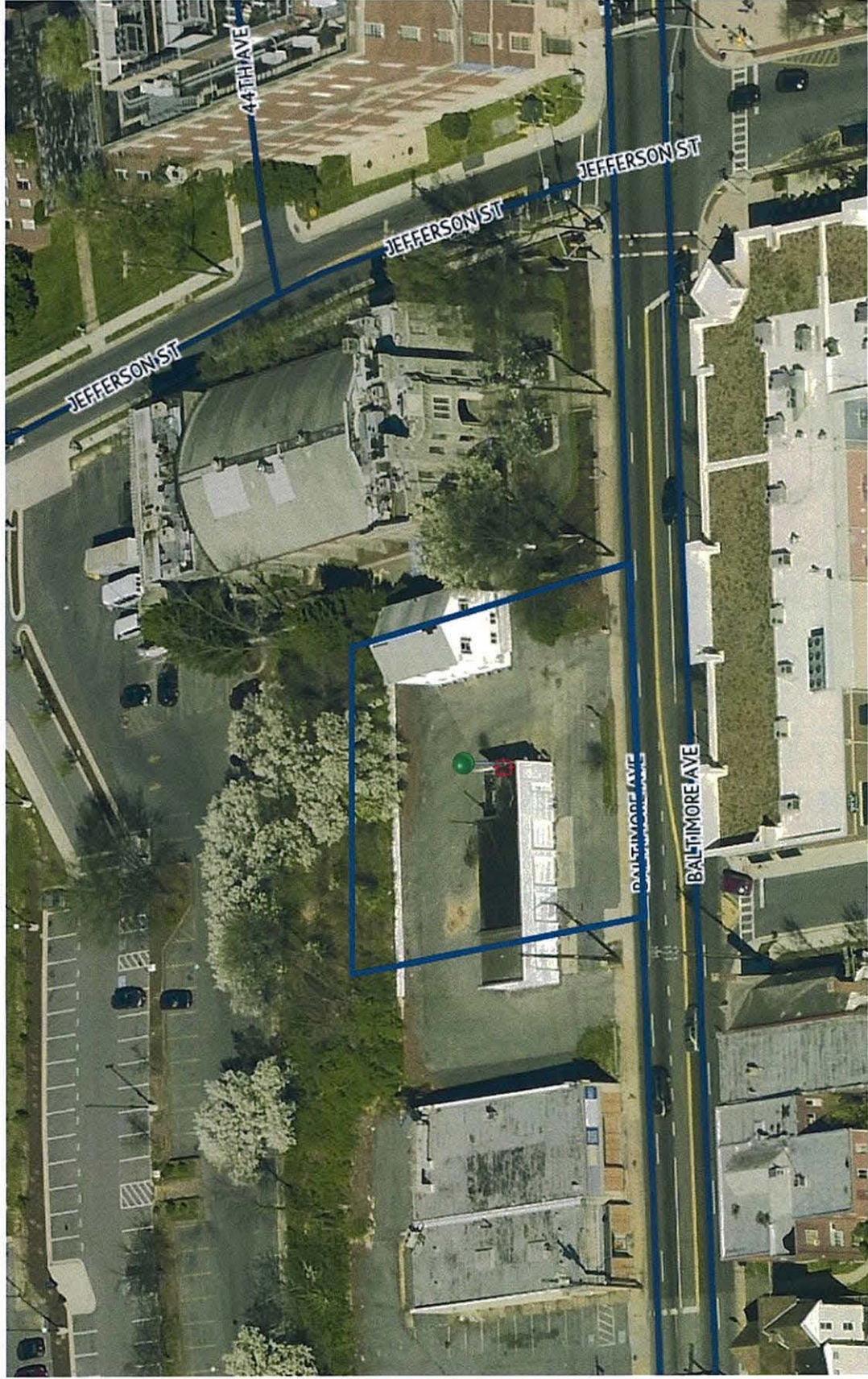
# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



# SITE PLAN



# FRONT ELEVATIONS



 <b>lessard</b> DESIGN 5024 University Drive Suite 200 Hunt Valley, MD 21086 410-251-2300 • 410-251-2300 (fax) www.lessarddesign.com	NAME: <b>THE BLUE TOWNHOMES</b> ADDRESS: <b>HYATTSVILLE, MARYLAND</b> SCALE: <b>AS SHOWN</b> DATE: <b>10/27/2015</b>	SHEET NO.: <b>01</b> PROJECT NO.: <b>15016</b> DATE: <b>10/27/2015</b>	DRAWN BY: <b>[Name]</b> CHECKED BY: <b>[Name]</b> APPROVED BY: <b>[Name]</b>



# REAR ELEVATIONS



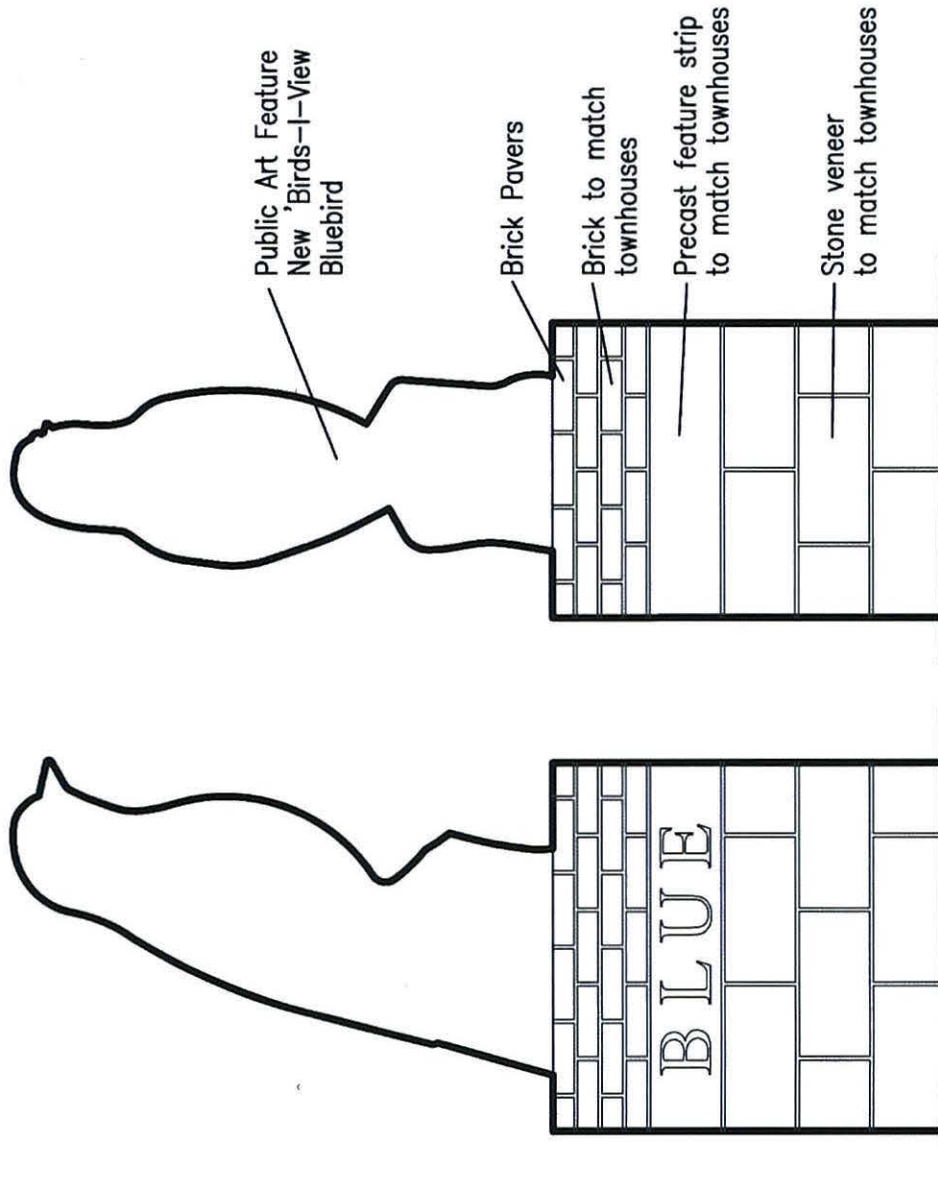
<p>lessard DESIGN</p> <p>4022 Landon Pike Suite 200   HAVERTY, MD 21050 410.438.1100 www.lessard-design.com</p>	<p>PROJECT TITLE</p> <p>THE BLUE TOWNHOMES HAVERTYVILLE, MARYLAND</p> <p>STRIP ELEVATIONS</p>	<p>DATE</p> <p>NO. OF SHEETS</p> <p>SHEET NO.</p>	<p>SCALE</p> <p>DATE</p> <p>BY</p> <p>CHECKED BY</p> <p>APPROVED BY</p>



# SIDE ELEVATIONS



# ENTRANCE FEATURE/MONUMENT SIGN



ENTRANCE FEATURE ELEVATIONS

$1/2" = 1'-0"$







# PRINCE GEORGE'S COUNTY HISTORIC PRESERVATION COMMISSION

County Administration Building • 14741 Governor Oden Bowie Drive, 4<sup>th</sup> Floor, Upper Marlboro, Maryland 20772  
pgplanning.org/HPC.htm • 301-952-3680

June 22, 2016

## MEMORANDUM

TO: Ruth Grover, Planner Coordinator  
Urban Design Section  
Development Review Division

VIA: Howard Berger, Supervisor *KB*  
Robert Krause, Planner Coordinator *RSK*  
Acting HPC Liaison  
Countywide Planning Division

FROM: Historic Preservation Commission

SUBJECT: **DSP-15016, Blue [Adjacent to the Hyattsville Armory Historic Site, National Register (68-041-09)]**

*The Prince George's County Historic Preservation Commission reviewed the subject detailed site plan application at its June 21, 2016 meeting and would like to forward the following findings, conclusions and recommendations to the Planning Board. The Historic Preservation Commission voted 6-0-1 (the Chairman voted "present) in favor of the enclosed recommendation.*

### **Background**

The subject property contains approximately 0.55 acres and is located 115' south of the intersection of US Route 1 and Jefferson Street in Hyattsville, Maryland. This application proposes 18 townhouse lots in the Town Center character area within the 2004 Approved Gateway Arts District Sector and Sectional Map Amendment. The subject property is adjacent to the Hyattsville Armory Historic Site (68-041-09), which is also listed in the National Register of Historic Places.

### **Findings**

1. The subject property is south of and adjacent to the Hyattsville Armory Historic and National Register Site (68-041-09). Designed by Robert Lawrence Harris for the State of Maryland in 1918, the Hyattsville Armory is a three-story, fortress-like stone structure distinguished by turrets, parapets, and buttresses. It served as the headquarters of Company F of the First Maryland Infantry, later the 115th Infantry Regiment, 29th Division. Since its closing in 1971, the building has served several uses and is protected by a preservation easement held by the Maryland Historical Trust. Now surrounded by large trees, the building has a castle-like appearance; on its knoll it occupies a strong defensive position. The armory was listed in the National Register of Historic Places in 1980.
2. The buildings at 5328 Baltimore Avenue, the developing property, were recorded on a Maryland Inventory of Historic Properties (MIHP) form when the property was known as the Blue Bird Cab Company. The form provides a very brief description of the buildings associated with the site's former use.
3. Other Historic Sites proximate to the subject property include Prince George's Bank (68-041-02, 5214 Baltimore Avenue), Professional Building (68-041-01, 5200 Baltimore Avenue), Hyattsville

Post Office (68-041-40, 4325 Gallatin Street), Burgess House (68-010-83, 5201 42nd Place), and Harvey Dairy Store (68-010-88, 4214 Gallatin Street).

4. Phase I archeological survey is not recommended on the above-referenced 0.55-acre property located at 5340 Baltimore Avenue in Hyattsville. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low.
5. The subject application is located within the Town Center character area of the *2004 Approved Gateway Arts District Sector Plan and Sectional Map Amendment*. Therefore, although the developing property is adjacent to a County designated Historic Site, the standard buffering requirements of the *Prince George's County Landscape Manual* do not apply. As a result, no buffer yard or associated plantings are required along the shared property line of the historic site and the developing property.
6. As originally submitted, the proposed architecture for this application employed a veneer of split-faced concrete block at the lower levels of the two townhouses facing the adjacent historic site. At the request of Historic Preservation Section staff, the applicant revised the proposed drawings to employ more of the brick proposed for other parts of these elevations in order to use fewer materials and to enhance the appearance of these elevations which will be at least partially visible from the adjacent historic site and from Route 1 when the site is approached from the north.
7. The HPC reviewed DSP-15016, Blue, at its June 21, 2016 meeting. The revised detailed architectural renderings were provided for all of the proposed buildings within the Blue development. A 3-D model was also presented to illustrate the vertical relationship between the proposed development, the Hyattsville Armory Historic Site and surrounding properties.

## **Conclusions**

1. Phase I archeology survey is not recommended on the subject property. Modern disturbance has likely adversely impacted any intact cultural resources that may have been present on the subject property.
2. The structures on the subject property were previously recorded on a Maryland Inventory of Historic Properties form. No additional documentation is necessary on the standing structures.
3. Because of the urban nature of the developing property and its location within the Town Center character area of the Gateway Arts District, substantial building setbacks, landscape buffering and/or fencing are impractical and inappropriate in this instance.
4. The design, massing, materials and details of the proposed new construction within the developing property, although of a contemporary nature, should be considered compatible with the eclectic character of the Route 1 streetscape in the vicinity. The proposed architecture employs a mix of traditional and contemporary materials in a manner that reflects both the time and place in which these building will be built. In addition, the applicant's revised elevations for the townhouses on proposed Lot 1 and Lot 18 are enhanced by the removal of split-faced concrete block veneer in favor brick in these locations.
5. The HPC voted 6-0-1 (the Chairman voted "present") to recommend to the Planning Board approval of DSP-15016, Blue, without conditions.

**Recommendation**

Based on the applicant's submittal of revised architectural elevations for Lots 1 and 18, dated May 31, 2016, the Historic Preservation Commission recommends to the Planning Board the approval of DSP-15016 without conditions.

I:\HISTORIC\Referrals\2016\Blue\DSP-15016\DSP-15016 Blue\_HPC 22 June 2016.docx

MN  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION



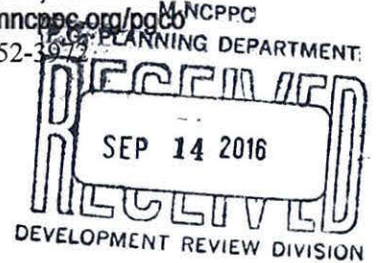
Prince George's County Planning Department  
Community Planning Division

14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

TTY: (301) 952-4366

www.mncppc.org/pgcd

301-952-3973



September 12, 2016

**MEMORANDUM**

TO: Ruth Grover, Urban Design Section, Development Review Division  
VIA: Frederick Stachura, Acting Planning Supervisor, Community Planning North Division  
FROM: Susan S. Hartmann, Planner Coordinator, Community Planning North Division  
SUBJECT: **DSP-15016 Blue**

**DETERMINATIONS**

This application partially conforms to the land use recommendations of the 2004 Approved Sector Plan and Sectional Map Amendment for the Gateway Arts District.

The applicant's request for four variations for site design standards should be granted.

Staff supports waiving the earlier recommendation to include on-site recreational amenities in favor of a fee in-lieu to support off-site public amenities.

**BACKGROUND**

Location: 5334 Baltimore Avenue at the southwest intersection of US 1 and Jefferson Street in Hyattsville

Size: 0.55 acres

Existing Uses: Two vacant buildings on the site

Proposal: The applicant has proposed to assemble two lots and subdivide the property to develop 16 townhouses at this site.

**GENERAL PLAN, MASTER PLAN, AND SMA**

This application requires conformance with the applicable General or Master Plan. YES

**General Plan:** The proposed project is located in the Established Communities policy area of the Prince George's County Growth Policy Map in the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). As described in Plan Prince

George's 2035, Established Communities should have context-sensitive infill and low- to medium- density development.

**Master/Sector Plan:** *2004 Approved Sector Plan and Sectional Map Amendment for the Gateway Arts District*

Planning Area/

Community: PA 68 /Hyattsville

Land Use: Mixed-Use

Environmental: This property is not located in the Chesapeake Bay Critical Area (CBCA). See the Environmental Planning Section referral for comments from the environmental element of the sector plan and the *2005 Countywide Green Infrastructure Plan*.

Historic Resources: This property is not a County designated historic site or historic resource, pursuant to Subtitle 29 of the Prince George's County Code. However, this property is adjacent to a County historic site known as the Hyattsville Armory (68-041-09), which is also listed on the National Register of Historic Places. Several other historic properties are located within 1,000 square feet of the property. See Historic Preservation Section referral for additional comment on historic preservation.

Transportation: The property is located on US 1, which is a state road. See the Transportation Section referral for comments related to transportation.

Public Facilities: No public facilities are recommended for this property or about this site.

Parks & Trails: There are no public trails approved for this property. See the Department of Parks and Recreation referral for comments related to possible park or trail connections.

Aviation/ILUC: The subject site is not located within an Aviation Policy Area or the JLUS Interim Land Use Control area.

**SMA/Zoning:** The site is in the C-S-C Zone and located in the Town Center Character Area as designated in the Development District Overlay Zone (DDOZ) for the *2004 Approved Sector Plan and Sectional Map Amendment for the Gateway Arts District*.

## **PLANNING ISSUES**

The property is located in the Town Center Character area of the Gateway Arts District. As stated on page 17 of the sector plan, the goal of the "Town Center Character Area" is to enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping and small parks."

Furthermore, on page 11 of the *Gateway Arts Sector Plan* it states that "a pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to line to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking."

### *Requests to Amend Development District Standards*

The submitted application and justification materials indicate the need to deviate from several development district standards to accommodate the proposed development on the subject property. These standards are discussed below.

**Site Design: Site Frontage (No. 5)**

The applicant requests an amendment to the requirement that all buildings shall be built out to a minimum of 80 percent of the site frontage in favor of the current plan. As per the development application, the proposed project would result in only a 64 percent build out along the site frontage, a 16 percent decrease. The reason for the reduction is that the proposed development includes seven townhouses fronting on Baltimore Ave (out of 16 townhouses total). Each of these units will be built out to 100 percent of its own frontage, but the 22-foot requirement for a driveway to access rear units makes the 80 percent requirement infeasible. Staff believes that the requested amendment is reasonable given that that proposed townhouse development establishes a build-to line that meets stated sector plan goals to “establish a build-to line to ensure a common street wall” and creates “a comfortable sense of enclosure” to enhance the pedestrian experience.

**Site Design: Building sidewalls (No. 10)**

The applicant requests that the recommendation to ensure that building walls abut those of neighboring buildings be waived. The purpose of the recommendation is to ensure that there is a common street wall spanning the length of a block, which will improve the overall pedestrian experience in the Gateway Arts District. As proposed the project includes a 60-inch gap between the southernmost wall of the subject townhouses and the building immediately to the south. Staff believes that the small gap proposed in this project is reasonable and will not affect the overall recommendation and vision for a continuous line of buildings along Baltimore Avenue.

**Fencing, Walls, Screening, and Buffering: Opaque wall and fence height (No. 1)**

The applicant request an amendment to the four foot height limit for opaque walls and fences along the western line of the property to allow a six foot opaque fence. The applicant asserts that the topographic differences between the proposed project site and the property to the west necessitate the additional fence height. The ground level of the project site is lower than that of the property to the west and when constructed, the third-floor bedrooms in proposed units will not be adequately screened by a four-foot fence. Staff believes that the two-foot height increase is a reasonable accommodation given the topographic differences in the properties, particularly in light of the applicant's planned landscaping.

**Unit Design: Ground floor non-residential uses (No. 1)**

The applicant has requested a waiver to the requirement of non-residential use on the ground floor. The request is based on poor marketability of ground floor retail properties recently built in the Arts District. Many of these retail spaces remain vacant since construction, and waivers have been approved in other project applications seeking to construct ground floor residential units. Staff believes that this is a reasonable accommodation given the poor marketability of other ground floor retail spaces in the area, and alignment with similar waivers previously approved.

**Parks and Plazas: On-site facilities within private developments**

Staff recommended that the preliminary plan of subdivision include the provision of an on-site park or recreational amenity for use by residents. Given the small size of the property (0.55 acres) and the revised site designs submitted with this application, staff supports waiving the

recommendation to include on-site recreational amenities in favor of a fee in-lieu to support off-site public amenities.

cc: Frederick Stachura, Acting Supervisor, Community Planning Division, North Section  
Long-Range Agenda Notebook

## THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
www.mncppc.org

September 13, 2016

### MEMORANDUM

TO: Ruth Grover, Urban Design Section, Development Review Division

FROM: Faramarz Mokhtari, Transportation Planning Section, Countywide Planning Division

VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-15016, Blue

The Transportation Planning Section has reviewed the site plan noted above. The subject site consists of approximately 0.55 acres of land in the C-S-C Zone. The property is located along the west side of Baltimore Avenue (US 1), and south of its intersection with Jefferson Street in the City of Hyattsville. The Subject property is also located in the Town Center Character Area as defined by the Development District Overlay Zone (DDOZ) for the *2004 Approved Sector Plan and Sectional Map Amendment for the Gateway Arts District* (Plan). The applicant is proposing to develop the site with 16 residential townhouse units.

#### *Review Comments - DSP*

The site is subject to the general requirements of site plan review, as well as confirming to all applicable and transportation related of the Plan's DDOZ standards. No traffic-related findings are required.

The proposed will be served by a common access driveway directly from US 1. This is acceptable and satisfies the applicable access and circulation standards of the DDOZ, if this access driveway is constructed per SHA standards as a limited right-in/right out with raised channelization to prevent any left turn movements at this location.

The DDOZ Parking and Loading standards requires provision of at least 1.5 on-site parking spaces per unit. Each unit, as proposed can accommodate two parking spaces. All provided parking will be constructed as structured parking and enclosed within each unit. As envisioned by the Plan, it is recommended that the proposed shared driveway be extended south of the proposed lots 8 and 9 driveways to the southern property line for possible extension when and if the existing property to the south of subject site is redeveloped. In meantime, this extension can function as the needed turnaround.

The site plan as submitted, confirms to the DDOZ required maximum driveway width of 12 feet for each unit.

US1 (C-209, collector roadway with an existing 60 to 80 feet ROW; DDOZ Site Design Standard 1) is a master plan roadway in the *Master Plan of Transportation* and the *2004 Approved Sector Plan and Sectional Map Amendment for the Gateway Arts District*. No additional right of way dedication is required for this facility.



***Summary***

As noted above, no traffic-related (or adequacy-related) findings are associated with detailed site plan review. In summary, the Transportation Planning Section determines that the site plan is acceptable from the standpoint of transportation with the following provisions:

1. Prior to the signature approval, the site plan shall be revised to show a limited right-in/right out access with US1 with raised channelization per SHA standards to prevent any left turn movements, and
2. Prior to the signature approval, the site plan shall be revised to show the extension of the proposed shared driveway south of the proposed lots 8 and 9 driveways to the southern property line per City of Hyattsville and /or DPW&T standards.

## Grover, Ruth

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**Subject:** FW: Written comments for Blue

**From:** Conner, Sherri  
**Sent:** Wednesday, September 21, 2016 11:33 AM  
**To:** Grover, Ruth <[Ruth.Grover@ppd.mncppc.org](mailto:Ruth.Grover@ppd.mncppc.org)>  
**Subject:** RE: Written comments for Blue

Ruth,

This application is being processed concurrently with Preliminary Plan of Subdivision (PPS) 4-15016, for the development of 16 townhouse lots in the C-S-C and D-D-O Zones to be heard on October 6, 2016. There are a number of conditions which have been recommended for both the PPS and DSP which are a result of the collaborative review of the PPS and DSP by the Planning Department staff, and in discussions with the City of Hyattsville. As it relates specifically to the review of the DSP, one of the conditions recommended in the PPS requires the installation of bicycle racks at three locations to address BPIS requirements. One of the locations is on-site, along the sidewalk abutting US-1. Public pedestrian and vehicular access easements through the site are also recommended to ensure connectivity for pedestrians utilizing the sidewalk along US-1 and for future connectivity to the parcels to the south. The public access easement will allow for enhanced circulation for the subject site and possible future access to a signalized intersection at Hamilton Street to the south. As determined with the Urban Design Section, the applicant, and the City of Hyattsville, staff is recommending that an on-site parking space for service vehicles be shown on the DSP.

A record plat will be processed subsequent to the approval of the DSP in accordance with the required order of approvals, and Subtitle 24. All bearings and distances must be shown consistent with the record plat and must be accurately reflected on the site plan, or permits will be placed on hold until the plans are corrected.

1. The Subdivision Section recommends, prior to signature approval of the DSP, the plan be revised to:
  - a. Delineate the public pedestrian use easement along US-1 in accordance with the approved preliminary plan of subdivision.
  - b. Delineate the public pedestrian and vehicular access easement to the benefit of the City of Hyattsville, from US-1 over the private road which provides entrance to the subject site and extending the southern property line, in accordance with the approved PPS.
  - c. Provide a detail and reflect the location of two u-rack style bicycle racks, consistent with the existing model and branding utilized by the City of Hyattsville, on-site on the sidewalk abutting US-1, subject to modification by the City of Hyattsville.
  - d. Provide details for striped and signed parking space for service vehicles only south of Lot 8.
  - e. Conform to the approved PPS.

Thank you,

*Sherri Conner*

Senior Planner  
Subdivision Review Section  
M-NCPPC  
301-952-3168  
[sherri.conner@ppd.mncppc.org](mailto:sherri.conner@ppd.mncppc.org)



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
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September 7, 2016

**MEMORANDUM**

TO: Ruth Grover, Urban Design Section, Development Review Division  
FROM: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

Detailed Site Plan Number: DSP-15016

Name: Blue

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<input type="checkbox"/>	Public Use Trail Easement	<input type="checkbox"/>
PG Co. R.O.W.*	<input type="checkbox"/>	Nature Trails	<input type="checkbox"/>
SHA R.O.W.*	<input type="checkbox"/>	M-NCPPC – Parks	<input type="checkbox"/>
HOA	<input type="checkbox"/>	Bicycle Parking	<input type="checkbox"/>
Sidewalks	<input checked="" type="checkbox"/>	Americans with Disabilities Act	<input type="checkbox"/>

\*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the detailed site plan (DSP) application referenced above for conformance with the appropriate master/sector plans in order to implement planned trail, bikeway, and pedestrian improvements.

The subject application proposes the redevelopment of 0.55 acres of land along the west side of US 1 into 16 townhouse dwelling units. The property is currently in the Developed Tier, in the Commercial Shopping Center (CSC) and the Gateway Arts District Development District Overlay (DDO) Zones. The subject site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Sector Plan and SMA for the Prince George's County Gateway Arts District* (Sector Plan).

**Review Comments**

2009 Approved Countywide Master Plan of Transportation

There are two MPOT bicycle and pedestrian facility recommendations that impact the subject property:

- Sidepath along US 1
- Bicycle lanes along US 1

The MPOT also contains a section on Complete Streets to provide guidance on accommodating all modes of transportation as new roads are constructed or as frontage improvements are made.

**POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

**POLICY 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the *Guide for the Development of Bicycle Facilities* (American Association of State Highway and Transportation Officials, 2012).**

**Comment:** The submitted DSP indicates an approximate 14-foot wide space between the curb and the building front. This space is divided into three sections: a three-foot wide brick buffer from the edge of the curb, a five-foot wide tree buffer space in between the sidewalk and the brick buffer, and a six-foot wide sidewalk space adjacent to the building front. A sidepath can be built by the Maryland State Highway Administration (SHA) as part of a future capital improvement project.

The MPOT recommends bicycle lanes along US 1 in front of the subject site. Transportation staff recommend that the applicant stripe US 1 along its frontage consistent with the SHA *Bicycle Policy & Design Guidelines*.

*Prince George's County Gateway Arts District Sector Plan*

The subject site is located in the "Town Center" character area of the Sector Plan. The goal of this area is "To enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks," (Sector Plan, page 17). The plan further identifies specific transportation goals (Sector Plan, page 39):

**To provide an integrated multimodal transportation system that is safe, efficient, attractive, and accessible, while reducing dependency on the automobile.**

**To provide safe and convenient pedestrian and nonmotorized circulation opportunities in the Arts District for recreation and transportation, with an emphasis on connections to Metro and US 1.**

The Sector Plan provides additional sidewalk, trail, and bikeway recommendations along streets that directly impact the subject site (Sector Plan, page 44).

**3. Provide sidewalk additions and enhancements as necessary and emphasize the continuity of sidewalks.**

**4. Comprehensive bicycle and pedestrian facilities are recommended along US 1 within the Arts District. Designated bicycle lanes, continuous wide sidewalks, and other pedestrian amenities are recommended, where feasible and practical.**

Sector Plan DDO design standards identify access and circulation standards that impact the pedestrian environment. The following standards impact the subject site (Sector Plan, page 147):

**2. Sidewalks a minimum of five feet in width shall connect dwelling entrances, parking, recreational facilities, auxiliary buildings, recycling, and dumpster areas.**

**3. Sidewalks shall not be made of asphalt.**

**4. Sidewalk materials and design shall be continuous across driveways and driveway aprons.**

In addition to the access and circulation standards, the Sector Plan DDO design standards indicate several streetscape standards. However, the City of Hyattsville is exempt from most of these standards, except (Sector Plan, page 155):

**4. All streets shall have a sidewalk on both sides wherever possible.**

**Comment:** The submitted DSP indicates that the sidewalk frontage improvements along US 1 include a six-foot wide sidewalk, a five-foot wide tree buffer, and a three-foot wide brick paver buffer adjacent the roadway. These improvements will contribute to an improved pedestrian environment as recommended in the Sector Plan.

Additionally, the site plan indicates a five-foot wide sidewalk in front of lots 8-16 and two sidewalks along each side of the access road to the site. The sidewalks are continuous across the access road and curb ramps are used on both sides of the access road. There is only one sidewalk along this access road, however it is a proposed private road and does not require sidewalks on both sides. The sidewalk in front of units 8-16 ends approximately 11 feet before the property line. To better achieve the goals of the Sector Plan and provide better connectivity and continuity, transportation staff recommend that the sidewalk be extended to the southern property line.

The proposed development has only one vehicle entrance, creating fewer curb cuts than currently exist, which will contribute to improving safe, accessible, and convenient pedestrian transportation. Transportation staff recommend that the applicant install a marked crosswalk crossing the access street at the intersection with US 1; this crosswalk will help emphasize pedestrian use to motorists.

Transportation staff recommend that applicant should stripe US 1 along its frontage consistent with the MDSHA Bicycle Policy & Design Guidelines.

Correspondence between the City of Hyattsville Mayor Hollingsworth and Planning Board Chair Hewitt, dated August 4, 2016, indicate that the City would like the applicant to ensure that any pedestrian street lighting on US 1 and within the development meet PEPCO specifications and be accepted into the public lighting system. Transportation staff recommend that this recommendation be included as a condition of approval, subject to modification by PEPCO.

**Recommendations:**

Prior to approval, the plans shall be revised to include the following:

1. The sidewalk on US 1 shall be six-feet wide.
2. The sidewalk in front of units 8-16 shall be extended to the southern edge of the property line.
3. A high-visibility crosswalk shall be provided crossing the access road at the intersection of the access road and US 1.
4. US 1 shall be striped consistent with the SHA Bicycle Policy & Design Guidelines, unless modified by MDSHA.
5. Ensure that any pedestrian street lighting along the subject site frontage on US 1 or within the subject site meets PEPCO Specifications and is accepted by PEPCO into the public lighting system prior to issuance of U&O permits, subject to modification by PEPCO.

June 6, 2016

MEMORANDUM

TO: Ruth Grover, Urban Design Section  
FROM: Tempi Chaney, Permit Review Section  
SUBJECT: Blue, DSP-15016

1. Are these townhouses residential or commercial townhouses?
2. Are the townhouses located on individual lots or are the located on one parcel?
3. At the time of permits, the certified site plans must match the approved record plats with bearings, distances and lot square footages.
4. Will any of the units have garages? If so, delineate the location of the garage within the unit on the site plan and indicate if the garage will be one car or two cars.
5. Provide the dimensions of each unit on the site plan either on each individual lot or on a template sheet.
6. Provide the height of the entrance feature on sheet 4 of 5.
7. Provide the bottom-of-wall elevations of the retaining wall on the site plan, the top-of-wall elevations are shown.
8. Per the detail sheet, there will also be a 6 foot fence. Will the fence be directly on top of the retaining wall or will it be setback from the retaining wall a foot or two?
9. Will there be any trash enclosures located on this site? If so, please indicate the location of the trash enclosures on the site plan and demonstrate the screening is adequate.

## Reiser, Megan

---

**From:** Reiser, Megan  
**Sent:** Thursday, May 19, 2016 3:50 PM  
**To:** Grover, Ruth  
**Subject:** Blue DSP-15016

Hi Ruth,

The Environmental Planning Section (EPS) has reviewed the referral package stamped as received by EPS on May 6, 2016. The proposal is for the construction of 18 townhouse units.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-098-15) because the site is less than 40,000 square feet and the site has no previously approved Tree Conservation Plans. The exemption letter is valid until June 12, 2017. An NRI equivalency letter has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on-site. The NRI equivalency letter is valid until June 12, 2020.

The site has an approved Storm Water Management Concept letter (28196-2015-00) and plan that was issued by the Department of Permitting, Inspection and Enforcement on September 8, 2014. The use of a filterra unit for water quality control is proposed on-site. The on-site stormdrain is then shown to connect to the existing stormdrain system at the intersection of Baltimore Avenue and Jefferson Street.

The site has frontage on Baltimore Avenue (US 1) which is a master planned collector roadway that does not generate sufficient traffic to produce noise levels above 65 dBA Ldn. No additional information is required concerning noise for the subject property. The site does not front on any designated scenic or historic roadway. No other environmental requirements have been identified for this application.

Thanks,  
Megan

## Grover, Ruth

---

**From:** Pranoy Choudhury <PChoudhury@sha.state.md.us>  
**Sent:** Tuesday, September 13, 2016 2:43 PM  
**To:** Grover, Ruth  
**Subject:** RE: Blue, DSP-15016

SHA comment: Any proposed work in SHA right of way which may include, but not limited to – ‘frontage improvements, off-site improvements, site access improvements will be reviewed and approved by SHA’. Pertinent SHA permits (Access and/or Utility permits) will be issued based on the scope and type of work.

Pranoy

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**From:** Grover, Ruth [mailto:Ruth.Grover@ppd.mncppc.org]  
**Sent:** Tuesday, September 13, 2016 2:30 PM  
**To:** McColl, Tamika <tamika.mccoll@ppd.mncppc.org>; Hartmann, Susan <Susan.Hartmann@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Mokhtari, Faramarz <Faramarz.Mokhtari@ppd.mncppc.org>; Dorothy A. Richards (DARichards@co.pg.md.us) <DARichards@co.pg.md.us>; Pranoy Choudhury <PChoudhury@sha.state.md.us>; James Chandler <JChandler@hyattsville.org>; Pranoy Choudhury <PChoudhury@sha.state.md.us>  
**Cc:** Zhang, Henry <Henry.Zhang@ppd.mncppc.org>  
**Subject:** Blue, DSP-15016

Please be advised that comments on the re-referral of the Blue, DSP-15016 project are now overdue. With my draft staff report due to my supervisor tomorrow, I would request, should you wish your comments to be included in the staff report, that you provide me with them as soon as possible. Should you have any questions or want to discuss any aspect of the project, please do not hesitate to get in touch.

Thank you,

Ruth Grover



Ruth E. Grover, M.U.P., A.I.C.P.





Rushern L. Baker, III  
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



MEMORANDUM

September 19, 2016

TO: Ruth Grover, Urban Design Section  
Development Review Division, M-NCPPC

FROM: *for* Mary C. Giles, P.E., Associate Director  
Site/Road Plan Review Division, DPIE

RE: Blue  
Detailed Site Plan No. DSP-15016

CR: Baltimore Avenue (US 1)  
CR: Jefferson Street



In response to the Detailed Site Plan No. DSP-15016 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located on the west side of Baltimore Avenue (US 1), in the southwest quadrant of its intersection with Jefferson Street. US 1 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.
- The proposed Preliminary Plan is determined to be consistent with approved Site Development Concept Plan No. 28196-2015, dated November 16, 2015.
- All storm drainage systems and facilities are to be in accordance with the Department of Public Works and Transportation's (DPW&T) Specifications and Standards requirements.
- The project will require permits from the Municipality for the existing and proposed work.
- A site development fine grading permit will be required for the proposed on-site and right-of-way improvements.

Ruth Grover  
September 19, 2016  
Page 2

- Conformance with DPIE stormwater management landscape standard is required. Micro-bioretenment plantings to be approved at time of site development fine grading permit.
- Existing utilities may require relocation and/or adjustments. Coordination with various utility companies is required.

This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

- a) Final site layout, exact impervious area locations are shown on plans.
- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is shown on plans.
- d) Stormwater volume computations have not been provided.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- f) A narrative in accordance with the code has been provided.
- g) Applicant shall provide items (a-g) at the time of filing final site permits.

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E., District Engineer, at 301.636.2060.

MCG:SB:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
Salman Babar, Engineer, S/RPRD, DPIE  
RDA Engineering, 14603 Main Street, Upper Marlboro MD 20772



1 - 1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

Created by: Adan Rivera  
On: Wednesday, May 11, 2016 2:48:26 PM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

- a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
- b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
- c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
- d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
- e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
- f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
- g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.

3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.

4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/Development Services](http://www.wsscwater.com/Development%20Services) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 replies -----

----- 0 Replies -----

## 2 - WSSC Plan Review Comments

Created by: Adan Rivera  
On: Wednesday, May 11, 2016 2:47:17 PM

DSP 15016 01  
5334 Baltimore Ave

----- 0 Replies -----

### 3 - House connections

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:07:42 AM

Water and sewer house connections (WHC/SHC) to the individual townhouses must be shown on the plan.

See WSSC's Pipeline Design Manual for proper placement with regards to lot layout.

----- 0 Replies -----

### 4 - Existing water service

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 8:27:09 AM

Existing service to this property must be removed in conformance with a WSSC abandonment permit; contact Permit Services at (301) 206-4003 for further information.

----- 0 Replies -----

### 5 - Utility separation

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 8:40:34 AM

Proposed tie-in sewer manhole is less than 5' from the existing gas main. Per WSSC standards, proposed utilities must be at least 5' apart from existing utilities.

----- 0 Replies -----

### 6 - Existing sewer service

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:05:34 AM

Where is the existing sewer service to this property?

Must be shown and properly abandoned.

----- 0 Replies -----

### 7 - Existing Property line

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:21:38 AM

Is this an existing property / lot line?

If so, how is this being addressed? Will the lots be combined before the townhouse lots are recorded?

----- 0 Replies -----

#### 8 - Water line alignment

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 2:11:22 PM

Ensure that the water line is not under the road curb.

----- 0 Replies -----

#### 9 - Existing gas service & other utilities

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:27:35 AM

Other utilities cannot occupy a WSSC easement, with the exception of allowed crossings designed in accordance with the WSSC Pipeline Design manual.

----- 0 Replies -----

#### 10 - WSSC Easement width

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:30:34 AM

WSSC's minimum easement width - when both water and sewer are installed in the same easement, the minimum width is 30'.

----- 0 Replies -----

#### 11 - Demolition / Abandonment Procedures

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:36:45 AM

Follow WSSC Demolition/Abandonment procedures to obtain a County Raze Permit.  
Note: Failure to obtain an SDC fixture credit permit inspection prior to the removal of existing

fixtures will result in the issuance of Basic Credit Only. To obtain System Development Charge (SDC) credits for existing plumbing fixtures, an SDC Fixture Count Inspection MUST be completed by a WSSC Regulatory Inspector BEFORE REMOVAL OF FIXTURES OR DEMOLITION of the structure. The inspection requires a permit which can only be obtained through a WSSC Registered Master Plumber. SDC Fixture Credit Procedures are available at the WSSC Permit Services website.

----- 0 Replies -----

## 12 - Work done near existing WSSC infrastructure

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:38:50 AM

Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC Design Manual, C-5.1 and Part Three, Section 11.

----- 0 Replies -----

## 13 - HPA

Created by: Kurt Westendorf  
On: Thursday, May 12, 2016 9:41:22 AM

Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.

----- 0 Replies -----

## 14 - Existing Mains

Created by: Kurt Westendorf  
On: Friday, May 13, 2016 9:27:19 AM

In addition to contract number and size, label the existing mains with their material.

----- 0 Replies -----

## 15 - Balconies

Created by: Kurt Westendorf  
On: Friday, May 13, 2016 9:41:49 AM

Balconies or other building appurtenances must not encroach within WSSC easements.

----- 0 Replies -----

## 16 - 5 foot PUE

Created by: Kurt Westendorf  
On: Wednesday, May 18, 2016 6:51:01 AM

5 foot PUE may not be sufficient for all dry utilities; this should be coordinated now.

PUE must be outside WSSC easement.

----- 0 Replies -----

## 17 - HPA

Created by: Kurt Westendorf  
On: Wednesday, May 18, 2016 6:53:35 AM

A HPA is required.

Are these private streets?

Service mains for this project are located in roadways that may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these areas, separation requirements in the Pipeline Design Manual must be met. WSSC easements must not overlap Public Utility easements except to cross perpendicular. Crossings should be kept to a minimum to allow for WSSC access for maintenance, repairs or replacement.

----- 0 Replies -----

## 18 - Label

Created by: Kurt Westendorf  
On: Wednesday, May 18, 2016 6:59:59 AM

Label WSSC easement.

----- 0 Replies -----



19 - PUE

Created by: Kurt Westendorf  
On: Wednesday, May 18, 2016 7:00:28 AM

Is there a PUE on this side?

----- 0 Replies -----

20 - Service connections

Created by: Kurt Westendorf  
On: Wednesday, May 18, 2016 7:01:05 AM

Clean outs and curb stops will end at the WSSC easement. Should not be in pavement or concrete. Needs to have separation with dry utilities.

----- 0 Replies -----

## Grover, Ruth

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**From:** Brooks, Wallace L <wallace.l.brooks@verizon.com>  
**Sent:** Monday, September 19, 2016 9:37 AM  
**To:** Gallagher Deborah L  
**Cc:** Grover, Ruth  
**Subject:** RE: Referral comments on DSP-15016

Greetings Ruth,

Verizon would like to request that at this site, a 10' PUE be included adjacent, parallel, and contiguous to the R/W along all roadways dedicated for public street purposes, free and clear of any surface obstructions.

**Thanks,**  
**Wallace Brooks**  
**Verizon Engineering**  
**13101 Columbia Pike,FDC-1**  
**Silver Spring,MD 20904-5248**  
**PH:301-282-7037**

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**From:** Gallagher Deborah L [mailto:Deborah.Gallagher@ppd.mncppc.org]  
**Sent:** Friday, September 16, 2016 8:24 AM  
**To:** Grover, Ruth; Fire Department; Devaney, Brendan E.; Reichwein, Manfred; Brooks, Wallace L; 'LTuma@pepco.com'  
**Subject:** [E] RE: Referral comments on DSP-15016

Ruth as I emailed the other day you have our comments.

---

**From:** Grover, Ruth  
**Sent:** Friday, September 16, 2016 8:15 AM  
**To:** Fire Department <Koladeinde@co.pg.md.us>; Devaney, Brendan E. <BEDevaney@co.pg.md.us>; Reichwein, Manfred <mreichwein@co.pg.md.us>; Gallagher Deborah L <Deborah.Gallagher@ppd.mncppc.org>; wallace.l.brooks <wallace.l.brooks@verizon.com>; 'LTuma@pepco.com' <LTuma@pepco.com>  
**Subject:** RE: Referral comments on DSP-15016

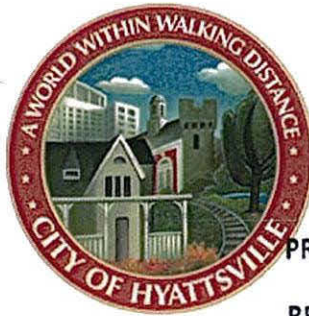
I just want to note that as I have not heard from you, I will simply so state in my report. If you do, in fact, have comments to relay to the Board on this case, please get them to me as quickly as possible and I will present them to the Board verbally at the October 6 Planning Board hearing.

Thank you,  
Ruth

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**From:** Grover, Ruth  
**Sent:** Tuesday, September 13, 2016 3:54 PM  
**To:** Fire Department <Koladeinde@co.pg.md.us>; Devaney, Brendan E. <BEDevaney@co.pg.md.us>; 'Reichwein, Manfred' <mreichwein@co.pg.md.us>; Gallagher Deborah L (Deborah.Gallagher@ppd.mncppc.org)

Candace B. Hollingsworth  
Mayor



Tracey E. Nicholson  
City Administrator

PRINCE GEORGE'S COUNTY PLANNING BOARD  
OFFICE OF THE CHAIRMAN

RECEIVED 08/15/16 LOG NO. 016-001501  
DISTRIBUTION EMA-FUT  
TO: Planning A/C  
CC: JS

August 4, 2016

Honorable Elizabeth Hewlett  
Chairman  
M-NCPPC Planning Board  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Prince George's County Planning Department  
Office of the Director

From AUG 15 2016 Log No Same  
Distribution D. Borden Log

RE: The Blue Development – 5334 Baltimore Avenue (PPSD4-15016 & DSP-15016)

original to DRD

Dear Chairman Hewlett:

On Monday, August 1, 2016, the Hyattsville City Council discussed the proposed project and voted unanimously to express our community's concerns regarding the proposed 18-unit residential townhouse cul-de-sac development. Based on the site plan proposed in the DSP, the City of Hyattsville does not support nor recommends the Planning Board's approval of this project.

The City of Hyattsville believes that the site is too compact for the number of townhomes proposed, lacks any green or recreational space, does not provide any on-street or visitor parking, and the restricted entrance off of Baltimore Avenue has the potential to create safety and traffic issues. The proposed travel lanes err on the narrow side, and our community envisions serious traffic issues if a delivery truck or emergency vehicle had to be in the community for any extended period of time. We anticipate the distinct possibility of vehicles getting trapped into the community or unable to turn into the community due to the turning radius as designed in this DSP. We believe that the site would be more appropriate for a smaller number of homes with a different site layout.

We respectfully request that the applicant consider an alternative proposal to what is proposed through PPSD4-15016 & DSP-15016.

If it is the decision of the Planning Board to approve this site plan, we respectfully request the Planning Board to require the site plan be subject to the following conditions:

CITY COUNCIL

WARD 1  
Bart Lawrence, Vice  
President  
Kevin Ward

WARD 2  
Robert S. Croslin  
Shani N. Warner

WARD 3  
Patrick A. Paschall  
Thomas Wright

WARD 4  
Edouard N. Haba,  
President  
Paula J. Perry,

WARD 5  
Ruth Ann Frazier  
Joseph Solomon

POLICE DEPARTMENT  
Non-Emergency  
301/985-5060  
Emergency  
301/985-5050

PUBLIC WORKS  
301/985-5032

COMMUNITY &

- The applicant to secure a safer means of access to the site. The City requests that the applicant secure shared use/access to the existing fully signalized intersection south of the subject site.
- A minimum of two proposed townhomes and related subdivision lots be revised to a single, non-buildable subdivision lot.
- The single sub-division lot will be a dedicated greenspace with sitting area, paved walkway, seating and playground equipment. The issuance of a building permit be subject to the City's approval the recreational space design. The issuance of a Use & Occupancy (U&O) permit is subject to the fulfillment of the park space completion.
- Any pedestrian street lighting on Baltimore Avenue & within the development is required to meet Pepco specifications and to be accepted by Pepco into the public lighting system prior to issuance of U&O permits.
- Bike & Pedestrian Impact Statement (BPIS) to include at a minimum the furnishing and installation of bicycle racks on-site, at Centennial Park and City Lot #5. The bicycle rack type will be consistent with the existing model and branding type utilized by the City of Hyattsville.

We believe that these conditions will help to mitigate, but not fully address, the issues that will be created as a result of this project. We respectfully request that M-NCPPC Planning Staff, the Planning Board and, should it be necessary, the District Council, consider the City's concerns and proposed conditions when ruling on this case.

The City of Hyattsville remains committed to fostering both public and private investment in our community and, despite being unable to support the proposed development, are grateful for the applicant's consideration to invest in our community.

Sincerely,



Candace B. Hollingsworth  
Mayor

cc: City Council  
Sevag Balian, Haverford Homes  
Ruth Grover, Planner Coordinator, M-NCPPC  
Honorable Deni Taveras, Prince George's County Council  
Timothy L. Seay, Founder & Senior Pastor, Crossover Church  
Larry Taub, O'Malley, Miles, Nylan & Gilmore, P.A.

## Grover, Ruth

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**From:** Leonard Addison <laddison@riverdaleparkmd.gov>  
**Sent:** Wednesday, September 21, 2016 9:08 AM  
**To:** Grover, Ruth  
**Cc:** Alan Thompson; Vernon Archer; Marsha Dixon; Vernon Archer; Councilwoman Marsha Dixon  
**Subject:** Re: Blue, DSP-15016

Ms. Grover,  
I concur with Councilman Thompson's comments.

Thank you,  
Leonard Addison  
Public Works Director  
Town of Riverdale Park [laddison@riverdaleparkmd.gov](mailto:laddison@riverdaleparkmd.gov)

*"What we think, or what we know,  
or what we believe is, in the end,  
of little consequence.  
The only consequence is what we do".*

On Sep 21, 2016, at 7:03 AM, Alan K. Thompson <[akthompson@riverdaleparkmd.gov](mailto:akthompson@riverdaleparkmd.gov)> wrote:

Dear Ruth,

Your proposed condition for the rooftop mechanicals sounds great! I don't feel that I, as a single council member, can necessarily provide comments for the Town as a whole, but will recommend to our Town Manager, Leonard Addison, that we comment:

"The rooftop mechanical equipment should be shielded from view from adjacent properties and the entrance drive to the development."

I think that will provide justification for your (draft) statement while providing enough flexibility that you can consider other options if necessary.

Regarding the building materials (I scanned the plans but didn't see the materials documented on them), I will suggest that the Town comment:

"Façade materials should be high-quality materials such as brick and cementitious siding."

Finally, I didn't see an answer about the street light on the entrance drive, so will (in the interest of time) suggest that the Town submit a comment that:

"The applicant should consider moving the street light to the opposite side of the entrance drive so that the mature tree canopy will not block its function."

Best regards,

Alan

## STATEMENT OF JUSTIFICATION

1. **Subject Property** - This application includes Parcels 61 and 130, comprising 0.5580 acres (24,305 square feet), located on the west side of Baltimore Avenue (U.S. Route 1), approximately 115 feet south of its intersection with Jefferson Street, within the City of Hyattsville ("Property" or "Subject Property"). The Property, which was the site of the former Bluebird Taxi Company, is bordered to the north by the historic Armory, which currently houses the Crossover Church; to the south by a vacant building (formerly the "Beds-To-Go" building); and to the west by the parking lot utilized in conjunction with the Armory/Crossover Church.
2. **Zoning** - The Subject Property retained in the C-S-C Zone by the Gateway Arts District Sector Plan and Sectional Map Amendment (2004) ("Sector Plan/SMA"), and through the same Sector Plan/SMA, it was also included within the Development District Overlay Zone ("DDOZ") for the Sector Plan/SMA. Within that DDOZ, it is located within the Town Center Character Area for Hyattsville.
3. **Site Proposal** - There are currently two buildings upon the Property, the former garage for the cab company in roughly the center of the Property, and a house-like structure in the northwest corner, which formerly served as the offices for the cab company; the Applicant proposes to demolish both of these existing structures to construct a total of sixteen (16) new townhouses. These townhouses are proposed to be situated as follows: seven (7) townhouses will front on Baltimore Avenue, as two (2) separate sticks of four (4) and three (3) each, separated by a private right-of-way, fifty-two feet (52') in width, which includes a twenty-two-foot (22') wide drive aisle, two 6-foot wide tree planting areas, two 5-foot sidewalks, and public utility easement areas/planting areas along the building sides. This private right-of-way will lead to a private street, forty feet (40') in width, which will include a 22-foot wide drive aisle, a 5-foot sidewalk, public utility easement areas, and a 6-foot tree-planting strip. This private street will be located behind the townhouses fronting on Baltimore Avenue, and parallel to that street. The remaining nine (9) townhouses will all be located within one stick, on the western side of the private street. Guest parking will be conveniently available upon the municipal parking lot located immediately west of the Property, accessible from either Hamilton Street or Jefferson Street.

All of the townhouses will be solely accessed by entering the drive aisle within the private right-of-way from Baltimore Avenue, and each townhouse will include a two-car garage occupying its entire lower level. Access from Baltimore Avenue to the drive aisle in the private right-of-way will be right-in, right-out only. The streetscape along Baltimore Avenue in front of the proposed townhouses and private right-of-way will be a total of approximately 14-feet in width; within this sidewalk area there will be 5 landscaped planting areas as part of the streetscape, which will include a total of 3 street trees (the maximum possible due to restrictions near vehicular entrances); each of the landscaped areas will be 5-feet wide, and each will have a variable length, though none will be less than 18-feet long.

As previously noted, the garage for each of the units will occupy the entire lower level of the townhouses, with three levels of living space to be located above each garage; stairs will provide access to the first floor from the street level. The townhouses are proposed to range in size from 2,335 square feet to 2,379 square feet of gross floor area, and will each include three-bedrooms. The townhouses will be very similar in design to the Arts District Hyattsville (EYA) townhouses on the west side of Route I, with a principally brick front facades, but which will also include painted Hardiplank smooth panels, with cast stone headers and bands, and metal railings. The sides and rears will also include brick, Hardiplank and a cast stone band and header.

The Subject Property is proposed to include a public art item along the Baltimore Avenue frontage. The proposed development will contain slightly less impervious surface than does the Property currently, and it will also provide water quality treatment for 50% of the existing impervious area by use of a Filterra bioretention unit, which will feature a tree planted in, and growing out of, a specially-designed drainage inlet.

4. **Sector Plan Compliance** – As described above, the Subject Property is zoned C-S- C/DDOZ within the Sector Plan/SMA, and within the DDOZ, it is located within the Town Center Character Area in Hyattsville. The Sector Plan includes certain recommendations for properties within the Town Center Character Area, and the following constitutes those that are applicable to the Subject Property:

- a. **Concept Plan (p. 11):**

"Development District Standards emphasize the creation of a pedestrian-oriented streetscape that will welcome residents and visitors, establish a build- to line to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking .... This development character supports both a horizontal and vertical mix of uses (commercial, residential, civic, arts and entertainment). In particular, residential uses above first-floor retail or commercial uses are desired in the town centers to infuse the areas with new residents who can enliven the streets and support commercial retail. Middle-to high-end housing with structured parking is encouraged ...."

**RESPONSE:** The proposed development upon the Subject Property will include a "pedestrian-oriented streetscape", that will include a sidewalk that is 14-foot wide, and within which will be included five (5) landscaped areas. The location of the sidewalk in relation to the proposed townhouses will be generally equivalent to the relationship of the sidewalk to the building on the northwest corner of Baltimore Avenue and Jefferson Street, and since the historic Armory is the only building separating those portions of sidewalk along the west side of Baltimore Avenue, this will "ensure a common street wall that creates a comfortable sense of enclosure".

While the proposed townhouses will not include any commercial uses, this portion of the Sector Plan does allow for a horizontal mix of uses, as well as a vertical mix. It is important to note the following: (1) the purely retail commercial portion of Arts District Hyattsville is located immediately across Baltimore Avenue from the Subject Property, allowing easy access to those commercial uses; (2) the only commercial uses on the first floor of townhouses are located on the west side of Baltimore Avenue within Arts District Hyattsville, and those commercial spaces proved to be extremely difficult to tenant, resulting from the difficulty in obtaining financing for any such commercial uses at those locations and also as a result of the difficulty in providing sufficient off-street parking to support any such commercial uses at those locations. In fact, in 2014, the Planning Board and District Council approved the conversion of a building (located between Jefferson and Longfellow Streets on the west of Baltimore Avenue) from that which was originally approved with live/work units on the ground floor level, to units which are solely residential. (See: DSP-04076-04, approved through PGCPB No. 14-53). Clearly, the same concerns that led to that approved conversion would apply equally to the proposed townhouses on the Subject Property. The Sector Plan was approved prior to the development and construction of Arts District Hyattsville, and the recommendations in the Sector Plan, therefore, were only a projection of the concept at that time. Given that the reality of the market and other considerations have caused a reevaluation of the proposed vertical mix of uses, I submit that the purely residential uses proposed upon the Subject Property are justified and appropriate.

**b. Plan Elements – Town Center Character Areas – Goal (p. 17):**

"To enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks."

**RESPONSE:** The proposed townhouses upon the Subject Property will help to provide a greater critical mass of residents within this portion of the Hyattsville Town Center to better serve the existing retail uses within this area, and to provide a greater demand for additional commercial uses in the future. The townhouses as proposed are "human-scale", and the sidewalk and streetscape proposed along the Baltimore Avenue frontage of these townhouses will provide the "walkability" as envisioned within the Sector Plan as well.

**c. Recommendations pertaining to town center character areas collectively – Area wide (p. 18):**

"To encourage the construction of off-street, structured parking facilities in the town center. . ."



**RESPONSE:** As noted above, each townhouse upon the Subject Property is proposed to include its own two-car garage, which is the functional equivalent of structured parking within the townhouses.

"Encourage development that supports both a horizontal and vertical mix of uses (commercial, residential, civic, arts and entertainment)."

**RESPONSE:** The proposed sixteen townhouses upon the Subject Property will promote the horizontal mix of uses within the Hyattsville Town Center, providing, as noted above, a greater critical mass of residents to support the existing and future commercial uses within this area.

**d. Recommendations for the Hyattsville Town Center (p. 20):**

"Mixed-use residential and commercial development on U.S. 1 that supports commercial and civic activities."

Strong preference for owner-occupied housing; a distinctive and unique identity for 'Main Street' Hyattsville."

**RESPONSE:** The proposed townhouses will be a part of the mixed-use residential and commercial development on U.S. 1 that will support the existing and future commercial uses within this area.

"Strong preference for owner-occupied housing."

**RESPONSE:** The proposed townhouses will be owner-occupied, as recommended.

"A distinctive and unique identity for "main street" Hyattsville."

**RESPONSE:** The design of the townhouses, along with the streetscape and sidewalk along the Baltimore Avenue frontage, will be consistent with the "mainstreet" identity, as established previously by the existing townhouses within ArtsDistrict Hyattsville.

**e. Design Principles - Traditional Neighborhood Design (p. 71):**

**Recommendations include the following:**

"All or most of new residential development in mixed-use areas of the Arts District should be high-end, owner-occupied units such as condominiums, row houses or two-over-two-homes."

**RESPONSE:** – The proposed townhouses upon the Subject Property will be high- end, fee simple, owner-occupied units, as recommended.

**f. Pedestrian-Oriented Design and Transit-Oriented Design (p. 74):**

"Place parking behind, beside, or beneath buildings, or along the street, but never between a sidewalk and a building." Establish standards for building height to create a sense of enclosure along the street."; Establish building design standards that respect the traditional design of surrounding residential communities while reflecting the artistic nature of the Arts District."; "Use materials that reflect the quality and spirit of the Arts District."; install landscaping that provides shade and visual variety along the street."; "Encourage public and private entities to provide sidewalks, street trees, landscaping, seeding, bus shelters, and other amenities." And "Promote windows, porches, balcony's and stoops."; "Expand sidewalk widths so that pedestrians may walk in minimum of two abreast."; and "Plant shade trees." "Avoid ornamental trees; ...".

**RESPONSE:** A two-car garage on the ground level of each townhouse.

"Establish standards for building height to create a sense of enclosure along the street."

**RESPONSE:** The proposed building height of these townhouses will be roughly equivalent to those of the existing townhouses also along the west side of Baltimore Avenue, north of Jefferson Street, and it will create a "sense of enclosure along the street.

"Establish building design standards that respect the traditional design of surrounding residential communities while reflecting the artistic nature of the Arts District."; "Use materials that reflect the quality and spirit of the Arts District."

**RESPONSE:** The building design and materials will be generally consistent with the existing townhouses also along the west side of Baltimore Avenue, north of Jefferson Street, and these have previously been found to "reflect the quality and spirit of the Arts District"

"Install landscaping that provides shade and visual variety along the street."; "Encourage public and private entities to provide sidewalks, street trees, landscaping, seating, bus shelters, and other amenities."

**RESPONSE:** The landscaping proposed along the Baltimore Avenue frontage of the Subject Property will provide shade and visual variety along the streets, and the developer will be providing new and wider sidewalks, as well as public art.

"Promote windows, porches, balconies and stoops."

level of living area, and balconies above, as well as windows that will provide a great deal of natural light into the townhouses.

"Expand sidewalk widths so that pedestrians may walk a minimum of two abreast."

**RESPONSE:** The sidewalk width, as noted above, will be widened to provide a pedestrian way that will easily accommodate at least two people walking abreast.

- 5. Compliance with Development Standards** – While the proposed development upon the Subject Property complies with the great majority of applicable Development Standards (see the Development Standards matrix, attached hereto as Attachment A), four (4) variations from the applicable Development Standards are requested, and the Justification for those variations is attached hereto as Attachment B.

Respectfully submitted,



Lawrence N. Taub

Attorney for Applicant

**JUSTIFICATION FOR VARIATIONS TO DEVELOPMENT STANDARDS**  
**GATEWAY ARTS DISTRICT SECTOR PLAN AND SECTIONAL MAP AMENDMENT**  
**"THE BLUE" TOWNHOUSES; DSP-15016**

1. **Site Design – No. 5 – "All buildings shall be built out to a minimum of 80 percent of the site frontage."**

Variation Requested – 16% - The building upon this site will be built out to 64 percent of the site frontage.

Justification -The subject property consists of 16 townhouses, each of which will include a two-car garage that will occupy the entire lower level. Each townhouse will be accessed from an internal street, which is connected to Baltimore Avenue by way of a 22-foot driveway to be located roughly in the middle of the site frontage along Baltimore Avenue. While each townhouse lot will be built out to 100 percent of its own frontage, the functional requirement of the driveway to access the garages to all of the townhouses reduces the amount of site frontage to 64 percent, below the Development Standard of 80 percent. The existence and location of this driveway to access the internal street, however, allows the design of these proposed townhouses to comply with the great majority of the applicable Development Standards, e.g., Development Standard No. 2 under the category of "Siting & Access" – "Residential unit garages should be located at the rear of the property and accessed from a side street or alley." I respectfully submit that the requested variation provides for a very attractive and functional townhouse development, which will be generally consistent with, and help to advance, the vision of the Gateway Arts District Sector Plan.

2. **Site Design – No. 10 – "Building sidewalls should abut the sidewalls of adjacent buildings, if possible."**

Variation Requested – There will be a sixty-inch (60") gap between the southernmost wall of the subject townhouses and the building immediately to the south of the townhouses.

Justification – It should first be noted that this Development Standard utilizes the word "should", rather than "shall", as used in other Development Standards. The word "should" has generally been interpreted to mean that the standard is not mandatory – which is generally indicated by the term "shall" -but directory only. This particular Standard, therefore, is one which is intended to express a desirable objective, though not required.

If, however, this variation must be addressed, the applicant believes that this small gap between these buildings is justified for the following reasons: (1) the building immediately to the south of the proposed townhouses is an older building, and may well be demolished for site redevelopment at some point in the future; (2) the gap between the buildings will allow for improved fire safety and a more efficient construction of the new townhouses; and (3) if the goal of this Standard is to present a continuous appearance of buildings along the street frontage, as well as continuous street activity, I would respectfully submit that this very small separation between these buildings will not materially affect these goals, and the view from

Route 1 will still be that of a generally continuous line of buildings, including both the proposed townhouses and the building immediately to the south.

3. **Fencing, Walls, Screening, & Buffering -No. 1-"Opaque walls and fences, with the exception of required screening, shall not exceed four feet in height. Non-opaque fences shall not exceed six feet in height."**

Variation Requested -The opaque fence along the western property line is proposed to be six feet in height.

Justification -The six-foot fence along the western property line is required at that height to effectively prevent views into the third floor bedroom windows of the townhouses from the adjacent property to the west. The driveway immediately west of the Subject Property will be significantly higher than the ground level of the townhouses, and thus a four-foot high fence at that location will not provide an effective visual screen for the windows in the townhouses. The fence, however, will be landscaped, and will thus be visually attractive.

4. **Unit Design - No.1-"Residential Units shall not be located on the ground floor on 34<sup>th</sup> Street, 38<sup>th</sup> Street and US 1 south of Jefferson Street."**

Variation Requested -Waiver

Justification - While other Development Standards specifically reference a particular type of use on the ground floor of a building (e.g. "ground floor retail uses," as set forth in Development Standard No. 1 for "Building Openings-Entrances"), this particular Standard, interestingly, does not do so. If commercial uses are determined to be implied as the uses that should be on the ground floor of these proposed townhouses, I would respectfully disagree. The commercial uses on the ground floor of the live/work buildings located in Arts District Hyattsville, along the western side of Baltimore Avenue north of the subject property, have been generally unsuccessful -they have proven to be very difficult, if not impossible, to finance, and parking to serve those uses has been very problematic. This problem was acknowledged by the Planning Board and District Council through the approval of DSP-04076-04 (PGCPB No. 14-53), in which the originally-proposed live/work units on the ground level of a building within Arts District Hyattsville, located on the west side of Baltimore Avenue between Jefferson Street and Longfellow Street, was permitted to be converted to purely residential units.

Respectfully submitted

  
Lawrence N. Taub

Attorney for Applicant

Development Standards for "The Blue" Townhouses, DSP-15016 Gateway Arts District Sector Plan – Town Center Character Area			Compliance
1. <u>SITE DESIGN</u>			
1. Development shall meet all applicable build-to lines with the optional variation shown in Table 1			
Table 1: Build-to Line (Distance in feet)			
Buildings/Location	Build-to Line		Allowable Variation
	From face-of-curb	From edge of R-O-W	
Along US 1, excluding the segment from Jefferson Street to Farragut Street	-----	10-12	±4
Along 34 <sup>th</sup> and 38 <sup>th</sup> Streets	20	-----	±4
Along all other streets	15	-----	±5
Residential Uses	As above	-----	±15
Institutional Uses	As above	-----	±40
4. Buildings along the segment of US 1 from Jefferson Street to Farragut Street should be sited to maintain a consistent front building line to define the public realm of the street, wherever possible. If no established setbacks of the existing front building line exists, a build-to line between 10 and 12 feet from the right-of-way-line should be established. This is a DSP standard.			
5. All buildings shall be built out to a minimum of 80 percent of the site frontage.			
6. Development on lots or parcels greater than four acres in size should place utility lines underground or relocate them to the rear of the property in coordination with the appropriate utility. This standard applies only to new utilities to be placed with proposed development or redevelopment.			
10. Building sidewalls should abut the sidewalls of adjacent buildings, if possible.			
29. Buildings on corner lots should not have blank exterior walls at the pedestrian level.			
<b>Access &amp; Circulation</b>			
			Variation requested
			NA
			Variation requested
			NA

1. Access to parking lots and loading facilities on adjacent properties should be shared.	NA
2. Sidewalks a minimum of five feet in width shall connect to dwelling entrances, parking, recreational facilities, auxiliary buildings, recycling, and dumpster areas.	✓
3. Sidewalks shall not be made of asphalt.	✓
4. Sidewalk materials and design shall be continuous across driveways and driveway aprons.	✓
5. There shall be a maximum of two access driveways per lot or parcel from a public street to parking.	✓
6. Access to parking and the rear of the lot or parcel shall be located on a side street or alley and shall be a maximum of 18 feet wide.	✓
7. Sites greater than four acres in size should have private drive aisles or public alleys to provide access to the rear of the buildings and the interior of the lot or parcel for access to parking, dumpsters, and service entrances.	NA
8. Drive-through services shall be located only on the rear of a building.	NA
9. Drive-through services shall not be allowed except where accessed from a side street or alley.	NA
<b>Parking and Loading</b>	
1. Parking for an artist studio use shall be provided at the rate of one space per 2,500 square feet of gross floor area.	NA
2. Parking for a residential or live/work use shall be a minimum of 1.5 on-site spaces per unit. Additional spaces up to a maximum of 3.5 spaces per unit may only be provided in an on-site parking structure.	✓
6. If a parking district(s) is established in the Arts District or individual municipality, the number of off-street surface parking spaces, for uses with at least 35,000 SF of GFA, other than artist studio, residential and live/work shall not exceed 80 percent of the number of off-street parking spaces required by Section 27-568(a) of the Zoning Ordinance. If additional parking is provided, it shall be structured. Required parking may be on or off site but shall be located within one-quarter mile of the development site. This section's requirements shall apply to all development under 35,000 SF of GFA.	NA
7. If a parking district(s) is established for the Arts District or individual municipalities, the minimum number of off-street surface parking spaces for uses other than art studio, residential, and live/work shall be reduced 50 percent from the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. If off-site shared parking is utilized in accordance with off-site shared parking requirements below, then this minimum for on-site surface parking may be waived. The minimum number of off-street surface parking spaces permitted for each land use type shall comply with Section 27-568(a) of the Zoning Ordinance. Departure from the provisions of Section 27-568(a) requires a detailed site plan review.	NA

8. Where shared parking is utilized, the applicant shall provide details of the development's proposed uses and required parking along with a letter from the parking lot manager certifying that the lot has the capacity to accommodate all parking needs and that the parking owner has entered into an agreement to share the number of spaces required.	NA
9. When off-site parking is used to meet the parking requirements, the applicant will need to provide satisfactory documentation to show that parking is provided off site.	NA
<b><u>Siting &amp; Access</u></b>	
1. Structured parking for a multifamily residential use shall be located on the interior of the block, at the rear of the property or underground and accessed from a side street, alley or entrance drive-aisle with a secured door.	NA
2. Residential unit garages should be located at the rear of the property and accessed from a side street or alley.	✓
3. Loading facilities shall only be located at the rear of the building and accessed from a side street or alley.	NA
4. Parking shall not be located between the sidewalk or street and the building.	✓
5. Structured parking should be located on the interior of the block, at the rear of the property, or underground and accessed from a side street or alley. Structured parking should not be located to overshadow historic landmarks, historic neighborhoods or views of signature buildings.	NA
<b><u>Fencing, Walls, Screening, and Buffering</u></b>	
1. Opaque walls and fences, with the exception of required screening, shall not exceed four feet in height. Non-opaque fences shall not exceed six feet in height.	Variation requested
2. Barbed wire, vinyl cladding, unclad cinder block, or razor wire shall not be used as walls, fences, or screening. Appropriate materials for fences and walls include masonry, wood, decorative metal, or brick.	✓
3. Chain-link fences shall not be used as walls, fences or screening, with the exception of enclosures for recreational courts (e.g. tennis or basketball).	✓
<b><u>Dumpsters, Services, Utilities, Outdoor Storage and Stormwater Management</u></b>	
1. New techniques and methods of collecting and treating stormwater should be used as they emerge, such as micromanagement described in the current version of the design manual <i>Low-Impact Development Strategies – An Integrated Design Approach</i> , published by DER.	✓
2. Dumpsters, outdoor storage, utility boxes, and HVAC units shall be screened by an opaque material similar in color and material to that of the main building so they are not visible from the public sidewalks or streets.	✓
3. Dumpsters on adjacent properties should be consolidated, where possible.	NA
<b><u>Signage</u></b>	



1. Freestanding pole, monumental signs, or billboard shall not be allowed.	NA
<b><u>Lighting</u></b>	
1. Gas stations should not be illuminated by a high level of lighting (above 10 Lux) and should use a minimum color-rendering index (CRI) of 65. This lighting should be shielded not to exceed 15 feet in radius from any given pump.	NA
2. Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks, and plazas.	✓
3. Grade changes in public spaces such as stairs, inclines, ramps, and steps should be illuminated from above or at the ground level.	NA
4. Fixtures should be located and shielded so that light does not spill from a parking lot onto an adjacent one-family residential property or into residential building windows.	✓
<b><u>Landscaping</u></b>	
1. Existing trees should be preserved where feasible.	✓
2. Shade trees with a minimum of 2½- to 3-inch caliper shall be provided at the rate of one shade tree per every 5,000 square feet of the gross site area (exclusive of street dedications). Existing trees and street trees to be planted within the abutting right-of-way may be counted toward meeting this standard.	✓
3. Parking lots shall be planted with a minimum of one shade tree per every ten spaces in the provided corners, bump-outs, or islands.	NA
4. The property owner should install hose bibs on the outside of new buildings in locations appropriate for watering street trees and landscaping and cleaning sidewalks where this does not interfere with entrance embellishments.	✓
<b><u>BUILDING DESIGN</u></b>	
<b><u>Building Height</u></b>	
1. Buildings adjacent to a one-family residential dwelling or a historical landmark shall have a maximum height of 42 feet. Buildings adjacent to a historic landmark shall have a height that is architecturally compatible with that landmark.	✓
2. Residential or live/work buildings on US 1, Alt. US 1 and 38 <sup>th</sup> Street should have a minimum height of 28 feet. The minimum height of commercial buildings on these streets should be 18 feet.	✓
3. The maximum height of multifamily residential buildings shall be 70 feet.	NA
4. The maximum height of townhouse buildings shall be 45 feet.	✓
5. A bay window, oriel, entrance vestibule, or balcony may project up to three feet beyond the front or rear building line, if the projection is not more than ten feet long (measured along the building.) Cornices and	✓

eaves may project up to two and one half feet beyond the building line. The projection shall be at least two feet from any lot line.	
<b>Building Openings</b>	
<b>Entrances</b>	
1. The main entrance(s) of the buildings with ground floor retail uses should be located on the primary street and address the sidewalk with appropriate lighting and signage. Buildings on corners should consider locating main entrances on the corners.	NA
2. The main entrances should be highlighted with a minimum of three design elements such as awnings, a portico, architectural recesses, windows (transom and sidelights), plantings, street furniture, and architectural details to highlight entrances to businesses or upper-story offices and apartments.	NA
<b>Windows</b>	
1. The ground floor of commercial structures with first-floor retail uses shall contain at least 60 percent two-way visually transparent material.	NA
2. All facades should have substantial fenestration on all stories, including those facing the rear, alley, driveways, parking lots or other open areas.	✓
3. Multifamily buildings should have transparent lobby and entrance windows facing the street.	NA
<b>Unit Design</b>	
1. Residential units shall not be located on the ground floor on 34 <sup>th</sup> Street, 38 <sup>th</sup> Street and US 1 south of Jefferson Street.	Variation requested
2. Commercial buildings shall have a minimum ground floor height of 12 feet.	NA
3. Artist live/work units shall have a minimum gross floor area of 700 square feet.	NA
<b>Architecture</b>	
1. The historic character of buildings should be retained and, where possible, details of the original building should be restored.	NA
2. Developments should emphasize the division between street level and the upper stories through design features such as aligned windows, awnings, patterned bands, and cornices.	✓
3. Parking structures should relate to the architecture of the main building.	NA
4. New buildings greater than 45 feet in width should be designed to visually break up the length of the new building.	✓
5. Buildings that exceed 130 feet in frontage on any street should be articulated through massing, material, color, opening, and detail changes to appear as multiple buildings rather than one single building.	NA
6. Buildings intended for institutional uses should highlight the main entrance through massing changes, architectural details, and appropriate lighting and plantings.	NA

7. The ground floor of any commercial/mixed-use structure on US 1, Alt. US 1 and 38 <sup>th</sup> Street should incorporate decorative architectural detailing and materials. This shall be achieved through the use of windows and door casings, façade detailing, and unique cornices, banding or awnings.	NA
8. Design of multifamily buildings should be compatible with the scale and proportion of adjacent residential neighborhoods.	NA
12. New buildings should be faced on any façade fronting a public street with quality materials such as brick, stone, wood, masonry, or stucco compatible with the character of the surrounding neighborhoods.	✓
<b>Architecture for Signature Buildings</b>	
1. New buildings and renovations on signature properties should incorporate designs that portray the unique identity of the Arts District and exhibit the highest quality in design or materials. See Gateway and View Terminus Sites (Map 11) for locations.	NA
<b>Signage</b>	
1. Exterior neon signs, internally lit signs, and signs with moving parts or blinking lights shall only be permitted on US 1, 34 <sup>th</sup> Street and 38 <sup>th</sup> Street.	NA
2. Commercial signs painted on side or rear facades shall not exceed 30 percent of the façade areas.	NA
3. Neon signs, signs with moving parts, or blinking lights should not be greater than 20 square feet in area.	NA
4. Sign locations should be incorporated into the overall architectural design of the building.	NA
5. Letters and logos painted on storefront windows and doors should not exceed more than 25 percent of the window area.	NA
6. All businesses shall have front and/or rear entry signage such as blade and bracket, pin letter, or flat mounted boards securely fastened to the building and oriented toward pedestrians.	NA
7. Signs should be lit externally, where the light does not exceed the area of the sign or spill onto the building façade.	✓
8. Only banners suspended and permanently braced perpendicular to the building are permitted.	NA
9. Sign area shall not exceed the regulations of Sections 27-613(c), (f), and 27-107.01 of the Zoning Ordinance.	✓
10. Roof-mounted signs should not extend beyond the roofline by more than three feet.	NA
12. Wall murals shall not contain logos, advertising, or a product for sale. The name of the sponsor may appear in letters not more than eight inches in height. A wall mural shall not contain an image(s) that are obscene or negatively impact historic characters and resources of the local community.	NA
<b>PUBLIC SPACE</b>	
<b>Streetscape</b>	
1. The streetscape is the area from the face of the curb to the build-to-line. The streetscape should	✓

include a sidewalk (pedestrian walkway and street furniture zone) and a strip containing street trees, landscaping, and a paved area for pedestrian amenities. On streets with on-street parking, bump-outs containing tree boxes should be considered.	
*The City of Hyattsville is exempt from this standard*	
2. The streetscape on US 1, 34 <sup>th</sup> and 38 <sup>th</sup> Streets and Alt. US 1 shall consist of a sidewalk a minimum of 12 feet wide and may include a strip containing street trees, landscaping, and pedestrian amenities.	✓
*The City of Hyattsville is exempt from this standard*	
4. All streets shall have a sidewalk on both sides wherever possible.	NA
5. On US 1, Alt US 1 and 38 <sup>th</sup> Street, tree boxes shall be at least 5 feet wide, 10 feet long, and 4 feet deep. On all other streets tree boxes shall be at least 4 feet wide, 8 feet long, and 4 feet deep. All tree boxes shall be spaced 30-40 feet apart.	✓
6. Street trees shall be shade trees and shall be a minimum of 2½- to 3-inch caliper.	✓
<b><u>Parks and Plazas</u></b>	
1. At least one tree with a minimum 2½- to 3-inch caliper should be planted per every 1,000 square feet of proposed open space.	NA
2. Walkways in parks and plazas shall have pedestrian-oriented lighting.	NA
3. A minimum of 1 shrub should be provided for every 100 square feet of area, and there should be a minimum of 3 varieties for spaces greater than 300 square feet.	NA

Case No.: S.E. 3019

Applicant: Blue Bird Cab Co., Inc.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 47 -1977

AN ACT ENTITLED AN ORDINANCE TO AMEND THE ZONING MAP FOR THE MARYLAND-WASHINGTON REGIONAL DISTRICT IN PRINCE GEORGE'S COUNTY, MARYLAND.

WHEREAS, the subject property described generally as being located on the west side of Baltimore Avenue (U.S. Route No. 1) 115± feet south of Jefferson Street in the City of Hyattsville; and containing 24,305± square feet was duly advertised and posted for consideration of a special exception request for Automobile Repair and Service Station; and

WHEREAS, a public hearing was conducted before the Zoning Hearing Examiner on May 4, 1977; and

WHEREAS, the Technical Staff Report (Exh. #22) and the Hearing Examiner's Decision on such request have been duly considered by the District Council; and

WHEREAS, the District Council adopts herewith as the basis for its enactment the Technical Staff Report and recommended conditions as the basis for its enactment.

NOW, THEREFORE, BE IT ORDAINED that:

SECTION 1. The Zoning Map(s) for the Maryland-Washington Regional District in Prince George's County, Maryland, be amended to include an approved Special Exception use of Automobile Repair and Service Station subject to these conditions:

That the parking facility shall be required to comply with the following provisions of Section 24.212 for design standards of parking compounds:

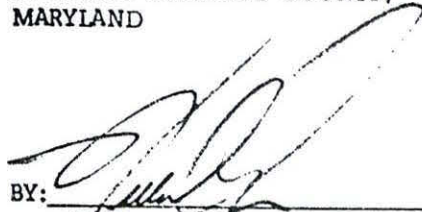
1. Subsection (a) - Surfacing
2. Subsection (d) - Dimensions - At least 16 parking spaces shall comply with the minimum parking space dimensions (9 1/2 feet by 19 feet)
3. Subsection (e) - Marking and Lighting
4. Subsection (g) - Landscaping and Screening (ii) Landscape Strip -

At least a six foot wide landscape strip shall be provided between the existing sidewalk and the proposed parking along the north and south property lines.

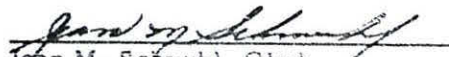
SECTION 2. BE IT FURTHER ORDAINED that this Ordinance shall take effect from the date of its enactment.

Enacted this 27th day of June, 1977.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, SITTING AS THE DISTRICT  
COUNCIL FOR THE MARYLAND-  
WASHINGTON REGIONAL DISTRICT  
IN PRINCE GEORGE'S COUNTY,  
MARYLAND

BY:   
William B. Amonett, Chairman

ATTEST:

  
Jean M. Schmuhl, Clerk

Case No: SE 3019

Applicant: Blue Bird Cab Co., Inc.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL

ZONING ORDINANCE NO. 47 1977

AMENDMENT NO. 1 1977

AN ACT ENTITLED AN ORDINANCE TO FURTHER AMEND ORDINANCE  
NO. 47-1977, AS ENACTED JUNE 27, 1977, SO AS TO INCLUDE  
APPROVAL OF REQUESTED VARIANCES.

WHEREAS, in the adoption and enactment of Ordinance  
No. 47-1977, there was inadvertently omitted the approval of  
requested variances under Section 27-510(a)(5) and (a)(8)  
(formerly 28.317(e) and (h)) of the Zoning Ordinance.

NOW, THEREFORE, BE IT ORDAINED that:

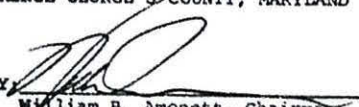
SECTION 1. That Zoning Ordinance No. 47-1977 be amended  
to include the following:

"Approval of Variances under Section 27-510(a)(5) and (a)(8)  
of the Zoning Ordinance is hereby granted for reasons  
given in the Zoning Hearing Examiner's Conclusions and  
Recommendations hereby adopted in pertinent part only."


SECTION 2. BE IT FURTHER ORDAINED that this Ordinance  
shall take effect from the date of its enactment.

ENACTED this 6th day of September, 1977.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, SITTING AS THE DISTRICT  
COUNCIL FOR THE MARYLAND-  
WASHINGTON REGIONAL DISTRICT IN  
PRINCE GEORGE'S COUNTY, MARYLAND

BY:   
William B. Amonett, Chairman

ATTEST:

  
Jean M. Schmuhi, Clerk



EXHIBIT'S LIST

10/6/16 - PGCPB REGULAR MEETING

ITEM 6 – DETAILED SITE PLAN DSP-15016

BLUE

Applicant's Exhibit No. 1:

Proposed Amendments to Staff Conditions (1 page)

ORIGINALS TO: G. RIVERA 10/6/16

PROPOSED AMENDMENTS TO STAFF CONDITIONS

DETAILED SITE PLAN NO. DSP-15016

BLUE

REC'D BY PGCPB ON 10.6.16  
ITEM # 6 CASE # DSP-15016  
EXHIBIT # Applicant's Exhibit No. 1

1. h. Ensure that any [pedestrian] street lighting along the subject site frontage on Baltimore Avenue (US 1) [or] and within the subject site meets PEPCO specifications [, and confirm whether the lighting is to be accepted by PEPCO into the public lighting system or if pedestrian street lighting is to become private and maintained by the homeowner's association].
- i. [The plans shall be amended to include a bicycle rack consistent with the existing model and branding type utilized by the City of Hyattsville placed along the subject site's Baltimore Avenue (US 1) frontage. Final approval of the bike rack location shall be by the Transportation Planning Section and the City of Hyattsville as the designees of the Planning Board.] [Same as DSP Condition j.3. and PPS Condition 3.a.]
- m. [The architectural elevations for the project shall be revised to identify brick as the architectural material to be utilized on the second story of Unit 8.]
- n. [The public pedestrian and vehicular-access easements approved in Preliminary Plan of Subdivision 4-15016 shall be added to the DSP.] [Same as DSP Condition j.2.]

Underlining in blue indicates additions

Bracketing in red indicates deletions