

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



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Detailed Site Plan Special Permit

**DSP-11017
 SP-110002**

Application	General Data	
Project Name: Hyattsville Subway Sandwich Shop Location: On the western side of Baltimore Avenue (US 1), approximately 790 feet south of its intersection of Farragut Street. Applicant/Address: Jagjot Khandpur 11704 Centurion Way Potomac, MD 20854	Planning Board Hearing Date:	10/11/12
	Staff Report Date:	09/18/12
	Date Accepted:	07/09/12
	Planning Board Action Limit:	10/16/12
	Plan Acreage:	0.15
	Zone:	M-U-I/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	1,400 sq. ft.
	Planning Area:	68
	Tier:	Developed
	Council District:	02
	Election District:	16
	Municipality:	Hyattsville
200-Scale Base Map:	206NE04	

Purpose of Application	Notice Dates	
Construction of a new 1,400-square-foot sandwich shop.	Informational Mailing:	02/08/12
	Acceptance Mailing:	07/09/12
	Sign Posting Deadline:	09/11/12

Staff Recommendation		Staff Reviewer: Ruth Grover, M.U.P., A.I.C.P. Phone Number: 301-952-4317 E-mail: Ruth.Grover@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-11017
Special Permit SP-110002
Hyattsville Subway Sandwich Shop

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 CRITERIA

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

- a. The requirements of the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District*.
- b. The requirements of the Zoning Ordinance in the Mixed Use–Infill (M-U-I) Zone.
- c. The requirements of the Development District Overlay (D-D-O) Zone.
- d. The requirements of the 2010 *Prince George's County Landscape Manual*.
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- f. The Prince George's County Tree Canopy Ordinance.
- 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 approval for the establishment of a 1,400-square-foot Subway sandwich shop on the subject property.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	DDO/M-U-I	DDO/M-U-I
Use(s)	Vacant	Subway Sandwich Shop
Acreage	0.15 (6,367 square feet)	0.15 (6,367 square feet)
Parcels	One	One
Lots	Part of Two	Part of Two
Building Square Footage/GFA	3,264	1,400

OTHER DEVELOPMENT DATA

Parking Schedule

Type of Use	Parking Rate	Number of Seats and specified GFA	Number of Parking Spaces Required*	Parking Provided
Eating and Drinking Establishment (including drive-through service or carryout)	1 per three seats and one per 50 square feet of GFA (excluding any area used exclusively for storage or patron seating, and any exterior patron service area)	18 seats and 80 square feet of GFA	8	5

*Provided as per the requirement specified in the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* and the Prince George's County Zoning Ordinance. A waiver of the development district standards has been requested for this requirement.

3. **Location:** The subject site is located in Planning Area 68 and Council District 2. More specifically, the site is located on the western side of Baltimore Avenue (US 1), approximately 790 feet south of its intersection of Farragut Street in Hyattsville.
4. **Surrounding Uses:** The subject property is bounded to the north by townhouses that are part of the EYA Hyattsville development; to the east by Baltimore Avenue (US 1), with the Shops at EYA beyond; to the west by townhouses, also part of the EYA Hyattsville project, and a portion of the adjacent car wash property; and to the south exclusively by the car wash property.
5. **Previous Approvals:** The site is subject to the requirements of the plat recorded in Liber 32700 at Folio 237.
6. **Design Features:** The project is planned to be accessed at a single point from the northern end of its Baltimore Avenue (US 1) frontage. Five parking spaces and a dumpster enclosure are provided for the project to its rear. Landscaping for the project is included along two portions of its US 1 frontage and in the northwestern corner of the site.

The architecture of the proposed approximately 20-foot-tall building is simple and rectilinear. The front façade includes a flat roof and two areas of storefront glass, with the left (southern) area containing the front entrance door. Both are surrounded by rectilinear blocks of yellow-colored stucco, with the remainder of the front façade treated in contrasting peach-colored stucco, with brick on the watertable. An internally-lit sign centered on the front façade includes the white, yellow, and green corporate logo, and a “crown” feature is included above. The architecture of the front façade should be modified in order to conform to the development district standards. More particularly, the architectural building elevations should be revised to provide a total of 60 percent storefront glass, the internally-lit sign should be replaced with a wood painted sign lit by a gooseneck spotlight, and brick should be applied to the entire first story, extending as pilasters up to the sign band, and the stucco “crown” should be embellished to become a decorative entablature. See Finding 8 for a more detailed discussion of conformance to development district standards. A proposed condition in the Recommendation section of this technical staff report would accomplish these front façade improvements.

The side and rear architectural treatment is minimal with a stucco “crown” feature and brick on the watertable, the sole architectural embellishments to what are otherwise blank walls. The right (north) side elevation has a double storefront window that appears much like a standard drive-through window, though the restaurant is specified as a sit-down/carry-out facility. The rear façade has a single utilitarian storefront glass service door on its left (northern) side and two aluminum downspouts specified. As the side façades will be clearly visible to both pedestrian and vehicular traffic on Baltimore Avenue (US 1) and the rear façade will be clearly visible from the EYA Hyattsville development, staff would suggest that use of brick on the entire first story be continued to the sides and rear of the building and that either fenestration or other architectural features be utilized to visually enhance the remaining façades.

The applicant is showing the adjacent concrete sidewalk being continued across the access drive. By condition below, the brick on the adjacent property within the state right-of-way should be shown across the frontage of the subject project unless modified by the Maryland State Highway Administration (SHA), and the landscaping should be revisited so as to make the streetscape on both the subject and adjacent properties continuous, with final design to be approved by the Urban Design Section as designee of the Planning Board. All tree boxes in such redesign shall meet the minimum requirement of ten feet by five feet.

A recommended condition below would require these improvements to the proposed architecture and streetscape.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The requirements of the 2004 Approved Sector Plan and Sectional Map Amendment for the Prince George’s County Gateway Arts District:**

- a. The 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George’s County Gateway Arts District* (Gateway Arts District Sector Plan and SMA) superimposes a Development District Overlay (D-D-O) Zone over designated subareas called character areas to ensure that the development of the land meets the sector plan goals. The development district standards follow and implement the recommendations in the sector plan and sectional map amendment. The proposed project falls within the Town Center character area under the sector plan. The development district standards are organized in three parts to address site design, building design, and public space.

b. Section 27-548.25(b) of the Zoning Ordinance requires that in approving the detailed site plan, the Planning Board shall find that the site plan meets applicable development district standards. The subject detailed site plan meets the applicable development district standards except as noted below in the point-by-point response to those standards.

8. **Development District Standards of the Development District Overlay (D-D-O) Zone:** The application generally meets the development standards pertinent to achieving the town center character area in Hyattsville except as commented on below. Each relevant design development standard for each indicated subject area, as enumerated in the Gateway Arts District Sector Plan and SMA is included below in **boldface** type, followed by staff comment. Those standards which are not met in the subject application are so noted below and evaluated by staff as to whether such deviation from development district standards should be supported:

Site Design

Building and Streetscape Siting

1. **Along US 1, excluding the segment from Jefferson Street to Farragut Street the build-to line shall be 10 to 12 feet with an allowed variation of plus or minus 4 feet.**

Comment: The proposed setback of 11.6 feet meets this standard.

5. **All buildings shall be built out to a minimum of 80 percent of the site frontage.**

Comment: The proposed building would be built out to 62.8 percent of the site frontage, 11.2 percent short of the required 80 percent. Therefore, the applicant has requested a deviation from this requirement. As justification, the applicant has stated that there are no other options for access to the site, and providing the required 22-foot-wide ingress/egress makes conformance to this requirement impossible. Staff is in agreement with this statement and supports the requested deviation from development district standards.

Access and Circulation

2. **Sidewalks a minimum of five feet in width shall connect to building entrances, parking, and recreational facilities.**

Comment: Though this is a constrained site, an 11.6-foot-wide sidewalk is provided in conformance with this condition in the front of the building and a six-foot-wide sidewalk is provided in conformance with this requirement to the rear of the building.

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

Comment: The sidewalks on the plans are indicated as concrete, not asphalt, in accordance with this development district standard.

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

Comment: The sidewalk material (concrete) and design, 11.6 feet wide, is continued across the driveway and driveway apron in accordance with this condition.

5. **There shall be a maximum of two access driveways per lot or parcel from a public street to parking.**

Comment: Plans for the project indicate a single access drive to the project in conformance with this standard.

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.**

Comment: As the only access to the subject property is from US 1, it is impossible to access the parking and rear of the property from a side street or alley. In addition, the 22-foot travelway is supported by staff and more appropriate than an 18-foot travelway for access to a major collector instead of a side street or alley. Therefore, staff supports a deviation from this development district standard.

Parking and Loading

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.**

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 artist 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.**

Comment: A 50 percent reduction in the number of parking spaces required by Section 27-568(a) of the Zoning Ordinance would be allowed by development district Standards 6 and 7 if the City of Hyattsville has established a parking district in the Arts District. However, it is unclear as to whether or not the City has taken all necessary legal steps to set up a parking district, so in an abundance of caution, and as we would support the deviation in any case, staff recommends that a waiver of this development district standard and a reduction of three of the eight required parking spaces be granted as the size of the site prevents the applicant from meeting the full requirement.

Dumpsters, Services, Utilities, Outdoor Storage, and Stormwater Management

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.**

Comment: The main building is proposed to be composed of a combination of stucco and brick. A recommended condition below proposes revisions to the architecture resulting in its composition to be primarily of brick and a second recommended condition would require that the dumpster enclosure be composed primarily of brick. The gates of the enclosure should be of a durable, low sheen, non-wood, green composite material to match the canvas awnings to be utilized on the building. Then it may be said that the application conforms to this development district standard.

Lighting

- 1. Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks and plazas.**

Comment: The detailed site plan, but not the landscape plan, indicates two semicircular light fixtures in plan view. No detail for the fixtures is provided. The only additional information regarding lighting is provided in Note 19 which states: "Adequate lighting shall be provided that will not cross over to neighboring property and to minimize overall sky glow." This is insufficient to evaluate conformance to this development district standard. Additionally, there are no lights indicated on the front of the building or at the rear of the site. Staff has included a proposed condition of approval that would require, prior to signature approval, the applicant to revise the detailed site and landscape plans to include a detail and additional lighting that would address the front of the building and the rear of the lot. Further, in order to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the 2005 *Approved Countywide Green Infrastructure Plan* is minimized, and so that sky glow does not increase as a result of this development, the detail provided shall reflect a full cut-off optical fixture.

Landscaping

- 2. Shade trees with a minimum of 2.5-3-inch caliper shall be provided at a 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.**

Comment: In conformance with this requirement, two Japanese Zelkovas (*Zelkova Serrata*) at the specified two and one-half-inch caliper size are included on the detailed site and landscape plans for the project.

Building Openings—Windows

- 1. The ground floor of commercial structures with first-floor retail uses shall contain at least 60 percent two-way visual transparent material.**

Comment: The first floor front façade of the building contains approximately 40 percent two-way, visually-transparent material. A recommended condition below which would require architectural modifications includes increasing this percentage to 60 prior to signature approval. After such revision, the application would conform to this development district standard.

- 2. All façades should have substantial fenestration on all stories, including those facing the rear, alley, driveways, parking lots or other open areas.**

Comment: As only the front façade has substantial fenestration, in contravention of this development district standard, staff has proposed a condition requiring that, prior to signature approval, the architecture be revised to include substantial fenestration on all four façades. After such revision, the application would conform to this development district standard.

- 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.**

Comment: As brick predominates in the EYA development, which is directly adjacent on two sides of the subject site, staff has included a proposed condition that would require additional brick on the subject building. After such revision, the application would conform to this development district standard.

Signage

- 9. Sign area shall not exceed the regulations of Sections 27-613(c) and 27-107.1 of the Zoning Ordinance.**

Comment: Per Section 27-546.18(a)(3), Regulations in the M-U-I Zone, C-S-C Zone regulations apply to all other uses, including the subject eating and drinking establishment. Therefore, per Sections 27-613(c) and 27-107.1 of the Zoning Ordinance, the applicant's proposed 27.5-square-foot sign is well within the maximum allowed sign size (60 square feet) permitted for building-mounted signage. The proposed sign also conforms to the definition of sign and on-site sign contained in Section 27-107.1(210) and (212) of the Zoning Ordinance. Therefore, it may be said that the application conforms to this development district standard.

Public Space—Streetscape

- 5. On US 1, Alternate US 1 and 38th Street, tree boxes shall be at least 5 feet wide and 10 feet long and 4 feet deep.**

Comment: As the tree boxes shown do not meet this minimum requirement and because the streetscape is recommended to be redesigned prior to signature approval, staff will ensure that, in the redesign of the streetscape, the tree boxes meet this minimum requirement.

- 6. Street trees shall be shade trees and shall be a minimum of 2.5 to 3 inch caliper.**

Comment: The plant schedule indicates that the proposed Zelkovas meet this requirement.

- 9. Requirements of the Zoning Ordinance in the Mixed Use–Infill (M-U-I) Zone:** Where the development district standards contained in the Gateway Arts District Sector Plan and SMA are silent on varying regulated areas, the requirements for the M-U-I Zone contained in the Zoning Ordinance apply. More specifically, the purpose of the M-U-I Zone is identified in Section 27-546.15 of the Zoning Ordinance. Therein, the purpose of the zone, among other things, is stated to implement recommendations in approved master plans, sector plans, and other plans by encouraging residential or commercial infill development in areas where most properties are already developed, to encourage innovation in the planning and design of infill development, and to create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses. As to uses, Section 27-547 specifically allows an eating and drinking establishment with carry-out such as the proposed use

in the M-U-I Zone. As to regulations, Section 27-546.18 specifies that C-S-C (Commercial Shopping Center) Zone regulations apply to the subject use. Staff has reviewed each relevant C-S-C regulation not replaced by development district standards in the Gateway Arts District Sector Plan and SMA and found the subject project to be in compliance with those requirements.

10. **The Prince George's County Landscape Manual:** The proposed development is subject to the requirements of Sections 4.2, 4.4, and 4.9 of the 2010 *Prince George's County Landscape Manual*. Staff has reviewed the submitted plans against the requirements of these sections and found them to be in conformance.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** In comments dated July 17, 2012, the Environmental Planning Section stated that the property under discussion is not subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland. Further, they stated that a standard letter of exemption had been issued for the subject property, was submitted with the application, and that no further information about woodland conservation is required from the applicant.
12. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage requirement applies to this M-U-I-zoned site as per the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 640 square feet or ten percent of the subject 6,367-square-foot site. The application meets this requirement by providing three Japanese Zelkova trees (*Zelkova Serrata*) planted at two and one-half-inch caliper. Per the Tree Canopy Coverage Ordinance, Japanese Zelkova trees planted at the specified size are classified as major shade trees, with each tree earning 225 tree canopy coverage credits, for a total of 675, meeting and exceeding the 640-square-foot tree canopy coverage requirement.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic**—In a memorandum dated July 11, 2012, the Historic Preservation Section stated that their review of DSP-11017 and SP-110002, Hyattsville Subway Sandwich Shop, indicated that the subject site is located within the National Register of Historic Places, Hyattsville Historic District (68-041). They stated, however, that there are no federal guidelines or requirements concerning new construction within a National Register historic district. Therefore, they concluded that the subject application for the Subway Sandwich Shop building and associated parking will have no effect on the historic district or identified historic sites or resources.
 - b. **Archeology**—In a second memorandum dated July 19, 2012, the archeology coordinator of the Historic Preservation Section stated that she would not recommend a Phase I archeological survey for the subject property. As a basis for this recommendation, she stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. In closing, she notes that the existing one and a half-story-high, aluminum sided building with concrete foundation, was constructed on the property in 1969 for use as part of an auto sales center and repair shop.

- c. **Community Planning North Division**—In a memorandum dated July 26, 2012, the Community Planning North Division stated that the subject application is consistent with the 2002 *Prince George's County Approved General Plan* Development Pattern policies for the Developed Tier and conforms to the commercial infill land use recommendations of the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* for the Town Center character area.

The Community Planning North Division then stated that the goal of the Gateway Arts District Town Center character area is to enhance the walkability of the town center by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks. See Finding 7 for a detailed description of the subject project's conformance to the applicable design development standards relevant to the subject proposal.

- d. **Transportation**—In a memorandum dated July 31, 2012, the Transportation Planning Section offered the following:

The site encompasses one lot of an old underlying plat; therefore, there are no caps on development that would restrict this use. Because the site is currently developed and the building will be replaced by a smaller building of less than 5,000 square feet, there will be no preliminary plan of subdivision.

The site has frontage on Baltimore Avenue (US 1). The plan generally describes US 1 as a master plan major collector within a right-of-way ranging from 90 to 110 feet. However, the D-D-O Zone standards include an allowance for a lesser right-of-way (between 60 and 80 feet) along US 1 between Hamilton Street and Oliver Street, which is the section of concern for the subject site. The 60-foot right-of-way shown on the plan is consistent with other approved plans along this section of US 1, and shall be the right-of-way recommendation for this plan. Consequently, the build-to line reflected on the plan of 10.6 feet is deemed acceptable for purposes of transportation.

The sidewalk, building, and parking placement appear to meet the standards of the D-D-O Zone. It is noted that there is not a parking district within the City of Hyattsville, and this site is within the city; it is not clear that the minimum number of parking spaces required for the site may be reduced by 50 percent. The rationale for reducing parking requires further review.

Comment: There is some controversy as to whether or not the City of Hyattsville has met all legal requirements for establishing a parking district. See discussion in Finding 8.

The use will be served by an existing driveway from US 1 that extends around the rear of the building to the southern property line. This is acceptable given the size of the site and the need to place required on-site parking within a very small site.

As such, aside from noting the requirements and the major features of the plan, the Transportation Planning Section has no comments on this plan.

- e. **Subdivision**—In a memorandum dated August 9, 2012, the Subdivision Review Section offered the following:

The subject property is known as Part of Lot 6 and Lot 7, and a parcel described as Parcel 1 in Liber 32700 at Folio 237, located on Tax Map 42 in Grid C-4, and is 6,367 square feet. The site is within the Mixed Use–Infill (M-U-I) Zone. Part of Lot 6 and Lot 7 are the residue from a plat that was recorded in 1930 in plat book A-18. The property is accurately reflected in the current deed recorded at Liber 32700 at Folio 327.

The property is improved with a 3,381-square-foot building and is proposed to be razed. The applicant has submitted a detailed site plan and special permit to construct a building containing 1,400 square feet of gross floor area (GFA).

Pursuant to Section 24-107(c)(7)(a) of the Subdivision Regulations, the application is exempt from the requirement of filing a preliminary plan of subdivision because less than 5,000 square feet of GFA is proposed.

The PGAtlas Master Plan Right of Way layer reflects that the master plan right-of-way of Baltimore Avenue (US 1) extends on the subject site. Pursuant to Section 27-107.01(a)(225)(A)(ii) of the Zoning Ordinance, the right-of-way is defined as a street for development purposes. Section 27-259 of the Zoning Ordinance states that:

No building or sign permit (except as provided in Part 12 of this Subtitle) may generally be issued for any structure on land located within the right-of-way or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility, as shown on a Master Plan; however, the Council may authorize the issuance of the building or sign permit in accordance with this Section.

The Transportation Planning, Community Planning, and Urban Design Sections should coordinate to verify that the right-of-way is correctly shown and determine if any additional approvals are necessary to approve the site plan as proposed for the building location, setbacks, and structures in the right-of-way, etc.

Comment: The Subdivision Section then suggested that the following be included as recommended condition of approval.

- (1) Prior to certificate of approval, the DSP should be revised to show the following:
 - (a) Add the deed reference “Liber 32700 at Folio 237” to the plan notes.
 - (b) Add the underlying property information to the plan drawing.
 - (c) Reflect the master plan right-of-way of Baltimore Avenue (US 1), if determined to be appropriate by the Transportation Planning Section.

In closing, the Subdivision Section suggested it be noted that the bearings, distances, lots, and blocks as reflected on the deeds must be shown on the site plan and match those on the deed. Failure of the site plan and the deed to match will result in building permits being placed on hold until the plans are corrected.

The Subdivision Review Section's proposed condition above has been included in the Recommendation section of this technical staff report.

- f. **Trails**—In a memorandum dated September 4, 2012, the trails coordinator stated that Detailed Site Plan DSP-11017, Hyattsville Subway Sandwich Shop, was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master plan in order to provide master plan trails. Further, they noted that the Maryland State Highway Administration (SHA) right-of-way, sidewalks, and bicycle parking were involved in the project and that their review was for conformance with the MPOT and the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements. The subject property consists of 0.15 acre of land along Baltimore Avenue (US 1) in Hyattsville. The property is immediately to the south of the existing EYA development. A subway restaurant is proposed in a new 1,400-square-foot building, which will replace the existing structure on the site.

The trails coordinator then offered the following review comments:

- (1) The MPOT recommends designated bike lanes and a sidepath (or wide sidewalks) along US 1 inside the Capital Beltway (I-95/495). The area master plan reinforces this proposal by recommending the following:
 - (a) Comprehensive bicycle and pedestrian facilities are recommended along US 1 within the Gateway Arts District. Designated bicycle lanes, continuous wide sidewalks, and other pedestrian amenities are recommended where feasible and practical (Sector Plan, pp 45 and 46).
 - (b) The MPOT includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets section includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

- (c) Baltimore Avenue (US 1) is an important corridor for pedestrians and bicyclists, and the approved plans recommended that road improvements accommodate these modes of transportation. The subject site is immediately to the south of the EYA development, which included an extensive series of streetscape improvements which currently end at the northern edge of the subject site's frontage. The subject application should incorporate road improvements that are consistent with the

existing streetscape immediately to the north of the site. It appears that a wide pedestrian zone is being provided along the frontage of the subject site. This sidewalk/streetscape appears to be consistent in width with the adjacent EYA development. However, the details of the streetscape have not been provided. This treatment (including sidewalk width, surface treatment, special features, lighting, landscaping, and crosswalks) should be consistent with the existing EYA improvements.

- (d) Both the MPOT and the area master plan recommend that all new roads and all retrofit road projects be developed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, where feasible (Sector Plan, p 41). These guidelines outline current “best practices” for accommodating bicycles on roads. The types of facilities addressed include designated bike lanes, wide outside curb lanes, paved shoulders, and shared-use roadways. With regard to US 1, Recommendation 1 of the Transportation section recommends on-street bike lanes and continuous sidewalks along US 1 (Sector Plan, p 41). Suitable pavement markings to accommodate bicyclists will be determined by SHA.

In conclusion, the trails coordinator stated that three conditions should be included in the staff recommendation to implement the above concerns regarding the need for suitable bicycle parking, continuing the adjacent streetscape and sidewalk treatment along the subject site’s US 1 frontage, and continuing the surface material for the sidewalk across the site’s ingress/egress point along US 1, or a high-visibility crosswalk should be provided at this location. These proposed conditions have been included in the Recommendation section of this technical staff report.

- g. **Permits**—In a memorandum dated August 3, 2012, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plan or in the recommended conditions below.
- h. **Environmental Planning**—In a memorandum dated July 17, 2012, the Environmental Planning Section offered the following background for their review of the project:

A standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance was issued on January 30, 2012 because the site is less than 40,000 square feet in size and has no previous tree conservation plan approvals. The property is subject to the current provisions of Subtitles 24, 25, and 27 of the Prince George’s County Code that went into effect September 1, 2010 because there are no previous land development approvals to provide grandfathering. The current application is for a site 0.15 acre in size for the development of 1,400 square feet of commercial miscellaneous space.

The 0.15-acre site in the D-D-O/M-U-I Zones is located in the northwest quadrant of the intersection of Baltimore Avenue (US 1) and Jefferson Street. There are no streams, wetlands, or associated 100-year floodplain found to occur on this property. The information was obtained from 2011 aerial photography and the PGAtlas Environmental layer. The exemption letter indicates that the site contains less than 10,000 square feet of woodlands, and is therefore exempt from the Woodland and Wildlife Habitat Conservation Ordinance. According to the U.S. Department of Agriculture (USDA) Web

Soil Survey, the principal soils on this site are urban land (Un), which poses no particular problems related to land development. The site is not located in a sensitive species protection review area based on a review of the Sensitive Species Project Review Areas (SSPRA) GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. Although located adjacent to Baltimore Avenue, the proposed commercial use is generally not regulated for noise impacts. The proposed use is not expected to be a noise generator. The property is located in the Anacostia watershed and is in the Developed Tier of the General Plan. The subject property contains no elements within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan*.

The Environmental Planning Section then offered the following review comments:

- (1) A natural resources inventory (NRI) was not included in the application. This information is required at least 35 days prior to the Planning Board hearing.

Comment: In a supplementary email dated September 13, 2012, the Environmental Planning Section stated that the total disturbed area proposed is 4,750 square feet, which is just under the threshold for the requirement of a NRI (5,000 square feet). Based on this information, they stated that a NRI is not required for the subject project.

Sufficient evidence has been provided on this subject. A NRI will not be recommended by condition

- (2) The property is not subject to the provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland. A standard letter of exemption has been issued for this subject property and was submitted with the application.

Comment: No further information about woodland conservation is required for the subject property.

- (3) This site contains no regulated environmental features that are required to be protected under Section 27-285(b)(4) of the Zoning Ordinance. The required finding of “fullest extent possible” is not required for the subject application.

Comment: No impacts to regulated features of the site are proposed.

- (4) No county delineated 100-year flood plain is located on the subject parcel as set forth in Section 24-129 of the Subdivision Regulations. The site has a drainage area of less than 50 acres. The site has an approved Stormwater Management Concept Plan (362-87-2011). The approved concept plan indicates payment of a fee-in-lieu of \$86.32 for providing on-site attenuation/quality control measures is required.

Comment: No additional information is required concerning stormwater management for the subject property.

- (5) The existing public road network already serves the subject project and road improvements will not be required in accordance with Section 23-103 of the County Road Ordinance. In accordance with Section 24-152 of the Subdivision

Regulations, there are no scenic or historic roads located on or adjacent to the subject property. The subject property is located in the vicinity of Baltimore Avenue (US 1), a master plan roadway designated as a collector.

Comment: The design and implementation of any road improvements to Baltimore Avenue (US 1) required by this project shall be coordinated with SHA. Access from the site is located on US 1, which is not designated as an arterial or higher road classification.

- (6) Policy 5 in the Environmental Infrastructure chapter of the General Plan calls for the reduction of overall sky glow, minimizing of the spill-over of light from one property to the next, and a reduction of glare from light fixtures. This is of particular concern on a commercial site such as the subject application, where outdoor lighting and parking lot lighting may be proposed. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan is minimized, and so that sky glow does not increase as a result of this development.

Recommended Condition: Prior to certification of the detailed site plan, the proposed outdoor lighting shall be evaluated for full cut-off optic fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan is minimized, and so that sky glow does not increase as a result of this development.

The Environmental Planning Section's proposed condition has been included in the Recommendation section of this technical staff report.

- i. **Prince George's County Fire/EMS Department**—In a memorandum dated August 28, 2012, the Prince George's County Fire/EMS Department offered comment on needed accessibility, private road design, and the location and performance of fire hydrants.
- j. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated August 1, 2012, DPW&T stated that Baltimore Avenue (US 1) is a state-maintained roadway, and they would not be commenting on the transportation aspects of the project. However, with respect to stormwater management, they stated that the subject site plan is consistent with approved Stormwater Management Concept Plan 36287-2011, dated March 28, 2012.
- k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated July 27, 2012, WSSC offered comments regarding needed coordination with other buried utilities, their prohibition on forest conservation easements overlapping with WSSC existing or proposed easements, suggested modifications to the plans to better reflect WSSC facilities and the proximity of fire hydrants to the site, and procedures for the applicant to follow to establish water and sewer service.
- l. **Health Department**—In a memorandum dated August 3, 2012, the Environmental Engineering Program of the Division of Environmental Health of the Prince George's County Health Department stated that they had completed a health impact assessment review of the detailed site plan submission for Hyattsville Subway Sandwich Shop and offered the following comments/recommendations:

- (1) The Health Department noted that use and occupancy permit records indicate historic land use on the site, including “Commercial Service-Car/Boat/Motorcycle Dealer/Repair” from at least 1978–2004. Further, they stated that documentation from the Maryland Historical Trust (MHT) states “since before the 1930’s the site has been associated with the repair of automobiles.” Additionally, they stated that the property is less than 200 feet south of the location of the original Lustine-Nicholson Motor Company (Oldsmobile), an automobile dealership established between 1923 and 1927, which by 1939 was one of the largest in the country; and subsequently operated as Lustine Chevrolet from 1950–1981. Due to this history and the potential for petroleum contamination of both soils and groundwater frequently associated with automobile-based operations, the Health Department recommended that an environmental site assessment be completed, and the report submitted at least 35 days prior to the Planning Board hearing.

Comment: As the Planning Department does not currently have the legislative authority to require environmental site assessments, we are unable to require one from the applicant.

- (2) There is an increasing body of scientific research that suggests that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light. Light levels at residential property lines should not exceed .05 footcandles.

Comment: As the Zoning Ordinance does not provide specific footcandle measures at the property line, staff did not include a specific numerical limit on the intensity of the lighting. However, a recommended condition below would require that the proposed outdoor lighting be evaluated for full cut-off optic fixtures to ensure that off-site light intrusion into adjacent areas is minimized, and so that sky glow does not increase as a result of this development. This requirement is in accord with the Health Department’s concern regarding off-site light pollution.

- (3) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. The Health Department suggested that the applicant be required to indicate an intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

Comment: A recommended condition of this approval would require that the applicant include a general note on the detailed site plan stating that: “The applicant intends to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

- m. **Maryland State Highway Administration (SHA)**—In a letter dated August 28, 2012, SHA, Office of Environmental Design, offered comments regarding requirements for planting within the state right-of-way, utilities, standards for curb and gutter to be installed along the project’s Baltimore Avenue (US 1) frontage, and the need for Access Management Division approval.

- n. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, staff has not received comment on the subject project from PEPCO.
- o. **Verizon**—At the time of this writing, staff has not received comment on the subject project from Verizon.
- p. **City of Hyattsville**—A representative of the City of Hyattsville indicated to staff that the City Council had voted in favor of the project at a meeting held September 10, 2012 and that they would be issuing a letter of support at their September 17, 2012 meeting. The representative indicated, however, that the City was opposed to any drive-through service on the site and that they would not support any more of a departure from the parking requirement than is necessary for the proposed 18 seats in the restaurant.
- q. **City of Riverdale Park**—In a telephone conversation on September 12, 2012, a representative of the Town of Riverdale Park indicated they were undecided as to whether the Town wished to comment on the subject application. However, they indicated that they would decide at a meeting scheduled for September 24, 2012, whether they will comment or not on the subject project.

Comment: If the City of Riverdale Park provides comment on the subject project, staff will transmit it separately to the Planning Board or provide verbal comment regarding its content at the public hearing for the project.

- r. **Other Municipalities**—The following municipalities, as of this writing, have not returned comment on the subject application:

Town of Cottage City
 Town of Bladensburg
 Town of Brentwood
 Town of Riverdale Park
 Town of University Park
 Town of Colmar Manor

The following municipalities have indicated to staff that they would not be providing comment on the subject project:

Town of North Brentwood
 Town of Edmonston

- 14. Based on the foregoing and 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.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-11017 and Special Permit SP-110002 for Hyattsville Subway Sandwich Shop, subject to the following conditions, and grant the following deviations from the development district standards of the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District*:

Site Design Standard 5—To allow the proposed building to be built out to 62.8 instead of 80 percent of the site frontage.

Access and Circulation Standard 6—To allow access to parking and the rear of the lot or parcel to be located on an arterial street and not on a side street or alley, and to measure more than 18 feet.

Parking and Loading Standard 7—To allow the minimum number of off-street surface parking spaces to be five instead of the eight that would be required by the schedule contained in Section 27-568(a) of the Zoning Ordinance.

1. Prior to signature approval of this detailed site plan, the following revisions shall be made to the plans and additional specified documentation submitted:
 - a. Add the deed reference “Liber 32700 at Folio 237” to the plan notes.
 - b. Add the underlying property information to the plan drawing.
 - c. Add the material label of “stucco” to the yellow-colored portions of the front façade elevation drawing, if it is to remain an architectural material for the project.
 - d. Revise the parking schedule as follows:
 - (1) To reflect that the total number of parking spaces required is 8 (1 per 3 seats) for the 18 seats provided, and two for the 80 square feet of gross floor area (excluding any area used exclusively for storage or patron seating, and any exterior patron service area).
 - (2) To remove the following incorrect statement from the parking schedule (General Notes, Sheet 2):

“Parking required is reduced by 50 percent based on Gateway Arts District requirements.”
 - e. The proposed outdoor lighting shall be evaluated for full cut-off optics fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the 2005 *Approved Countywide Green Infrastructure Plan* is minimized, and so that sky glow does not increase as a result of this development.
 - f. A minimum of five bicycle parking spaces shall be provided at a location convenient to the building entrance. The location and number of spaces (bicycle racks) shall be approved by the Urban Design Section and trails coordinator.

- g. The streetscape and sidewalk treatment along the subject site's frontage of Baltimore Avenue (US 1) shall be consistent in form and materials to the existing improvements immediately to the north of the subject site along the EYA development's frontage of US 1.
- h. The surface material for the sidewalk shall be continued across the site's ingress/egress point along Baltimore Avenue (US 1), or a high-visibility crosswalk shall be provided at this location.
- i. The applicant shall revise the landscape plan for the project to make it congruent to the detailed site plan for the case in all respects except that the landscape plan will provide landscaping in addition to all other information on the detailed site plan. Both plans shall be clearly legible. The Urban Design Section, as designee of the Planning Board, shall ensure that the plans are consistent with each other and both are clearly legible.
- j. The handicapped parking space shall be dimensioned as 16 feet by 19 feet.
- k. The dumpster detail shall be revised to indicate face brick to match the color of the brick to be utilized on the first story of the building as the external sheathing architectural material.
- l. General Note 4 on the detailed site plan shall be corrected to indicate that the proposed building height is 20 feet, 1 inch as indicated within the building footprint and by the submitted building elevations.
- m. General Note 6 on the detailed site plan shall be revised to indicate the square footage of the landscaped area on the site as green area, not "0 square feet" as is currently indicated.
- n. General Note 7 shall be revised to reflect the actual lot coverage of the site, not 6.367 or 100 percent.
- o. The limits of disturbance shall be indicated on the detailed site and landscape plans and General Note 8 shall be corrected if and as necessary if the disturbed area varies from the 4,750 square feet currently indicated in General Note 8 on both the detailed site and landscape plans.
- p. General Note 11 on the detailed site and landscape plans shall be revised to read:
 - "Property dimensions depicted hereon compiled and computed from land records data."
- q. The statement that "This site is not subject to any previous approvals" shall be removed from the detailed site plan as the site is subject to approval of a plat recorded in plat book A-18.
- r. General Note 12 of the detailed site and landscape plans that refer to "this survey" shall be removed as the subject documents are not surveys.

- s. The applicant shall revise the architecture for the project as follows:
- (1) Storefront glass shall comprise a minimum of 60 percent of the front façade;
 - (2) Red brick shall be applied to the entire first story of the building, extending as pilasters up to the sign band on the front façade;
 - (3) The stucco “crown” shall be embellished to become a decorative entablature;
 - (4) The internally-lit sign shall be replaced with a wooden painted sign, lit by a gooseneck spotlight.
 - (5) The dumpster enclosure shall be sheathed in red brick and the gates of the enclosure shall be of a green, non-wood, low sheen, durable material. The color shall match that of the canvas awnings of the front façade.

Final design of the architectural improvements to the proposed building shall be approved by the Urban Design Section as designee of the Planning Board.

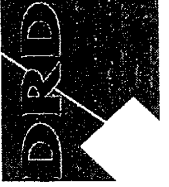
- t. The applicant shall add a general note to the plans stating that: “The applicant intends to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”



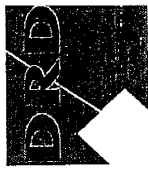
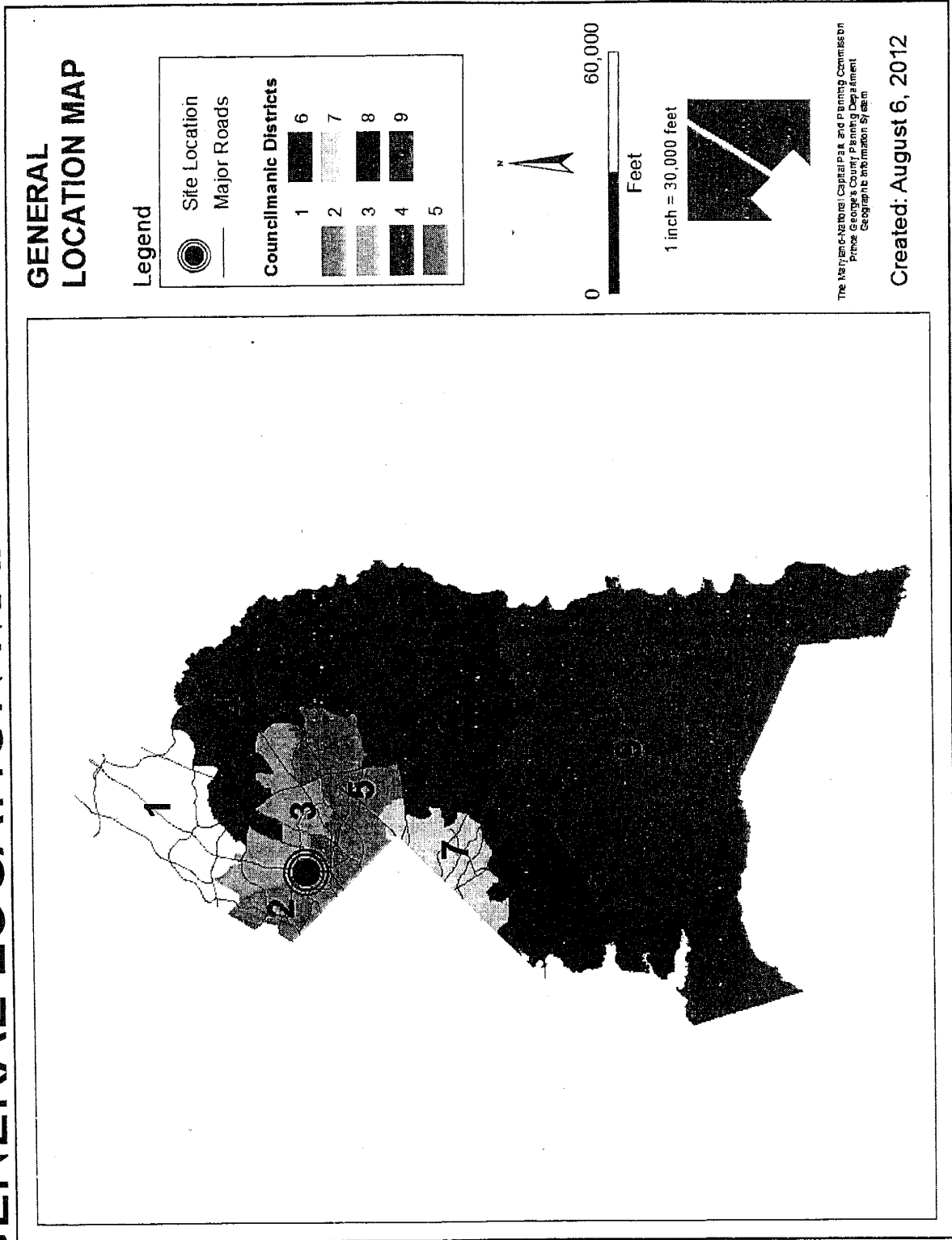
ITEM:

CASE: DSP-11017 & SP-110002

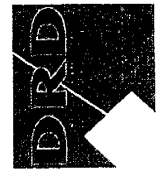
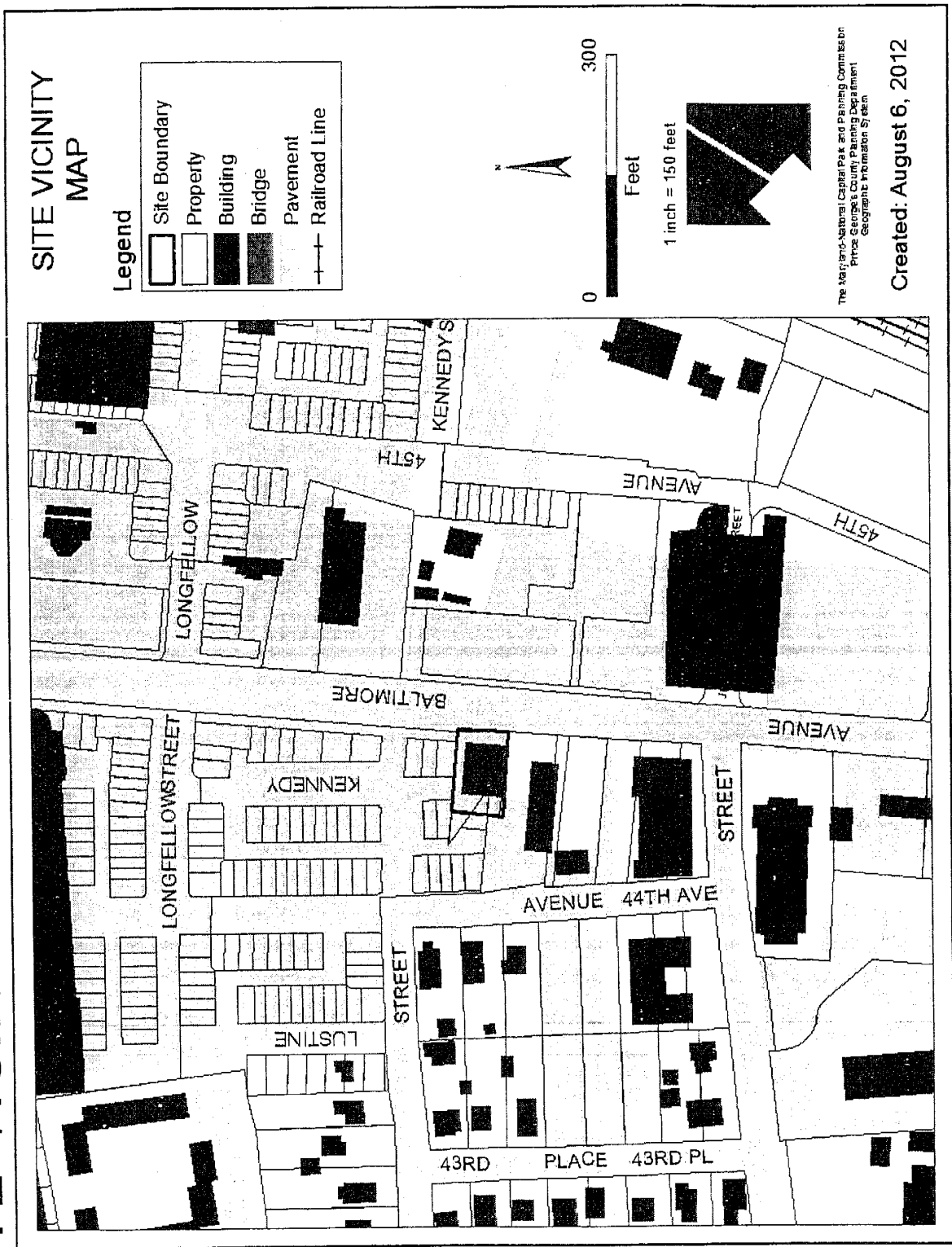
**HYATTSVILLE SUBWAY
SANDWICH SHOP**



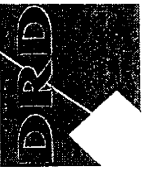
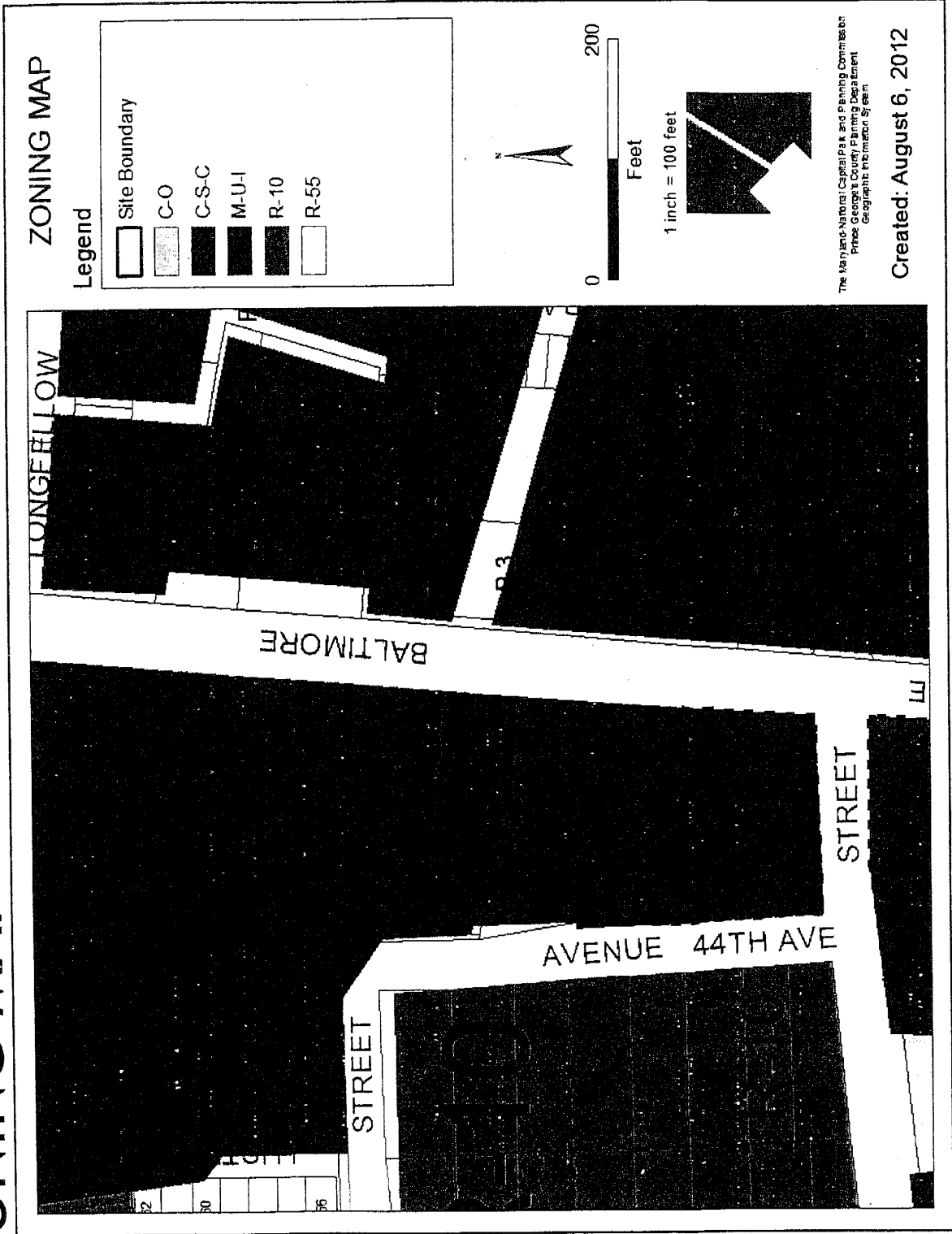
GENERAL LOCATION MAP



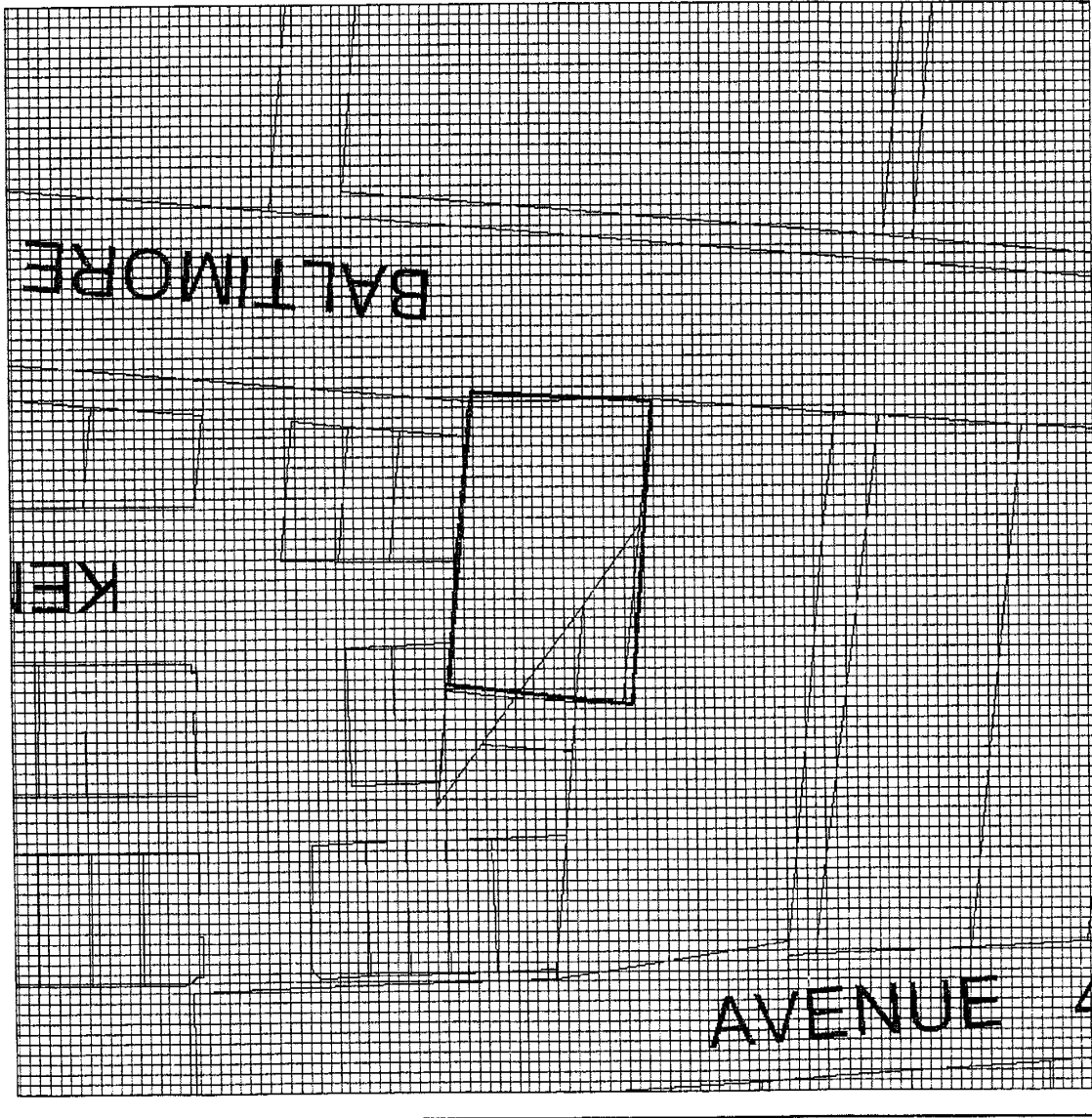
SITE VICINITY



ZONING MAP



OVERLAY MAP



OVERLAY MAP

Legend

	Site Boundary
	Property
	APA-1
	APA-2
	APA-3M; APA-3S
	APA-4
	APA-5
	APA-6
	R-P-C
	I-D-O
	T-D-O
	L-D-O
	D-D-O
	R-C-O



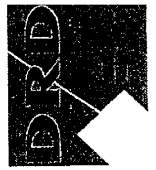
Feet

1 inch = 50 feet

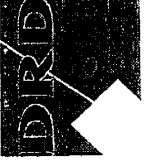
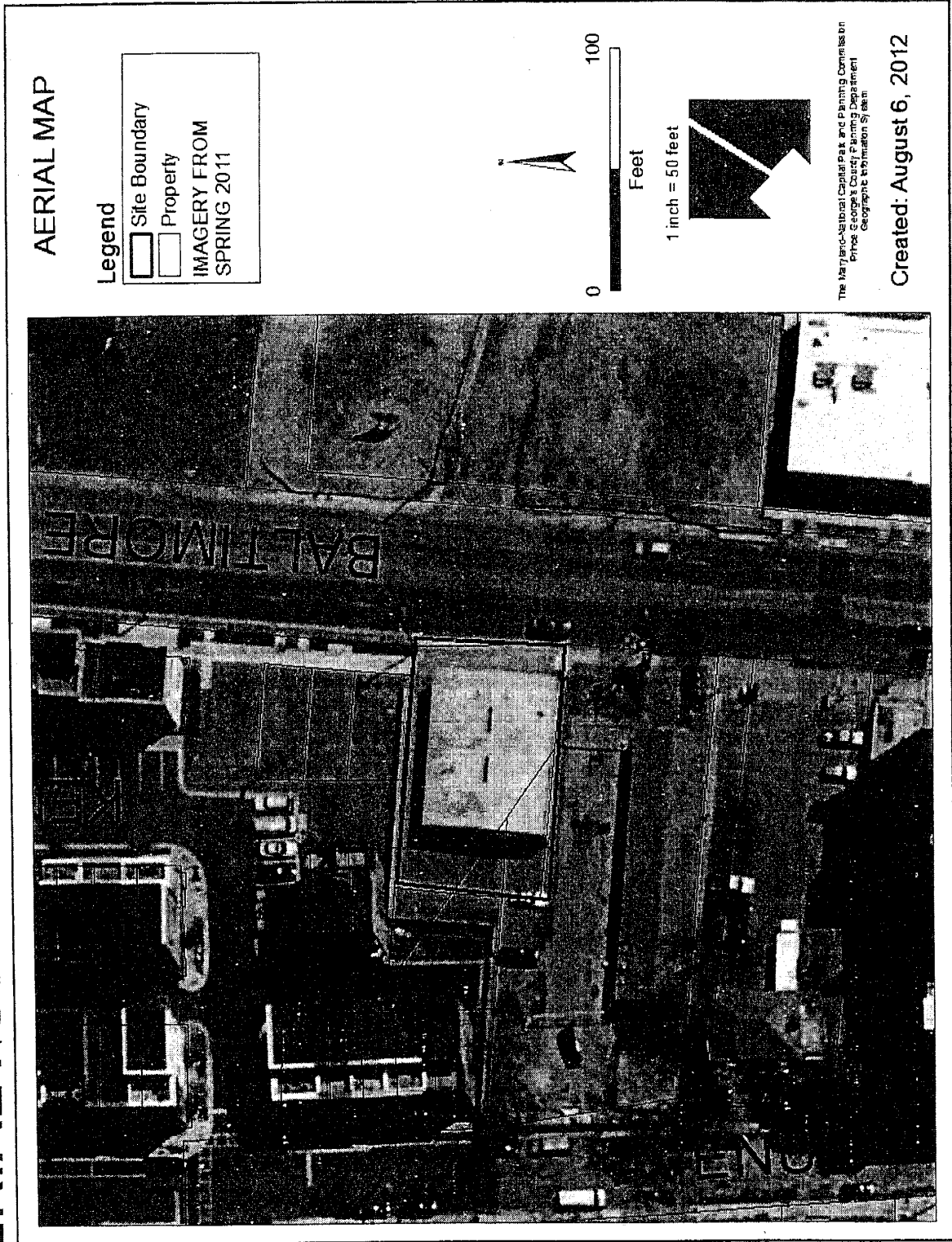


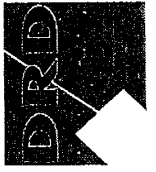
The Maryland-National Capital Park and Planning Commission
 Prince Georges County Planning Department
 Geographic Information System

Created: August 6, 2012

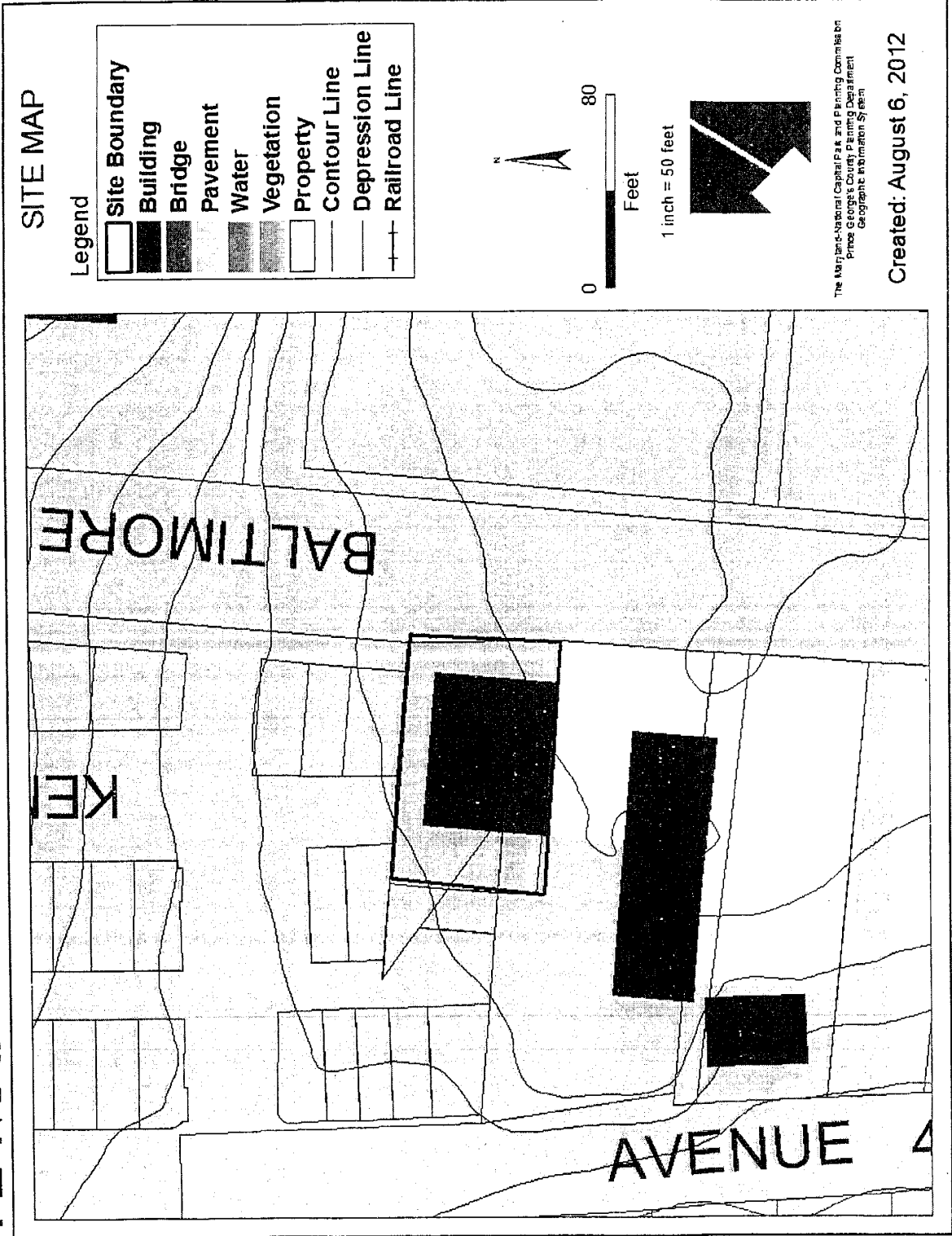


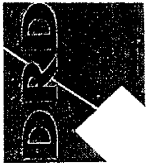
AERIAL MAP



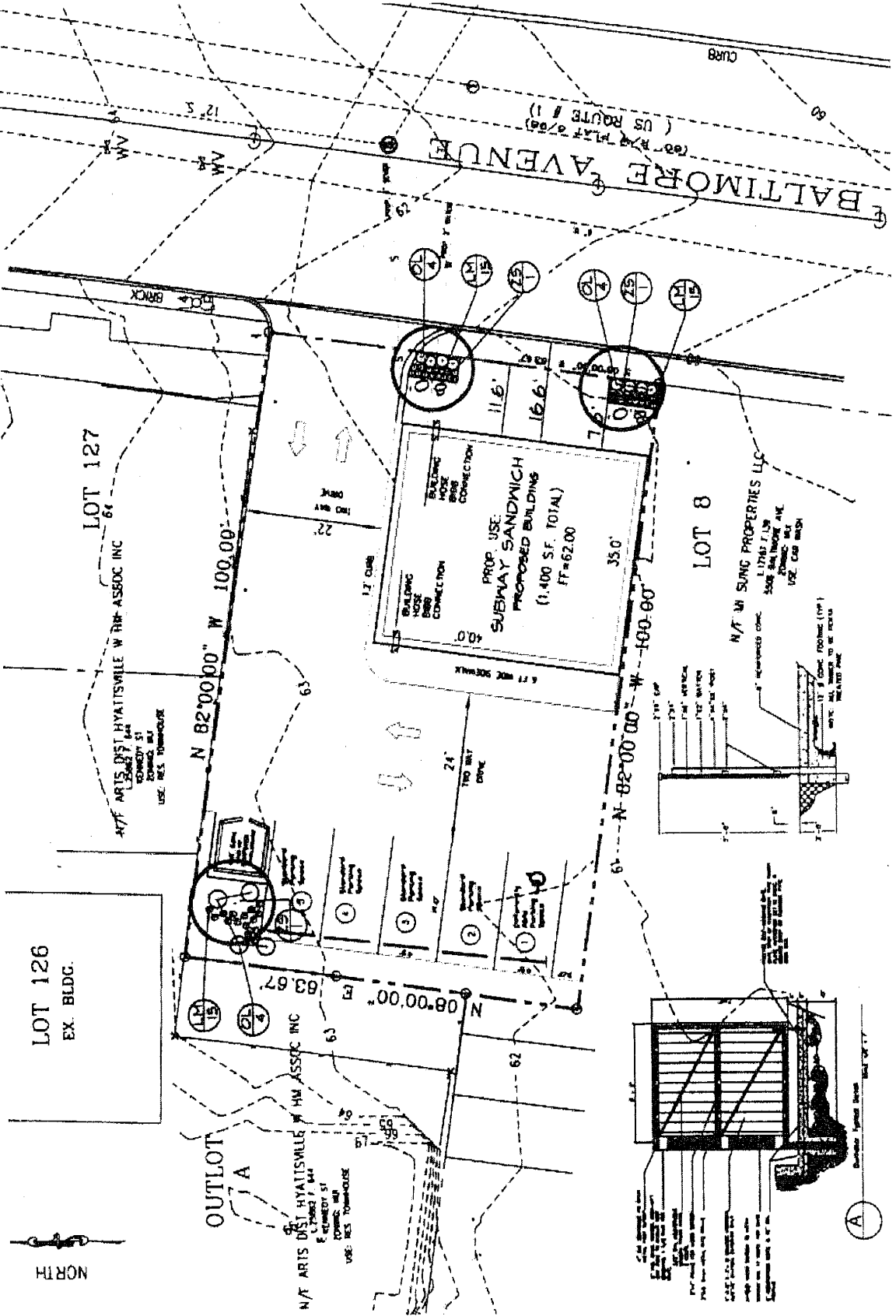


SITE MAP





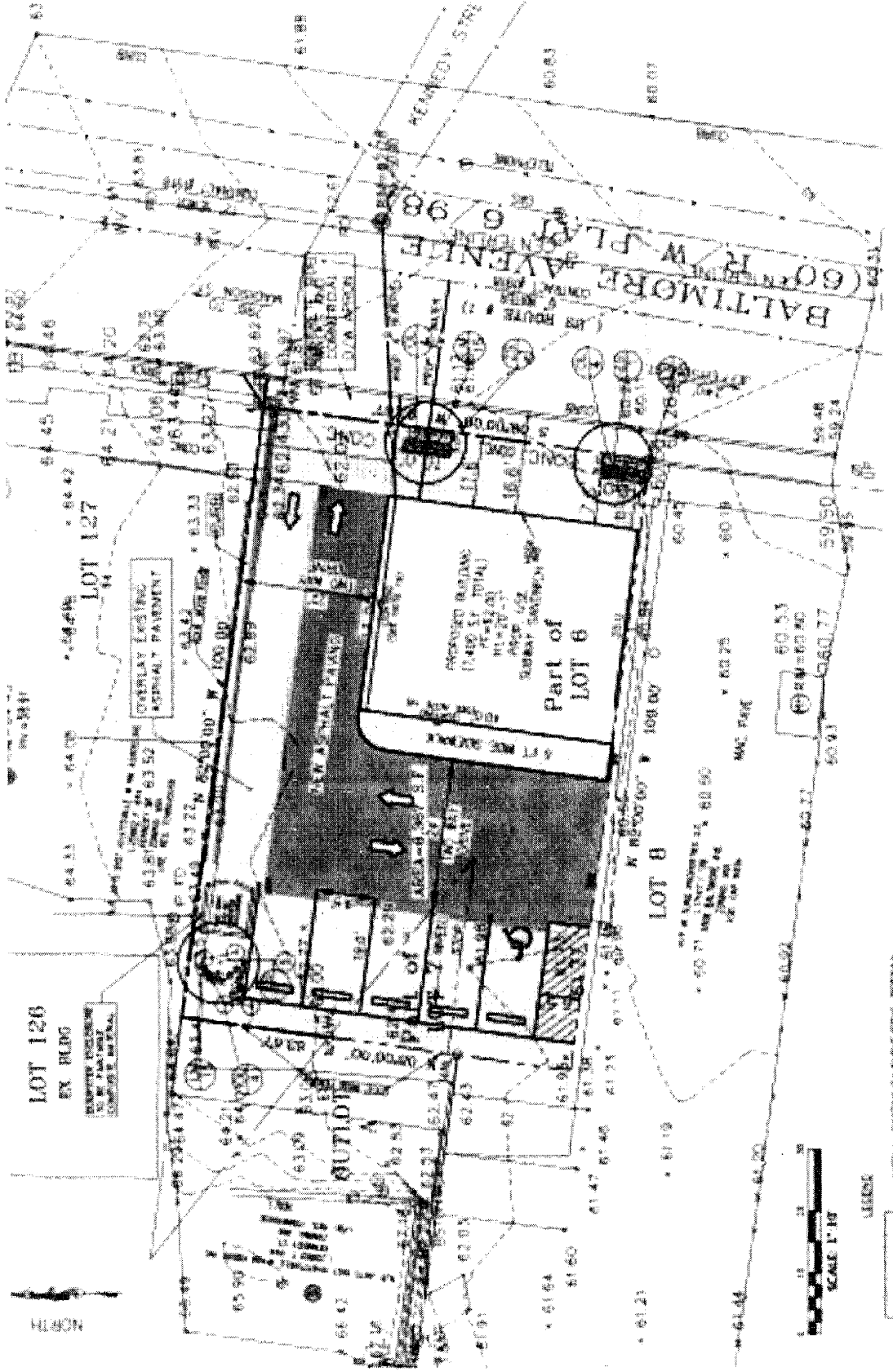
LANDSCAPE PLAN



10/11/2012

Slide 8 of 10

SITE PLAN



Referral Request: Historic Preservation Section Comments

Issues Response

July 11, 2012

The Historic Preservation Section review of DSP-11017 and SP-110002 Hyattsville Subway Sandwich Shop found the subject property to be within the Hyattsville Commercial National Register Historic District 68-041. There are no federal guidelines or requirements concerning new construction within a National Register Historic District. Therefore the subject application for the Subway Sandwich Shop building and associated parking will have no effect on the historic district or identified Historic Sites or Resources.

Please forward this plan to the City of Hyattsville for comments.

Cecelia Garcia Moore
Principal Planning Technician
Historic Preservation Section
301-952-3756



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**Prince George's County Planning Department
Historic Preservation Section**

**(301) 952-3680
www.mncppc.org**

July 19, 2012

MEMORANDUM

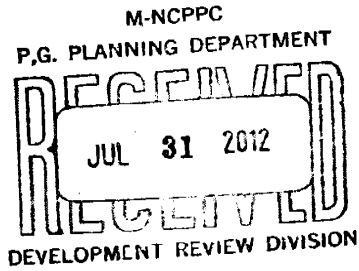
TO: Ruth Grover, Planner Coordinator
Urban Design Section
Development Review Division

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*
Historic Preservation Section
Countywide Planning Division

RE: DSP-11017/SP-110002 Hyattsville Subway Sandwich Shop

Phase I archeological survey is not recommended on the above-referenced 0.15-acre property located at 5516 Baltimore Avenue in Hyattsville, Maryland. 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. There is currently on the property a one and a half story building sheathed in aluminum siding and resting on a concrete foundation. Beginning in the 1930s, the subject property was used as an auto sales center and repair shop. According to tax records, the current building was constructed in 1969. Significant archeological resources are not likely to be identified on the subject property.

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Prince George's County Planning Department
Community Planning North Division


301-952-4225
www.mncppc.org

July 26, 2012

MEMORANDUM

TO: Ruth Grover, Urban Design

VIA: Robert J. Duffy, AICP, Planning Supervisor, Community Planning North Division 

FROM: Sara Chadwick, Senior Planner, Community Planning North Division 

SUBJECT: DSP-11017 / SP-110002 Hyattsville Subway Sandwich Shop

DETERMINATIONS

General Plan: This application is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier.

Sector Plan: This application conforms to the commercial infill land use recommendations of the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* for the Town Center Character Area.

BACKGROUND

Location: The property is located 790 feet south of the intersection of Madison St. and Baltimore Ave.

Size: 0.1461 Acres

Zoning: M-U-I

Existing Uses: Vacant building to be demolished

Proposal: Retail

GENERAL PLAN, MASTER PLAN AND SMA

2002 General Plan: This application is located in the Developed Tier. The vision for the Developed Tier is a network of sustainable transit supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

Sector Plan:	<i>2004 Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District</i>
Planning Area/ Community:	Planning Area 68/Hyattsville
Land Use:	Commercial
Environmental:	Refer to the Environmental Planning Section referral for conformance with the Environmental chapter of the <i>2004 Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District</i> and the Countywide Green Infrastructure Plan
Historic Resources:	None identified. Refer to Historic Preservation Section referral.
Transportation:	The property fronts Rhode Island Ave., which is a collector road. Refer to Transportation Planning Section referral.
Public Facilities:	None identified. Refer to Public Facilities referral.
Parks & Trails:	None identified. Refer to Department of Parks and Recreation and Trails referrals.
SMA/Zoning:	The <i>2004 Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District</i> rezoned the property from C-S-C to M-U-1.

PLANNING ISSUES

The goal of the Gateways Arts District Town Center (TC) character area is to enhance the walkability of the town center by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks.

The following design development standards relevant to the proposal, and staff comments, are below:

Site Design

1. The required build-to line along US 1 is measured from the R-O-W. The range required is 10'-12' with a plus or minus 4 feet allowable variation.

Staff Comment

The proposed setback of 11.6 feet meets the standard.

5. All buildings shall be built out to a minimum of 80 percent of the site frontage.

Staff Comment

The proposed building is built out to 62.8% and requires an amendment to the standard. The statement of justification is clear that the only ingress and egress for the site is along US 1. There are no other options for access, therefore, a 22 foot minimum driveway is required that prevents a building from being built to 80% of the site frontage.

Access and Circulation

3. Sidewalks shall not be made of asphalt.

Staff Comment

The notes on the plan indicate a concrete sidewalk along Rhode Island Ave.

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

Staff Comment

The notes on the plan indicate a concrete sidewalk to be continuous along Rhode Island Ave.

Parking and Loading

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 artist 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 on-site surface parking requirement 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.

Staff Comment

The City of Hyattsville has not established a parking district. Since the applicant cannot create the required 6 parking spaces, an amendment will be required.

Dumpsters, Services, Utilities, Outdoor Storage, and Stormwater Management

2. Dumpsters, outdoor storage, utility boxes, and HVAC units shall be screen 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.

Staff Comment

The site plan shows a dumpster enclosure. An elevation of the enclosure and the materials used should be noted on the plans to ensure the standard is being adhered to.

Lighting

1. Illumination shall be provided for main entrances, passageways, parking lots, recycling areas, service entrances and areas, alleys, pathways, parks and plazas.

Staff Comment

A lighting plan needs to be submitted.

Landscaping

2. Shade trees with a minimum of 2.5-3 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.

Staff Comment

The three proposed Zelkova trees meet this standard.

Building Openings – Windows

1. The ground floor of commercial structures with first –floor retail uses shall contain at least 60 percent two-way visually transparent material.

Staff Comment

Based on the plans, an amendment for this standard may be required, or the architecture should be revised. It appears that the proposed first-floor single story structure contains approximately 40 percent two-way visually transparent material. The plans should calculate the two-way visually transparent material provided.

2. All facades should have substantial fenestration on all stories, including those facing the rear, alley, driveways, parking lots or other open areas.

Staff Comment

The side and rear elevation propose very little fenestration and detail. A revision to the architecture for these elevations may be necessary.

Architecture

12. New buildings should be faced on any facade fronting a public street with quality materials such as brick, stone, wood, masonry, or stucco compatible with the character of the surrounding neighborhoods.

Staff Comment

Stucco and brick are shown on the elevations which comply with this standard.

Signage

9. Sign area shall not exceed the regulations of Sections 27-613 (c) and 27-107.1 of the Zoning Ordinance.

Staff Comment

The application should indicate that the proposed sign meets the above standard.

Public Space – Streetscape

5. On US 1, Alt US 1 and 38th street, tree boxes shall be at least 5 feet wide and 10 feet long and 4 feet deep.

Staff Comment

The tree boxes shown on the landscape plan are not detailed. It appears the dimensions on the plan show 4 feet by 8 feet. Either the tree boxes will need to meet the standard or an amendment to the standard must be requested. It appears there is adequate room on the sidewalk to accommodate a larger tree box.

6. Street trees shall be shade trees and shall be a minimum of 2.5 to 3 inch caliper.

Staff Comment

According to the planting schedule, the proposed Zelkovas meet the requirement.

c: Vanessa Akins-Mosley, Division Chief, Community Planning North Division
Long-range Agenda Notebook

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DSP-11017 / SP-110002 Hyattsville Subway Sandwich Shop



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

July 31, 2012

MEMORANDUM

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

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

SUBJECT: DSP-11017 and SP-110002, Hyattsville Subway Sandwich Shop

The Transportation Planning Section has reviewed the site plan noted above. The subject site consists of 0.15 acres of land in the M-U-I zone. It is within the D-D-O of the *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District*. The site is located on the west side of US 1 between its intersections with Jefferson Street and Longfellow Street. The site is developed with a commercial building of approximately 3,300 square feet. The current site plan proposes the razing of the existing building and the provision of a restaurant and a second retail shop within a new 1,400 square foot building.

Review Comments

The site encompasses one lot of an old underlying plat; therefore, there are no caps on development that would restrict this use. Because the site is currently developed and the building will be replaced by a smaller building of less than 5,000 square feet, there will be no preliminary plan.

The site has frontage on US 1. The plan generally describes US 1 as a master plan major collector within a right-of-way ranging from 90 to 110 feet. However, the D-D-O standards include an allowance for a lesser right-of-way—between 60 feet and 80 feet—along US 1 between Hamilton Street and Oliver Street, which is the section of concern for the subject site. The 60-foot right-of-way shown on the plan is consistent with other approved plans along this section of US 1, and shall be the right-of-way recommendation for this plan. Consequently, the build-to line reflected on the plan of 10.6 feet is deemed acceptable for purposes of transportation.

The sidewalk, building, and parking placement appear to meet the standards of the D-D-O. It is noted that there is not a parking district within the City of Hyattsville, and while this site is within the city, it is not clear that the minimum number of parking spaces required for the site can be reduced by 50 percent. The rationale for reducing parking requires further review.

The use will be served by an existing driveway from US 1 that extends around the rear of the building to the southern property line. This is acceptable given the size of the site and the need to place required on-site parking within a very small site.

As such, aside from noting the requirements and the major features of the plan, the Transportation Planning Section has no comments on this plan.

August 9, 2012

MEMORANDUM

TO: Ruth Grover, Urban Design Section
VIA: Whitney Chellis, Subdivision Section *WC*
FROM: Patrick Reidy, Subdivision Section *PRR*
SUBJECT: Referral for Hyattsville Subway Sandwich Shop, DSP-11017/SP-110002

The subject property is known as Part of Lot 6 and 7, and a parcel described as Parcel 1 in Liber 32700 at Folio 237, located on Tax Map 42 in Grid C-4, and is 6,367 square feet. The site is within the Mixed Use-Infill (M-U-I) Zone. Part of Lot 6 and Lot 7 are the residue from a plat was recorded in 1930 in plat book A-18. The property is accurately reflected in the current deed recorded at Liber 32700 at Folio 327.

The property is improved with a 3,381 square-foot building and is proposed to be razed. The applicant has submitted a detailed site plan and special permit to construct a building containing 1,400 square feet of gross floor area.

Pursuant to Section 24-107(c)(7)(a) of the Subdivision Regulations the application is exempt from the requirement of filing a preliminary plan of subdivision because less than 5,000 square feet of gross floor area is proposed.

Please be aware that the PGAtlas Master Plan Right of Way layer reflects that the Master Plan right-of-way (R-O-W) of Baltimore Avenue extends on the subject site. Pursuant to 27-107.01(a)(225)(A)(ii) of the Zoning Ordinance, the R-O-W is defined as a street for development purposes. Section 27-259 states that:

“No building or sign permit (except as provided in Part 12 of this Subtitle) may generally be issued for any structure on land located within the right-of-way or acquisition lines of a proposed street, rapid transit route, or rapid transit facility, or proposed relocation or widening of an existing street, rapid transit route, or rapid transit facility, as shown on a Master Plan; however, the Council may authorize the issuance of the building or sign permit in accordance with this Section.”

The Transportation Planning, Community Planning, and Urban Design Sections should coordinate to verify that the right-of-way is correctly shown and determine if any additional approvals are

necessary to approve the site plan as proposed for the building location, setbacks, structures in the R-O-W, etc.

Plan Comments:

1. Prior to certificate of approval the DSP should be revised to show the following:
 - a. Add the deed reference Liber 32700 Folio 237” to the plan notes.
 - b. Add the underlying property information to the plan drawing.
 - c. Reflect the Master Plan R-O-W of Baltimore Avenue, if determined to be appropriate by the Transportation Planning Section.

It should be noted that the bearings, distances, lots, and blocks as reflected on the deeds must be shown and match. Failure of the site plan and the deed to match will result in the building permits being placed on hold until the plans are corrected. There are no other subdivision issues at this time.



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 4, 2012

MEMORANDUM

TO: Ruth Grover, Development Review Division
FROM: *JS* Fred Shaffer, Transportation Planning Section, Countywide Planning Division
SUBJECT: Detailed Site Plan Review for Master Plan Compliance

The following Detailed Site Plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master plan in order to provide the Master Plan Trails.

DSP Number: DSP-11017
Name: Hyattsville Subway Sandwich Shop

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.*	<u> </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> X </u>	M-NCPPC – Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

*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 submitted detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District* (area master plan) in order to implement planned trails, bikeways, and pedestrian improvements. The subject property consists of .15 acres of land along US 1 in Hyattsville. The property is immediately to the south of the existing EYA development. A subway restaurant is proposed in a new 1,400 square foot building, which will replace the existing structure on the site.

Review Comments (Master Plan Compliance and Prior Approvals)

The MPOT recommends designated bike lanes and a sidepath (or wide sidewalks) along US 1 inside the Capital Beltway (see plan map). The area master plan reinforces this proposal by recommending the following:

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, page 45-46).

The MPOT includes several policies related to pedestrian access and the provision of sidewalks within designated centers and corridors, as well as other areas in the Developed and Developing Tiers. The Complete Streets Section includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

Policy 1:

Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

Policy 2:

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

US 1 is an important corridor for pedestrians and bicyclists, and the approved plans recommended that road improvements accommodate these modes of transportation. The subject site is immediately to the south of the EYA development, which included an extensive series of streetscape improvements which currently end at the northern edge of the subject site's frontage. The subject application should incorporate road improvements that are consistent with the existing streetscape immediately to the north of the site. It appears that a wide pedestrian zone is being provided along the frontage of the subject site. This sidewalk/streetscape appears to be consistent in width with the adjacent EYA development. However, the details of the streetscape have not been provided. This treatment (including sidewalk width, surface treatment, special features, lighting, landscaping, and crosswalks) shall be consistent with the existing EYA improvements.

Both the MPOT and the area master plan recommend that all new roads and all retrofit road projects be developed in accordance with the AASHTO Guide for the Development of Bicycle Facilities, where feasible (sector plan, page 41). These guidelines outline current "best practices" for accommodating bicycles on roads. The types of facilities addressed include designated bike lanes, wide outside curb lanes, paved shoulders, and shared-use roadways. With regard to US 1, Recommendation 1 of the transportation section recommends on-street bike lanes and continuous sidewalks along US 1 (sector plan, page 41). Suitable pavement markings to accommodate bicyclists will be determined by SHA.

Conclusion

1. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2004 *Approved Sector Plan and Sectional Map Amendment for the Prince George's County Gateway Arts District*, the applicant and the applicant's heirs, successors and/or assigns shall provide the following:
 - a. A minimum of five bicycle parking spaces shall be provided at a location convenient to the building entrance. The location and number of spaces (bicycle racks) shall be approved by the Urban Design Section and Trails Coordinator prior to signature approval of the DSP.
 - b. The streetscape and sidewalk treatment along the subject site's frontage of US 1 shall be consistent in form and materials to the existing improvements immediately to the north of the subject site along the EYA frontage of US 1.
 - c. The surface material for the sidewalk shall be continued across the site's increase/egress point along US 1, or a high visibility crosswalk shall be provided at this location.

August 3, 2012

MEMORANDUM

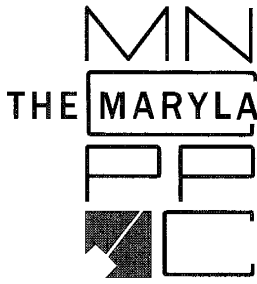
TO: Ruth Grover, Urban Design

FROM: Brooke Larman/Dana Bressler, Permit Review Section, Development Review Division ber

SUBJECT: Referral Comments for DSP-11017/SP-110002 Hyattsville Subway Sandwich Shop

1. Need to revise the site plan to clarify the proposed use. It appears this site will be used entirely as a Subway Sandwich Shop however there is a note on the referral request that there may be one retail shop as well. Need to clarify and if there is a retail shop need to delineate the location of the retail shop on the plan.
2. Need to revise the site plan for the parking schedule. The parking ratio required for the Subway Sandwich Shop is 1 space for every 3 seats plus 1 space for every 50 sq. ft. for the non-patron area. The 1 space for every 50 sq. ft. of non-patron area is required due to the way Subway serves their food which is on disposable tableware. Also if there is a retail shop located within this building then the parking ratio for that use is 1 space for every 150 sq. ft. of GFA.
3. Need to revise the site plan for the handicap parking space. The first handicap space that is required must be delineated at 16'x19' for van accessibility. Need to update the space.
4. Need to revise the site plan or landscape plan to clarify the height and type of screening around the dumpster. The landscape plan is not legible.
5. It appears there is a request for a variance for the required 80% frontage. The site can only provide 65% of the site frontage. Need to make sure this request is okay.
6. Need to revise the site plan to demonstrate the height and type of the existing fence.
7. Need to submit a legible landscape plan with all required landscape schedules and the Tree Canopy Coverage Schedule demonstrated. The landscape plan submitted is not legible and appears it not meeting any of the required landscaping. Also the landscape plan must be signed and sealed by a licensed State of MD landscape architect.

8. Need to revise the detail sheet or the site plan to clarify the height of the building. The detail sheet shows the height of the building as 20'1" and the site plan shows 24'. Need to clarify.
9. No sign details included in this referral.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division
Environmental Planning Section
301-952-3650

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

July 17, 2012

MEMORANDUM

TO: Ruth Grover, Senior Planner, Urban Design Section

VIA: Katina Shoulars, Acting Supervisor, Environmental Planning Section *KS*

FROM: Justin Burch, Intern, Environmental Planning Section *JB*

SUBJECT: Hyattsville Subway Sandwich Shop, DSP-11017/SP-110002

The Environmental Planning Section has reviewed the above referenced detailed site plan for Hyattsville Subway Sandwich Shop, stamped as received by the Environmental Planning Section on July 11, 2012. The Environmental Planning Section recommends approval of Detailed Site Plan, DSP-11017 with one condition listed at the end of this memorandum.

Background

A standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance was issued on January 30, 2012 because the site is less than 40,000 square feet in size and has no previous TCP approvals. The property is subject to the current provisions of Subtitles 24, 25 and 27 that went into effect September 1, 2010 because there are no previous land development approvals to provide grandfathering. The current application is for a site 0.15-acre in size for the development of 1,400 square feet of commercial miscellaneous space.

Site Description

The 0.15-acre site in the D-D-O/M-U-I zone is located in the northwest quadrant of the intersection of Baltimore Avenue and Jefferson Street. There are no streams, wetlands, or associated 100-year floodplain found to occur on this property. The information was obtained from 2011 aerial photography and the PGAtlas environmental layer. The exemption letter indicates that the site contains less than 10,000 square feet of woodlands, and is therefore exempt from the Woodland and Wildlife Habitat Conservation Ordinance. According to the USDA Web Soil Survey the principal soils on this site are urban land (Un), which pose no particular problems related to land development. The site is not located in a sensitive species protection review area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources. Although located adjacent to Baltimore Avenue, the proposed commercial use is generally not regulated for noise impacts. The proposed use is not expected to be a noise generator. The property is located in the Anacostia watershed and is in the Developed Tier of the General Plan. The subject property contains no elements within the designated network of the Countywide Green Infrastructure Plan.

Environmental Review

Note: As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

1. A Natural Resources Inventory was not included in the application. This information is required.

Required Information: Submit an approved NRI at least 35 days prior to Planning Board.

2. The property is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site contains less than 10,000 square feet of woodland. A standard letter of exemption has been issued for this subject property and was submitted with the application.

Comment: No further information about woodland conservation is required for the subject property.

3. This site contains no regulated environmental features that are required to be protected under Section 27-285(b)(4) of the Zoning Ordinance. The required finding of "fullest extent possible" is not required for the subject application.

Comment: No impacts to regulated features of the site are proposed.

4. No county delineated 100-year flood plain is located on the subject parcel as set forth in section 24-129 of the County Code. The site has a drainage area of less than 50 acres. The site has an approved Stormwater Management Concept Plan (362-87-2011). The approved concept plan indicates a payment of a fee-in-lieu of \$86.32 for providing on-site attenuation/quality control measures is required.

Comment: No additional information is required concerning stormwater management for the subject property.

5. The existing public road network already serves the subject project and road improvements will not be required in accordance with Section 23-103. In accordance with County Code Section 24-152 there are no scenic or historic roads located on or adjacent to the subject property. The subject property is located in the vicinity of Baltimore Avenue, a master plan roadway designated as a collector.

Comment: The design and implementation of any road improvements to Baltimore Avenue required by this project shall be coordinated by the Maryland State Highway Administration. Access from the site is located on Baltimore Avenue, which is not designated as an arterial or higher road classification.

6. Policy 5 in the Environmental Infrastructure chapter of the General Plan calls for the reduction of overall sky glow, minimizing of the spill-over of light from one property to the next, and a reduction of glare from light fixtures. This is of particular concern on a commercial site such as the subject application, where outdoor lighting and parking lot lighting may be proposed. The proposed lighting should use full cut-off optics to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan minimized, and so that sky glow does not increase as a result of this development.

Recommended Condition: Prior to certification of the detailed site plan, the proposed outdoor lighting shall be evaluated for full cut-off optics fixtures to ensure that off-site light intrusion into adjacent and environmentally-sensitive areas designated by the Green Infrastructure Plan minimized, and so that sky glow does not increase as a result of this development.

If you have any questions concerning these comments, please contact me at 301-952-5404 or by e-mail at katina.shoulars@ppd.mncppc.org.

KS: JB

Grover, Ruth

From: Shoulars, Katina
Sent: Thursday, September 13, 2012 10:02 AM
To: Grover, Ruth; Jagjot S. Khandpur, Esq.
Subject: RE: NRI

According to the plan, the total disturbed area proposed is 4,750 square feet, which is just under the threshold for the requirement of an NRI (5,000). Based on this information, and NRI is not required. My apologies on any of our previous comments requiring and NRI.

Katina

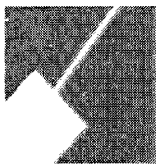
From: Grover, Ruth
Sent: Wednesday, September 12, 2012 10:00 AM
To: Jagjot S. Khandpur, Esq.
Cc: Shoulars, Katina
Subject: RE: NRI

No, I want you to submit an NRI like the Environmental Planning Section requested in their referral comments (copy attached), which were provided to you several times. That is, unless they reverse themselves on this request. Should you like to talk to Katina Shoulars, the head of the Environmental Planning Section, directly regarding this issue, I will insert her contact information for your convenience.

Katina Shoulars

M-NCPPC
Senior Planner
Prince George's Planning
(301) 952-5404 Work
Katina.Shoulars@ppd.mncppc.org
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
www.mncppc.org

Thanks,
Ruth



Ruth E. Grover, M.U.P., A.I.C.P.
Planner Coordinator
Urban Design Section
Maryland-National Capital Park and Planning Commission
Prince George's County Planning Board
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
301-952-4317-p



Office of the Fire Marshal

Date: 8/28/12

TO: Ruth Gardner Planner, Urban Design Section
Development Review Division

FROM: Kenny Oladeinde, Project Coordinator JO
Office of the Fire Marshal

RE: DSP-11017

The following Preliminary Plan Referral has been reviewed by this office according to Departmental Procedures and Operational Guidelines of the Prince George's County Fire/ Emergency Medical Services Department.

Description: Hyattsville Subway

Please be advised Subtitle 11-276, titled required Access for *Fire Apparatus*, which states:

“(a) All premises which the Fire/EMS Department may be called upon to protect in case of fire or other emergencies and which are not readily accessible to fire apparatus from public streets shall be provided with suitable gates, access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus, and in accordance to Subtitle 4, the County Building Code Section 4-222.”

Private roads shall be: “(a) At least 22 feet in width.”

Subtitle 11-277, title *Fire Lanes States*:

“(b) Whenever the Fire Chief or his authorized representative shall find that any private entrance, exit sidewalk, vehicular driveway, interior private driveway, sidewalk, fire lane, or fire hydrant is obstructed by snow, debris, construction material, trash containers, vehicles, or other matter likely to interfere with the ingress or operation of the Fire Department or other emergency vehicles in case of fire, he may order the obstruction removed. To effectuate this Subsection, the Fire Chief or his authorized representative may order "no parking" fire lane signs erected and may designate the placement thereof. He may order that curbs be painted a distinctive color.”

Page Two

Please note and direct the owner to comply with aforementioned Subtitle. I have highlighted on the submitted drawings all areas which may contribute to the loss of emergency vehicle access due to its configuration. These locations shall be marked with painted yellow curbs and posted 'No Parking Fire Lane by order of the Prince George's County Fire/EMS Department' signs. The developer should contact the Fire /EMS Department's Office of Office of the Fire Marshal to assist in designating the fire lanes.

In addition, please be advised Subtitle 4-164. Fire Protection Systems; Section 912, Yard Hydrants. (a) Section 912.1 is added to read as follows: "Location and Performance of Fire Hydrants." Every building of more than one thousand (1,000) square feet in area shall be provided with sufficient fire hydrants located such that no exterior portion of the building is located more than five hundred (500) feet from a fire hydrant. The distance shall be measured as a hose line would be laid along paved streets, through parking lot entrances, and around obstructions, in accordance with the determination of the authority having jurisdiction. A fire hydrant is required within two hundred (200) feet of any required fire department connection, as hose is laid. The fire department connection must be located on the front, address side of the building and be visible from a fire hydrant or as approved by the Fire Code Official. Each hydrant shall provide a minimum of one thousand (1,000) gpm at a residual pressure of twenty (20) psi.

Also areas may be highlighted on the drawing in noted colors to show areas that do not accommodate the turning radius of a 43-foot wheel base vehicle or other comments. These areas need to be widened to allow emergency apparatus to turn.

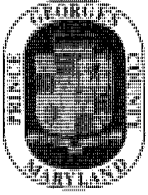
Any courts or dead-end created should provide 43-foot turning radius within 200 feet of the end of the road.

These requirements should be incorporated into the final plat and a condition of release of the use and occupancy permit. If I may be of further assistance, please contact me at (301)-583-1830

mko

H: \ DSP-11017

Copy to: Christine Osei, Public Facilities Planner, Special Projects Section,
Countywide Planning Department, Maryland National Capital Park and
Planning Commission.

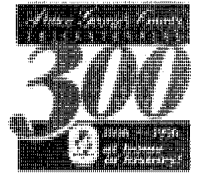


Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

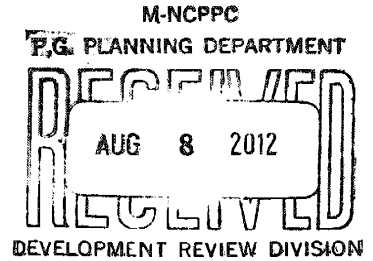


Department of Public Works and Transportation
Office of Engineering



MEMORANDUM

August 1, 2012



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

FROM: *[Signature]* David Abraham, P.E., Associate Director
Office of Engineering, DPW&T

RE: Hyattsville Subway Sandwich Shop
Detailed Site Plan No. 11017
Special Permit No. 110002

In response to the Detailed Site Plan No. 11017 and Special Permit No. 110002 referrals, the Department of Public Works and Transportation (DPW&T) offers the following:

- The property is located 790 feet south of the intersection of Baltimore Avenue (MD 1) and Madison Street. Baltimore Avenue is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.
- The proposed site plan is consistent with approved Storm water Management Concept Plan No. 36287-2011, dated March 28, 2012.

If you have any questions or need additional information, please contact Ms. Elizabeth McKinney, District Engineer for the area, at (301)883-5710.

DA:MA:ml

cc: Elizabeth M. McKinney, District Engineer, EISD, OE, DPW&T
Mariwan Abdullah, Engineer 111, EISD, OE, DPW&T
Land Plan Associate Inc., 12129 Georgia Avenue, Silver Spring, Maryland 20902
Jagjot (JJ) Khandpur, 11704 Centurion Way, Potomac, MD 20854

Grover, Ruth

From: Tayyem, Mahmoud <mtayyem@co.pg.md.us>
Sent: Monday, June 25, 2012 8:41 AM
To: Grover, Ruth
Cc: McKinney, Elizabeth; Holmes, George
Subject: RE: Hyattsville Subway

Good Morning Ruth,

Yes—This project is exempt from stormwater management requirements also exempt from filing a stormwater concept plan. We will sent you the revised/approved SWM Concept Letter today.

Mahmoud

From: Grover, Ruth [<mailto:Ruth.Grover@ppd.mncppc.org>]
Sent: Sunday, June 24, 2012 8:44 AM
To: McKinney, Elizabeth
Cc: Tayyem, Mahmoud
Subject: FW: Hyattsville Subway

Has this been resolved? We are trying to straighten out this issue pre-acceptance of the case and I would like to accept the case if possible. The issue as I understood it is an applicant that is exempt from stormwater management requirements also exempt from filing a stormwater concept plan? It seems to stand to reason, but I did not want to assume anything.

I look forward to hearing from you.

Thanks,
Ruth

From: Jagjot S. Khandpur, Esq. [<mailto:jsk.esq@gmail.com>]
Sent: Friday, June 22, 2012 2:37 PM
To: Grover, Ruth
Subject: Hyattsville Subway

Hi,

Any progress on the issue?

Jagjot

This E-mail and any of its attachments may contain Prince George's County Government or Prince George's County 7th Judicial Circuit Court proprietary information or Protected Health Information, which is privileged and confidential. This E-mail is intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited by federal law and may expose you to civil and/or criminal penalties. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout.



Division of Environmental Health

Date: August 3, 2012

To: Ruth Grover, Urban Design, MNCPPC

From:  Frank L. Wise, Subdivision Review Specialist, Environmental Engineering Program

Re: DSP-11017 Hyattsville Subway Sandwich Shop

The Environmental Engineering Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Hyattsville Subway Sandwich Shop and has the following comments/recommendations:

1. Use and occupancy permit records indicate historic land use on the site included "Commercial Service-Car/Boat/Motorcycle Dealer/Repair" from at least 1978-2004. Documentation from the Maryland Historical Trust states "since before the 1930's the site has been associated with the repair of automobiles". Additionally, the property is less than 200 feet south of the location of the original Lustine-Nicholson Motor Company (Oldsmobile), an automobile dealership established between 1923 and 1927, which by 1939 was one of the largest in the country; and subsequently operated as Lustine Chevrolet from 1950-1981. Due to this history and the potential for petroleum contamination of both soils and groundwater frequently associated with automobile based operations, it is recommended that an environmental site assessment be completed, and the report submitted at least 35 days prior to the Planning Board Hearing.
2. There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light. Light levels at residential property lines should not exceed 0.05 footcandles.
3. During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.



Environmental Engineering Program
Largo Government Center
9201 Basil Court, Suite 318, Largo MD 20774
office 301-883-7681, fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

Robert L. Baker, III
County Executive

4. During the demolition/construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
5. Subway Restaurants recently received Heart-Check Meal Certification from the American Heart Association. The proposed facility will provide for additional healthy food choices in an area of the county where easy access to fresh fruits and vegetables is currently limited.

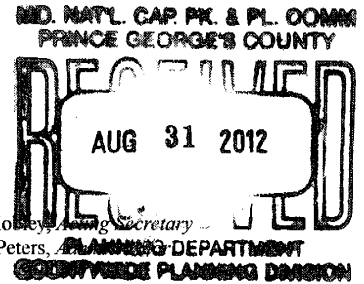
If you have any questions or need additional information, please contact me at 301-883-7651 or flwise@co.pg.md.us



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

MARYLAND DEPARTMENT OF TRANSPORTATION

August 28, 2012



Darrell B. Motley, Acting Secretary
Melinda B. Peters, Assistant Secretary

Ms. Ruth Grover
Maryland-National Capital
Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

RE: **Prince George's County**
US 1
Hyattsville Subway Sandwich Shop
SHA Tracking No: 12APPG023XX
County Tracking No: DSP-11017 &
SP-110002
Mile Post: 2.02

Dear Ms. Grover:

Thank you for the opportunity to review the Detailed Site Plan submittal initially received on July 9, 2012, and subsequently resubmitted on August 6, 2012, for the proposed Hyattsville Subway Sandwich Shop in Prince George's County. The State Highway Administration (SHA) offers the following comments:

Office of Environmental Design Comments:

1. **Roadside Tree Permit.** Tree installation within the state's right of way (r/w) requires a Maryland Roadside Tree Permit issued by the DNR-Forest Service. The Applicant is responsible for coordination with DNR to obtain this permit.
2. **Overhead Utilities.** To preserve these facilities, large trees shall be installed at least 50-ft from poles and wires, medium trees shall be installed at least 30 ft from poles and wires, and small trees shall be installed at least 20-ft from poles. The Zelkova trees are too large for the proposed locations. The SHA Preferred Plant List (PPL) includes species and cultivars of small trees that are appropriate replacements for Zelkova. The applicant is encouraged to select a single-stem Small Tree from those denoted 'STS' or 'LTS' in the PPL.
3. **Tree & Shrubs Offset Distance to Curb.** Trees and Shrubs shall be installed at least 5-ft from the back of the curb. The plan notes shall indicate this requirement. The applicant is requested to consider a Small Shrub or Medium Shrub from the PPL as an alternative to *Prunus laurocerasus* 'Otto Luyken', which is not currently included in the PPL due to concerns about its hardiness under snow load and salt in roadside areas.
4. **Soil Remediation.** Paved areas that will be removed in preparation for landscaping within the SHA r/w shall be excavated to a depth of 18-in., or as necessary to remove paving, gravel, compacted soil and debris. The excavated areas shall be restored with subsoil, and a layer of topsoil at least 4-in. thick shall be placed over the subsoil per Section 701 of the 2008 SHA Standard Specifications for Construction & Materials. The plan notes shall indicate these requirements.
5. **Specifications.** Landscape work performed within the SHA r/w shall be constructed in conformance with the SHA 2008 Standard Specifications for Construction and Materials. The Landscape Plan shall indicate these requirements.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

For further clarification on the above comments, please contact Mr. John Krouse at 410-545-2891 or via email at JKrouse@sha.state.md.us.

District Utility Comments:

1. The PEPCO pole at the north side of entrance will need to be relocated at least 5-ft north in order to be out of the proposed entrance.
2. Water and sewer connections can be added to the Access Permit. Both connections will require open cut of roadway. Please provide approved WSSC approved plans, and cost estimate for all work and restoration within SHA r/w. This will require a 2-in. mill, overlay and restriping of roadway. Please clarify whether the existing water and sewer connections are still active or whether they are going to be abandoned.
3. Currently, no curb exists in front of 5516. Please label curb and gutter as proposed curb and gutter, and provide standard number. For this roadway and speed limit, the applicable curb and gutter will be Type A (MD Std. No. 620.02)
4. Planters and landscaping, specifically trees at property line, could potentially block site distance to vehicles exiting from the property south of the proposed subway. (also see AMD comment #9)

For further clarification on the above comments, please contact our District Utility reviewer, Mr. Randy Evans at (301-513-7355) or via email at REvans@sha.state.md.us.

Access Management Division Comments:

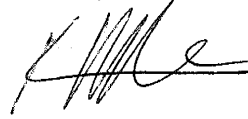
1. All plan sheets must be signed and sealed by a Professional Engineer, with PE Certification note and valid PE stamp.
2. Legend should indicate all symbols/patterns being used on plans.
3. Please tidy up text so plans are easier to read.
4. Please label existing r/w line.
5. Please clearly show and label ADA compliant sidewalks (minimum of 5-ft) and ramps (with the appropriate standard number).
6. Please clearly identify the proposed limits of work on the plans.
7. Please clearly show lane assignments and widths on the plans.
8. Please provide typical section for the proposed improvements.
9. It appears that the proposed landscaping could affect sight distance for both the proposed access and the existing adjacent access to the south. Please provide a sight distance profile for review. A copy of the sight distance evaluation sheet is attached for your use.
10. The 'Landscape Plan' shows an entrance channelized with curb and gutter, but the 'Detailed Site Plan' does not. Please clarify what type of entrance is being proposed and be consistent on all plan sheets. For guidance on applicable entrances, please view Chapter 11 and Appendix B of the Access Management Manual online at: <http://www.roads.maryland.gov/Index.aspx?PageId=442>.
11. Please match, as much as feasible, the existing sidewalk and landscaping amenities of the adjacent property owner.

Further review of this project will be withheld until the above comments have been addressed. Please submit 6 sets of revised plans, as well as a point by point response, to reflect the comments noted above directly to Mr. Steven Foster attention of Mr. Kwesi Woodroffe. Please reference the SHA tracking number on future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>.

Ms. Ruth Grover
Page 3

If you have any questions, or require additional information, please contact Mr. Woodroffe at 410-545-8771, by using our toll free number in Maryland only at 1-800-876-4742 (x8771) or via email at KWoodroffe@sha.state.md.us.

Sincerely,



for Steven D. Foster, Chief
Access Management Division

SDF/JWR/KSW

cc: Mr. Jagjot Khandpur, 11704 Centurion Way, Potomac, MD 20854
Mr. Mirali Mirtaghavi, Landplan Associates, Inc. – 12129 Georgia Ave, Silver Spring, MD 20902
Mr. Randy Evans, SHA – District 3 Utilities
Mr. Victor Grafton, SHA – District 3 Utilities
Mr. John Krouse, SHA – OED
Mr. Ken Oldham, SHA – OED
Mr. Joe Katzenberger, SHA – AMD
Ms. Kate Mazzara, SHA – District 3 Project Development

WSSC
PLAN REVIEW COMMENTS
M-NCPPC (PRINCE GEORGE'S)
SUBDIVISION REVIEW COMMITTEE

WSSC STANDARD COMMENTS APPLICABLE FOR ALL PLANS REVIEWED:

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 WSSC's 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 WSSC's rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's 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 WSSC's system require a request for 'Hydraulic Planning Analysis' and need to follow the System Extension Permit (SEP) process. Contact WSSC's 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 WSSC's Permit Services at (301) 206-4003.

DATE EMAILED TO MNCPPC: July 27, 2012

WSSC Comments
Subdivision Review Committee Meeting
Agenda Date: August 3, 2012

<u>Plan No.</u>	<u>Subdivision Name</u>
1. 4-12005	Patriots Landing

(Desai/Dohm/Mapes)

The required WSSC plan review fee of \$1100.00 is outstanding. Invoice # 2012-116 was sent to applicant.

Hydraulic Comments:

Submit a hydraulic planning analysis package for review.

An 8-inch water main in Maury Lane and an 8-inch gravity sewer main in Maury Avenue are available to serve a portion of the proposed site.

A non-CIP sized water main extending to the property line will be required, connecting to the existing water main located in Irvington Street, contract no. 49370 and a non-CIP sized sewer, extending to the property line, will be required, connecting to the existing sewer main located in Maury Avenue, contract no. 55572. Additional public mains will be required within the site.

Water main replacement will be required for adequate fire flows to serve the proposed site.

Design Comments:

Add the proposed pipeline alignment(s) with water and sewer house connection(s) to the plan. Additionally, if easements are required, their limits and locations must be shown.
**See WSSC Design Manual C-2.1*

Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

Show right-of-way limits on plan for all existing and proposed water and sewer mains.

The 2011 WSSC Plumbing & Fuel Gas Code has been adopted and is effective February 1, 2011. The minimum water service connection for Group R-3 occupancies (Single Family Dwellings and Townhouses) should be 1 ½ inches, unless there is an exception under Section 111.1.1.1.2 of the Code.

Comments continued on next page...

Page 1 of 2

WSSC Comments
Subdivision Review Committee Meeting
Agenda Date: August 3, 2012

<u>Plan No.</u>	<u>Subdivision Name</u>
2. DSP-11017 SP-110002	Hyattsville Subway Sandwich Shop

(Katwal/Demler/Sullivan)

The required WSSC plan review fee of \$1100.00 is outstanding. Invoice # 2012-113 was sent to applicant.

Hydraulics Comments:

A 6-inch water main is available to serve the proposed site. Contact the Permit Services Unit at 301-206-4003 for details regarding applying for service connections or visit our website.

Sewer service may be dependent on project number DA4732C07 being constructed and placed into service.

Revise the plan to show gravity sewer service for the proposed site.

Design Comments:

Show and label existing fire hydrants in the vicinity and confirm adequate fire protection coverage with the fire department.

NOTE: The existing WSSC sewer pipelines shown are being abandoned and replaced under WSSC Contract DA4732C07. Show and label the new WSSC pipelines and reconfigure the proposed sewer service connection as necessary.

There is a 54-inch storm drain referenced on WSSC Contract DA4732C07. This pipeline may obstruct utility service connections to this site. Invert elevations of all existing utilities in Route 1 must be verified to ensure proper vertical clearances.

Existing water and sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

Comments continued on next page...

Page 1 of 2

WSSC Comments
Subdivision Review Committee Meeting
Agenda Date: August 3, 2012

<u>Plan No.</u>	<u>Subdivision Name</u>
2. DSP-11017 SP-110002	Hyattsville Subway Sandwich Shop

Comments continued:

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.

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.*

Show and label all existing nearby water and/or sewer service connections that may be impacted by the proposed development. Show and label all existing service connections at the northeast corner of the property.

Grover, Ruth

From: Guy Tiberio <guytiberio@gmail.com>
Sent: Thursday, August 23, 2012 4:01 PM
To: Grover, Ruth
Subject: Hyattsville Subway

The town of Edmonston has no objection to the proposed development.

Thanks, Guy Tiberio
Town Administrator

RE: Referral Comments on Hyattsville Subway, DSP-11017 and SP-110002

Petrella Robinson [probinson@northbrentwood.com]

Sent: Wednesday, September 05, 2012 5:33 PM

To: Grover, Ruth

The Town of North Brentwood have no comment.

From: Grover, Ruth [mailto:Ruth.Grover@ppd.mncppc.org]

Sent: Thursday, August 30, 2012 4:54 PM

To: Shaffer, Fred; Joseph Katzenberger; Gabor Varsa (gabor.i.varsa@verizon.com); bjzellmer@pepco.com; wjames@bladensburg.net; Joseph Katzenberger; town_bwood@hotmail.com; cotcitmd@starpower.net; townhall@edmonstonmd.gov; info@northbrentwood.com; varcher@gmail.com; email-mayor@upmd.org; mtartaro@hyattsville.org; Petrella Robinson

Subject: RE: Referral Comments on Hyattsville Subway, DSP-11017 and SP-110002

From: Grover, Ruth

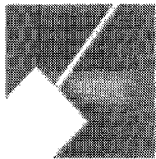
Sent: Wednesday, August 22, 2012 2:29 PM

To: Shaffer, Fred (Fred.Shaffer@ppd.mncppc.org); 'kmoladeinde@co.pg.md.us'; Joseph Katzenberger; Gabor Varsa (gabor.i.varsa@verizon.com); bjzellmer@pepco.com; wjames@bladensburg.net; town_bwood@hotmail.com; cotcitmd@starpower.net; townhall@edmonstonmd.gov; info@northbrentwood.com; varcher@gmail.com; email-mayor@upmd.org; mtartaro@hyattsville.org

Subject: Referral Comments on Hyattsville Subway, DSP-11017 and SP-110002

Please be advised that referral comments on the Hyattsville Subway project (SDP-11017 and SP-110002) are now due. I would also appreciate it if you do not intend to comment on the project, that you let me know that is the case. If you have any questions or comments as you complete your comments, please do not hesitate to contact me.

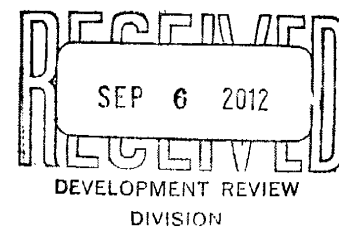
Thanks,
Ruth



Ruth E. Grover, M.U.P., A.I.C.P.
Planner Coordinator
Urban Design Section
Maryland-National Capital Park and Planning Commission
Prince George's County Planning Board
County Administration Building
11741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772
301-952-4317-p
301-953-3749-f
ruth.grover@ppd.mncppc.org

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Statement of Justification



Case Name: Hyattsville Subway
Case Number: DSP-11017 & SP-110002
Property Address: 5516 Baltimore Avenue,
Hyattsville, MD. 20781

Description, location and proposed use of the property.

The captioned property is purchased with the intention to completely demolish the existing 3263 square foot rusting metal building and replace it with new 1,400 square foot stucco/brick/cinderblock building (if cinderblock is used it will fully covered and not be visible from the outside). The size of this lot is 6367 square foot. The new building will have a Subway Sandwich Shop of about 1,400 square foot. The property is zoned M-U-TC/D-D-O and the contemplated use is permitted in the Town Center character area of the 2004 Approved Sector Plan and Section Map Amendment for the Prince George's Gateway Arts District. Owner has been approved by Franchise to open a new Subway Sandwich Shop at this location.

The building to be constructed will conform to the development district standards of the 2004 Approved Sector Plan and Sector Map Amendment for the Prince George's Gateway Arts District and will replace an old rusting metal building which is an eye sore in the newly developing town center. Moreover, this metal building has been vacant for some time, is in very poor condition and poses a risk to the neighborhood that all old abandoned buildings pose. Photos of the old building have been submitted to staff for consideration.

The replacement building will have the new look that has been envisioned for the Town Center character area of the 2004 Approved Sector Plan and Section Map Amendment for the Prince George's Gateway Arts District and will be in conformance with the development district standards except as identified herein.

Amendments to Development District Standards Requested.

The Prince George's County Gateway Arts District Development District Standards apply to this property. The new construction will conform to all the requirements with following two exceptions.

Frontage Requirement.

The property is 6,367 square foot in size. The only access to this property is from its Baltimore Avenue frontage. As the development district standards require parking to the rear of the building, we have provided a two-way drive way for access to the rear.

Since the Baltimore Avenue frontage measures 63.67 feet after providing a 22 foot wide drive way we are left with only 41.67 feet Baltimore Avenue frontage which is about 65% of the site frontage and not the required 80 percent. Due to the narrow frontage of the lot, the requirement to provide parking in the rear and the need to provide a two way drive way to access the parking, we cannot provide the required 80% frontage development as required by District Standard 5. Meeting this requirement would render this property useless.

Parking Space.

The size of the property and that the requirement that parking be provided in the rear of the building limits the parking space to only five (5). This provides for fifteen (15) seats in the Shop. This Subway Sandwich Shops intends to provide seating space for thirty (30) patrons and therefore, cannot provide the parking spaces currently required by District Standard.

However, the City of Hyattsville will soon become a parking district at which time the parking requirements imposed by District Standard will be reduced in half. At that time providing five (5) parking spaces would not be an exception to the Gateway Arts District Development District Standards

Applicable Gateway Arts District DDOZ Standards.

<p>Site Design <u>Building and Streetscape Siting</u></p> <p>Table 1: Build-to-line.</p> <p>Along US 1, excluding segment from Jefferson Street to Farragut Street. From edge of ROW 10-12 feet. Allowable variation \pm 4 feet.</p> <p>5. All buildings shall be built out to a minimum of 80% of the site frontage</p> <p>10. Building sidewalls should abut the sidewalls of adjacent buildings, if possible.</p> <p><u>Access and Circulation</u></p> <p>1. Access to parking lots and loading facilities on adjacent properties should be shared.</p> <p>2. Sidewalks a minimum of five feet in width shall connect to welling entrances, parking, recreational facilities, etc.</p> <p>3. Sidewalk shall not be made of asphalt.</p> <p>4. Sidewalk material and design shall be continuous across driveways and driveway aprons.</p> <p>5. There shall be a maximum of two access driveways per lot or parcel from public street to parking.</p> <p>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.</p>	<p>Meets this standard.</p> <p>Does not meet this standard.</p> <p>Cannot meet this standard. Adjacent buildings not constructed to the edge of their property line.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Not applicable as there is no side street access.</p>
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<p>8. Drive through services shall be located only on the rear of a building.</p>	<p>Not applicable as there is no drive through service.</p>
<p>9. Drive through services shall not be allowed except where accessed from a side street or alley.</p>	<p>Not applicable as there is no drive through service.</p>
<p><u>Parking and Loading</u></p> <p>6. If a parking district is established in the Arts District, the number of off street surface parking spaces, for use with at least 35,000 SF of GFA, other than artist studio, residential and live / work shall not exceed 80% of the number of off street parking spaces required by Sec 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.</p>	<p>Meets this standard.</p>
<p>7. If a parking district is established in the Arts District, the minimum number of off street surface parking spaces for use other than artist studio, residential, and live/work shall be reduced 50% from the minimum number of required off street parking spaces in accordance with Sec 27-568(a) of the Zoning Ordinance. If offsite shared parking is utilized in accordance with offsite shared parking requirements below, then this minimum for onsite surface parking may be waived. The minimum number of off street surface parking spaces permitted for each land use type shall comply with Sec 27-568(a) of the Zoning Ordinance.</p>	<p>Meets this standard.</p>
<p>9. When offsite parking is used to meet the parking requirements, the applicant will need to provide satisfactory documentation to show that parking is provided offsite.</p>	<p>Not applicable.</p>
<p><u>Siting and Access</u></p> <p>3. Loading facility shall only be located at the rear of the property and accessed from a side street or alley.</p> <p>4. Parking shall not be located between the sidewalk or street and the building.</p>	<p>Meets this standard.</p> <p>Meets this standard.</p>
<p><u>Fencing, Walls, Screening, and Buffering</u></p> <p>1. Opaque walls and fences, with the exception of required screening, shall not exceed for feet in height. Non-opaque fences shall not exceed six feet in height.</p>	<p>Meets this standard.</p>

<p>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.</p> <p>3. Chain link fences shall not be used as walls, fences or screening, with the exception of enclosures for recreational courts.</p>	<p>Meets this standard.</p> <p>Meets this standard.</p>
<p><u>Dumpsters, Services, Utilities, Outdoor Storage, and Storm water Management</u></p> <p>1. New techniques and methods of collection and treating storm water should be used as they emerge, such as micromanagement described in the current version of the design manual low impact Development strategies - An Integrated Design Approach, published by DER.</p> <p>2. Dumpster, 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.</p> <p>3. Dumpsters on adjacent properties should be consolidated, where possible.</p>	<p>Meets this standard.</p> <p>To be determined.</p> <p>Meets this standard.</p>
<p><u>Signage</u></p> <p>1. Freestanding pole, monumental signs, or billboards shall not be allowed.</p>	<p>Meets this standard.</p>
<p><u>Lighting</u></p> <p>2. Illumination shall be provided for main entrances, passageway, parking lots, recycling areas, services entrances and areas, alleys, pathways, parks, and plazas.</p> <p>3. Grade changes in public spaces such as stairs, inclines, ramps, and steps should be illuminated from above or at the ground level.</p> <p>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.</p>	<p>Meets this standard.</p> <p>Meets this standard.</p>
<p><u>Landscaping</u></p> <p>1. Existing trees should be preserved where feasible.</p>	<p>Meets this standard.</p>

<p>2. Shade trees with a minimum 2 1/2 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.</p> <p>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.</p> <p>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.</p>	<p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p>
<p>Building Design</p> <p><u>Building Height</u></p> <p>1. Buildings adjacent to a one family residential dwelling or a historic landmark shall have a maximum height of 42 feet. Building adjacent to a historic landmark shall have a height that is architecturally compatible with that landmark.</p> <p>2. Residential or live/work buildings on US 1, Alt US 1 and 38th Street should have a minimum height of 28 feet. The minimum height of commercial buildings on these streets should be 18 feet.</p> <p>5. A bay window, oriel, entrance vestibule, or balcony may project up to three feet beyond the front or rear building line, if the projections is not more than ten feet long (measured along the building). Cornices and eaves may project up to two and on half feet beyond the building line. The projections shall be at least two feet from any lot line.</p>	<p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p>
<p><u>Building Openings</u></p> <p>Entrances</p> <p>1. The main entrance(s) of building with ground floor retail uses should be located on the primary street and address the side walk with appropriate lighting and signage. Buildings on corners should be consider locating main entrances on the corners.</p> <p>2. The main entrances should be highlighted with a minimum of three designs 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.</p>	<p>Meets this standard.</p> <p>Meets this standard.</p>

<p><u>Windows</u></p> <ol style="list-style-type: none"> 1. The ground floor of commercial structures with first-floor retail uses shall contain at least 60% two-way visually transparent material. 2. All facades should have substantial fenestration on all stories, including those facing the rear, alley, driveways, parking lots or other open areas. <p><u>Unit Design</u></p> <ol style="list-style-type: none"> 2. Commercial buildings shall have a minimum ground floor height of 12 feet. 	<p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p>
<p><u>Architecture</u></p> <ol style="list-style-type: none"> 1. The historic character of building should be retained and, where possible, details of the original building should be restored. 2. Development 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 structure should relate to the architecture of the main building. 4. New buildings greater than 45 feet in width should be designed to visually break up length of the 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. 6. Buildings intended for institutional use should highlight the main entrance through massing changes, architectural details, and appropriate lighting and plantings. 7. The ground floor of any commercial/mixed use structure on US 1, Alt. US 1 and 38th Street should incorporate decorative architectural detailing and materials. This shall be achieved through the use of windows and door casings, facade detailing, and unique cornices, banding or awnings. 	<p>Does not meet this standard. Existing building will be demolished</p> <p>It's a single story building.</p> <p>Ground parking.</p> <p>Meets this standard.</p> <p>Less than 130 feet.</p> <p>Retail use only.</p> <p>Meets this standard.</p>

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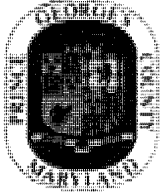
<p>12. New buildings should be faced on any facade fronting a public street with quality materials such as brick, stone, wood, masonry, or stucco compatible with the character of the surrounding neighborhoods.</p> <p><u>Architecture for Signature Buildings</u></p> <p>1. New buildings and renovations on signature properties should incorporate designs that portray the unique identity of the Arts District and exhibit the highest quality in design or materials.</p> <p><u>Signage</u></p> <ol style="list-style-type: none"> 1. Exterior neon signs, internally lit signs, and signs with moving parts or blinking lights shall only be permitted on US 1, 34th Street and 38th Street. 2. Commercial signs painted on side or rear facades shall not exceed 30% of the facade area. 3. Neon signs, signs with moving parts, or blinking lights should not be greater than 20 square feet in area. 4. Sign location should be incorporated into the overall architectural design of the building. 5. Letters and logos painted on storefront windows and doors should not exceed more than 25% of the window area. 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 towards pedestrians. 7. Signs should be lit externally, where the light does not exceed the area of the sign or spill onto the building facade. 8. Only banners suspended and permanently braced perpendicular to the building are permitted. 9. Sign area shall not exceed the regulations of Sec. 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. 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. 	<p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p> <p>Meets this standard.</p>
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<p><u>Public Space Streetscape</u></p> <ol style="list-style-type: none"> 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 street with on-street parking, bump-outs containing tree boxes should be considered. 2. The streetscape on US 1, 34th and 38th 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. 4. All streets shall have a sidewalk on both sides wherever possible. 5. On US 1, Alt US 1 and 38th 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 2 1/2 to 3 inch caliper. 	<p>City of Hyattsville is exempt from this standard.</p> <p>City of Hyattsville is exempt from this standard.</p> <p>Meets this standard.</p> <p>See items 1 & 2.</p> <p>Meets this standard.</p>
<p><u>Parks and Plazas</u></p> <ol style="list-style-type: none"> 1. At least one tree with a minimum 2 1/2 to 3 inch caliper should be planted per every 1,000 square feet of proposed open space. 2. Walkways in parks and plaza shall have pedestrian oriented lighting. 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 of spaces greater than 300 square feet. 	<p>Meets this standard.</p> <p>Meets this standard.</p> <p>Not applicable.</p>

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THE PRINCE GEORGE'S COUNTY GOVERNMENT



DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
OFFICE OF ENGINEERING
9400 PEPPERCORN PLACE, SUITE 420
LARGO, MARYLAND 20774
(301) 883-5730



STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: Hyattsville, Subway Store - 5516 Baltimore Avenue
APPLICANT'S NAME: JAGJOT S. KHANDPUR
ENGINEER : Landplan Associates

CASE #: 36287-2011-00

REQUIREMENTS:

Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.

Type of Storm Drainage/SWM Construction is not designated.

These additional approvals are required: None.

These fees apply: FEE-IN-LIEU.

These bonds apply: None.

Required water quality controls: None.

Required water quantity controls: None.

No maintenance agreement is required.

No special conditions apply.

Required easements: None.

**Storm Water Management fee payment of \$172.64 in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)**

CONDITIONS OF APPROVAL:

1. LESS THAN 5,000 SQUARE FEET TO BE DISTURBED. THIS PROJECT IS EXEMPT FROM STORM WATER MANAGEMENT REQUIREMENTS
2. COORDINATE WITH SHA FOR ANY R-O-W REQUIREMENTS.
SWM LETTER RE-PRINTED PER REY DE GUZMAN 6-25-12
REVIEWED BY EM/MT.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: March 28, 2012
EXPIRATION DATE: March 28, 2015

FOR OFFICE USE ONLY

ADC MAP: 200' SHEET: 207NE04
STREET NAME: BALTIMORE AVE
WATERSHED: 14-Northeast Branch (An:
NUMBER OF DU'S: 0 COST PER DWELLING: 0

CC: APPLICANT, SCD, PERMITS
P.G.C. FORM #3693 (REV 04/93)