

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 <http://mncppc.iqm2.com/Citizens/Default.aspx>.

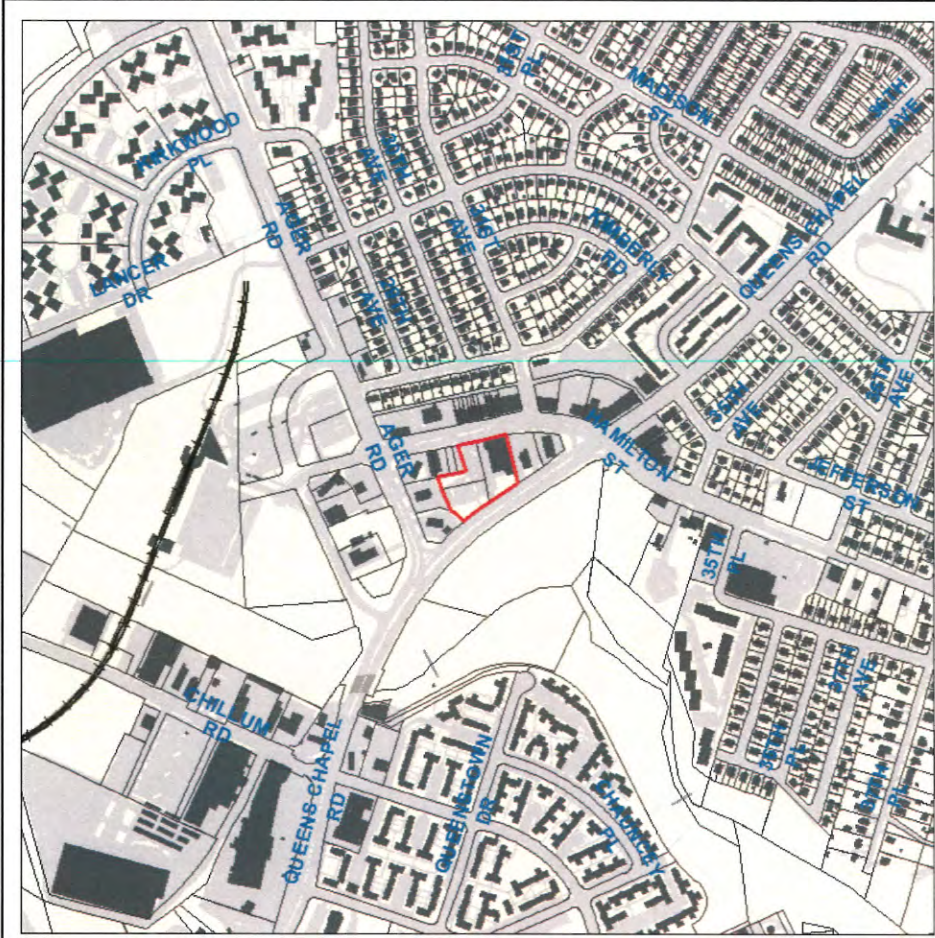
Detailed Site Plan

DSP-03012-04







Application	General Data	
Project Name: ALDI, Inc., Hyattsville Location: Located within the southwest quadrant of the intersection of Hamilton Street and MD 500 (Queens Chapel Road), approximately 400 feet west of the intersection. Applicant/Address: ALDI Inc. 8751 Gas House Pike Frederick, MD 21701	Planning Board Hearing Date:	07/19/18
	Staff Report Date:	07/13/18
	Date Accepted:	05/14/18
	Planning Board Action Limit:	07/23/18
	Plan Acreage:	2.29
	Zone:	M-X-T/T-D-O
	Gross Floor Area:	20,567 sq. ft.
	Planning Area:	68
	Council District:	02
	Election District	17
	Municipality:	Hyattsville
	200-Scale Base Map:	206NE03

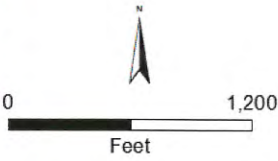
Purpose of Application	Notice Dates	
Construction of a 3,161-square-foot addition and new signage to an existing food and beverage store.	Informational Mailing:	11/21/17
	Acceptance Mailing:	05/10/18
	Sign Posting Deadline:	06/19/18

Staff Recommendation		Staff Reviewer: Andrew Bishop Phone Number: 301-952-4897 E-mail: Andrew.Bishop@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



**SITE VICINITY
MAP**

- Legend**
-  Site Boundary
 -  Property
 -  Building
 -  Bridge
 -  Pavement
 -  Railroad Line



1 inch = 600 feet



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

Created: November 16, 2017

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-03012-04
ALDI, Inc., Hyattsville
Lots 3, 6, and 7 of Queens Chapel Triangle

The Urban Design staff has reviewed the amendment to a detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

The amendment to a detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance for the Transit District Overlay (T-D-O) and Mixed Use Transportation-Oriented (M-X-T) Zones;
- b. *The 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone;*
- c. The requirements of the 2010 *Prince George's County Landscape Manual;*
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;
- f. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests to construct a 3,161-square-foot addition to an existing food and beverage store and the addition of new building-mounted signage.

2. **Development Data Summary:**

	EXISTING M-X-T/T-D-O	PROPOSED M-X-T/T-D-O
Zone		
Use(s)	Food and Beverage Store	Food and Beverage Store
Acreage	2.29	2.29
Lots	3	3
Building Square Footage/GFA	17,406	20,567

On-Site Parking Data

	Existing	Proposed
Standard Spaces	84	73
Handicap-Accessible Spaces	4	3
Total	84 (4 Handicap-Accessible)*	73 (3 Handicap-Accessible)*

Notes: *The original Detailed Site Plan DSP-03012 approval conditioned a maximum of 84 surface parking spaces. The proposed building addition calls for the removal of 11 parking spaces, which will remain in conformance with the conditioned maximum.

**The detailed site plan shows the required and proposed number of parking spaces, but has not broken the spaces out by type in the parking schedule for clarification. Therefore, a condition has been added to the Recommendation section of this report requiring the applicant to revise the parking schedule to show the number of required and proposed handicap-accessible spaces.

3. **Location:** The site is in Planning Area 68 and Council District 2. More specifically, it is located within the southwest quadrant of the intersection of Hamilton Street and MD 500 (Queens Chapel Road), approximately 400 feet west of the intersection, within the City of Hyattsville. The property consists of Lots 3, 6, and 7 of Queens Chapel Triangle.

4. **Surrounding Uses:** The subject property is bounded to the north by Hamilton Street and across the street by commercially developed property in the Mixed Use Transportation-Oriented (M-X-T) Zone; to the south by Queens Chapel Road, with undeveloped property in the Reserved Open Space (R-O-S) Zone beyond; and to the east and west by commercial property in the M-X-T Zone.

5. **Previous Approvals:** The original Detailed Site Plan, DSP-03012, and Conceptual Site Plan CSP-03002 for the property were approved by the Prince George's County Planning Board on July 10, 2003, and are embodied in PGCPB Resolution No. 03-152 and PGCPB Resolution No. 03-153. Conceptual Site Plan CSP-03002 included a 16,400-square-foot food and beverage store with a 1,300-square-foot office. The DSP for the food and beverage store was approved with conditions and included amendments to the 1998 *West Hyattsville Approved Transit District Development Plan*. These conditions are no longer outstanding, as they were complied with and completed through the certification, permit, and construction processes. This application has been revised numerous times for a variety of reasons, which are outlined as follows:

Detailed Site Plan DSP-03012-01 was approved at the Planning Director level on May 7, 2004, for the purpose of approving alternative architectural plans to add a window on the building elevation adjacent to Hamilton Street.

Detailed Site Plan DSP-03012-02 was approved at the Planning Director level on December 22, 2014, for the purpose of adding an approximate 1,000-square-foot building expansion for storage.

Detailed Site Plan DSP-03012-03 was approved at the Planning Director level on April 7, 2015, for the purpose of relocating the access door to the loading dock area and for the expansion of the dock area to accommodate the trash compactor.

6. **Design Features:** The existing food and beverage store is 17,406 square feet, and the subject application proposes to construct a 3,161-square-foot addition on the western side of the building, within the existing parking compound area on the property. The building addition continues the existing building frontage along Hamilton Street, which is set back approximately 14 feet behind the right-of-way line, along the sidewalk edge.

The property is a through-lot and is accessed from Hamilton Street and from Queens Chapel Road and proposes two-way ingress and egress points to the site, one from each roadway. A two-way traffic pattern on the western portion of the site provides 73 parking spaces, including three handicap spaces near the entrance on the west side of building.

Architecture

The building addition is primarily composed of red brick, matching the existing building, but also includes a variety of other materials along the building face, including fiber cement panels, glass, and metal. The building addition features a 24 foot-high architectural tower accenting the building's entrance and proposes a canopy along a portion of the building, adjacent to the parking compound, and along the frontage on Hamilton Street.

Signage

One freestanding monument sign is existing on the site. The freestanding sign is internally illuminated and is mounted on a base made of brick. The freestanding sign features the ALDI logo and is located on Queens Chapel Road, near the site's southern entrance. This freestanding sign is existing and was approved with the original application. It is not being revised with this application and, therefore, is not subject to the standards of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* (West Hyattsville TDDP).

The two proposed building-mounted signs are to be internally illuminated and advertise the name of the food and beverage store. These signs are located on the northern and western elevations facing Hamilton Street and the parking compound, respectively. The signs are approximately 9.5 feet in height, 8 feet in width, and propose an approximate sign area of 76 square feet each, for a total of 152 square feet.

Staff notes that lettering for all signage is required not to exceed 18 inches in height, or width, in the West Hyattsville TDDP, and it is unclear if the application meets this requirement. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide additional information showing that the proposed signage meets the requirements of the TDDP.

Lighting

The proposed pole-mounted lighting in the parking area, near the building and throughout the site, provides a balanced lighting pattern, and is not being revised with this application. The lighting placement has been designed to enhance the building entrances, pedestrian pathways, and to improve safety, while not causing spill-over onto adjoining properties.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application is for an addition of 3,161 square feet to an existing food and beverage store. The West Hyattsville TDDP supersedes the table of uses for permitted uses in the Zoning Ordinance for the M-X-T Zone. In addition, it is noted that, since the food and beverage store exists and is proposing new construction above 10 percent of the gross floor area, the standards of the TDDP are applicable to the proposed improvements, and the site plan design guidelines of the Zoning Ordinance do not apply.

The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone (in **boldface** text, followed by staff comment):

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

Conformance to the purposes of the M-X-T Zone was found with the CSP approval and the original DSP, and is adopted herein by reference (PGCPB Resolution No. 03-153). The proposed DSP does not change that finding because it still promotes the orderly development of land, with the renovation of the food and beverage store, in close proximity to the major intersection of Hamilton and Ager Road and to the West Hyattsville Metro Station.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

This does not apply, as the site was zoned M-X-T before October 1, 2006.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed addition is being done to upgrade the existing food and beverage store and to create a more modern facility, which will allow it to integrate with the surrounding commercial uses. Therefore, the proposed DSP will have a positive impact on the existing development's outward orientation and its physical and visual integration with existing adjacent development.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The expansion of the existing food and beverage store proposed in this DSP is compatible with the surrounding uses, which include a mix of commercial and retail tenants.

- (5) **The mix of uses, and arrangement and design of buildings, and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The mix of uses will be enhanced by the expansion of the existing building, as limited by the conditions of approval, to better enable the food and beverage store to sustain an independent environment of continuing quality and stability.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The subject DSP is not phased. The building addition will be constructed in one phase that is designed to be self-sufficient and will allow for the overall integration of the development at completion.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity with the development;**

The food and beverage store is located within one-half mile of the West Hyattsville Metro Station and is surrounded by sidewalks around the entire block, specifically on the eastern and western edges of the property along Hamilton Street and Queens Chapel Road, which provides connections to the pedestrian system within the transit district area. The proposed building addition, as limited by the conditions of approval, will not reduce or compromise the convenience or design of facilities provided for pedestrians in or around the development.

- (8) **On the Detailed Site Plan, in areas of development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial).**

The existing food and beverage store already provides a moderate level of quality urban design, with a human-scaled building located close to a comfortable streetscape space that includes lighting, landscaping, and specialty paving. The proposed expansion, as limited by the conditions of approval, will not reduce or compromise the existing quality of urban design in the area.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed**

development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

The subject site application is a DSP, therefore, this required finding does not apply.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The preliminary plan of subdivision (PPS) and the CSP approved for the property are more than six years old. The Transportation Planning Section noted that, in 2017, during review of PPS 4-15020 (Riverfront at West Hyattsville), the three nearest intersections to this site (MD 500/Hamilton, MD 500/Ager, and Ager/Hamilton) were reviewed, and it was determined that all three intersections operated well within the Level-of-service E standard. In addition, it was determined that the building expansion would generate a *de minimis* number of trips. Therefore, it has been determined that the property would be adequately served, within a reasonable period of time, by existing or programmed transportation facilities.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

This requirement does not apply, as the property contains less than 250 acres.

- 8. 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone:** The TDDP places the subject site in the Mixed-Use/Office Preferred Land Use category.

This application is subject to the standards of the overlay zone because the addition is more than a 10 percent increase to the gross floor area of the existing store. This DSP is required by Note 5 for nonresidential development (page 38 of the TDDP). Note 5 states the following:

- 5. Nonresidential development. An addition to a nonresidential structure that was lawful and not nonconforming on the date of TDDP/TDOZ approval is exempt from the TDDP standards and site plan review if the addition does not increase the GFA by more than ten percent.**

Therefore, the standards of the transit district apply, and the following standards warrant discussion:

a. **Building Façades** (page 104)

1. **Materials.**

The limitations on the building materials that are permitted for the transit district are not consistent with the subject application. The building elevation is proposing faux wood fiber cement panels on the building face near the entrance. Faux wood grain is prohibited in the transit district.

The prohibition of specific materials in the transit district is intentional and designed to provide architectural characteristics with respect to building form, fenestration, pattern, and quality. The applicant has requested an amendment of this standard to allow for the use of a faux wood grain on the fiber cement panels.

Staff supports the amendment because the use of this material is only being proposed on a portion of the western elevation, and it does not detract from the surrounding properties or the built environment surrounding the development. Additionally, it is noted that the use of this material is consistent with other ALDI locations, and is in keeping with the store's marketing and brand. For these reasons, staff recommends **approval** of the amendment request.

b. **Signage** (page 108)

1. **Sign lighting:**

Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration.

The limitations on the illumination of building-mounted signage allowed for the transit district are not consistent with the subject application, which proposes internally illuminated building-mounted signs on the northern and western elevations. The applicant has requested an amendment of this standard to allow for the internally illuminated building-mounted signs.

Staff supports the amendment because the proposed building-mounted signs are in substantial conformance with what was approved with the original DSP-03012 application. The original signs were internally illuminated and were located on the northern and western building faces. These signs were subject to the 1998 *West Hyattsville Approved Transit District Development Plan*, and internally illuminated signs were permitted at that time.

The proposed signage is internally illuminated and being located on the same northern and western building faces, in a similar building placement on the proposed addition. The signage is only slightly larger than the existing signage and features a revised logo. Due to the similar building placement, illumination, and size, staff recommends **approval** of the amendment request.

c. **Parking Standards** (page 109)

3. **Pedestrian Access to Off-Street Parking:**

- a. **Surface Parking: Pedestrian walkways through parking areas shall be prohibited.**

Pedestrian walkways through parking areas are prohibited. The pedestrian walkways through the parking area are existing and were previously approved. These are not being revised with this application and the pedestrian walkways will remain. The applicant has requested an amendment of this standard to allow for the pedestrian walkways through the parking area.

Staff supports the amendment because the pedestrian walkways through the parking area were approved with the original DSP-03012 application. The walkways are located on the southern portion of the parking compound and provide safe pedestrian circulation to the building's entrance. These pedestrian walkways through parking areas were subject to the 1998 *West Hyattsville Approved Transit District Development Plan* and were permitted at that time. Due to the existing nature of these walkways, the scope of the application, and because they are not being revised with the application, staff recommends **approval** of the amendment request.

d. **Bikeways and Bicycle Parking** (page 118)

5. **Bike Parking Security:**

- b. **Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.**

The subject application does not propose bicycle lockers. Therefore, the applicant has requested an amendment of this standard.

The TDDP requires lockable enclosures for the storage of bicycle property. Bicycle racks have been provided with this application, but bicycle lockers have not been proposed.

Staff supports the amendment because the site is located approximately one quarter-mile west of the West Hyattsville Metro Station, which has long-term bicycle locker facilities available. Due to the auto-oriented nature of the proposed use, the limited amount of time a user would visit the establishment, and the property's proximity to the West Hyattsville Metro Station with lockers available, staff recommends **approval** of the amendment request.

9. **Conceptual Site Plan CSP-03002 and Detailed Site Plan DSP-03012:** Conceptual Site Plan CSP-03002 and Detailed Site Plan DSP-03012 were approved by the Planning Board on July 10, 2003 (PGCPB Resolution Nos. 03-152 and 03-153), subject to conditions. None of the conditions are applicable to the subject DSP review.

10. **2010 Prince George’s County Landscape Manual:** The development district standards of the West Hyattsville TDDP replace the requirements of the *Prince George’s County Landscape Manual*. Conformance was found with the applicable landscape standards with the approval of DSP-03012. It should be noted that this application is proposing to replace all dead or removed landscaping that was approved with that application.

11. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property contains less than 10,000 square feet of woodland on-site and has no previous tree conservation plan approvals. A standard letter of exemption from the WCO was issued for this site (S-040-2017), which expires on March 2, 2019.

12. **Prince George’s County Tree Canopy Coverage Ordinance—**Subtitle 25, Division 3, Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that disturb more than 5,000 square feet. The site is required to provide a minimum of 10 percent of the gross tract area in TCC. This project is 2.29 acres, which results in 9,975 square feet of required TCC for the site. Staff notes that the plans appear to meet these requirements, however, a schedule demonstrating conformance to the Tree Canopy Coverage Ordinance is not shown on the plans, and should be included. Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide a schedule showing conformance to the Tree Canopy Coverage Ordinance.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Historic Preservation—**In a memorandum dated May 25, 2018 (Stabler to Bishop), the Historic Preservation Section noted 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, and the subject application will have no effect on identified historic sites, resources, or districts.

 - b. **Community Planning—**In a memorandum dated June 28, 2018 (Sams to Bishop), the Community Planning Division offered an in-depth discussion of the DSP’s conformance with the Transit District Overlay (T-D-O) Zone, that has been incorporated into Finding 8 above.

 - c. **Transportation Planning—**In a memorandum dated June 7, 2018 (Radford to Bishop), the Transportation Planning Section provided an analysis of the subject application and noted the following:

The site is within the M-X-T Zone, and it must be determined if the Zoning Ordinance requirements, as identified in Sections 27-546(d)(9) and 27 546(d)(10), regarding a finding of adequacy is required as part of the transportation review. This property was reviewed under prior Conceptual Site Plan CSP-03002, which was based on conformance with a parking cap for the transit district. It is noted that the store on this site was developed more than six years ago, outside the six-year time limit given by Section 27-546(d)(10). Conformance with this section is discussed in Finding 7 above.

Review of the site is required so that it complies with the West Hyattsville TDDP. The purpose of the T-D-O Zone is to create orderly, planned, efficient, and economic development. In order to fulfill the vision of this plan, it calls for a pedestrian-oriented community that fosters multi-modal transportation opportunities and reduces automobile dependency.

The Transportation Planning Section noted that Hamilton Street is a master plan collector facility and that Queens Chapel Road is a master plan arterial facility. For both, sufficient right-of-way has been previously dedicated or provided, and no structures are proposed within the ultimate right-of-way. Access and circulation are being slightly modified and are acceptable, as shown. The number of parking spaces will be reduced from 84 to 73 spaces; this adjustment is acceptable.

From the standpoint of the Transportation Planning Section, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in Section 27-285 of the Zoning Ordinance. Furthermore, it is determined that the development proposed will be adequately served by transportation facilities, within a reasonable period of time, in accordance with the finding required for a DSP, as described in Section 27-546.

- d. **Trails**—In a memorandum dated June 18, 2018 (DeGrace to Bishop), the Transportation Planning Section reviewed the DSP application for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the West Hyattsville TDDP in order to implement planned trails, bikeways, and pedestrian improvements. This application is for a DSP; therefore, it is not subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.”

Review Comments (Master Plan Compliance and Prior Approvals)

The original DSP-03012 approval for the subject application has two conditions of approval that affect bicycle and pedestrian access that have been satisfied.

1. **Prior to signature approval, the site and landscape plans shall be revised as follows:**
 - c. **Show a minimum eight-foot-wide walkway along the entire streetscape at both Hamilton Street and Queens Chapel Road, in accordance with figures seven and eight.**
 - l. **Provide parking rack(s) for seven bikes near the entrance to the store.**

The conditions for the wide sidewalk and bicycle racks have been fulfilled. The current site has a robust pedestrian network connecting Queens Chapel Road and Hamilton Street to the entrance of the building. The connection from Queens Chapel Road to the building entrance does not have pedestrian ramps that meet current Americans with Disabilities Act (ADA) standards, including truncated dome pads. The applicant shall install ADA ramps at all appropriate locations along this pedestrian route, and the plans should be revised to include this modification.

- e. **Subdivision Review**—In a memorandum dated July 3, 2018 (Onyebuchi to Bishop), the Subdivision Review Section indicated that the proposed development did not exceed 5,000 square feet of gross area and that a PPS is not required, and there are no other subdivision issues with this application.
- f. **Environmental Planning**—In an e-mail dated May 21, 2018 (Reiser to Bishop), The Environmental Planning Section noted that a natural resources inventory equivalency letter has been issued for the property and the site has been issued a standard exemption letter from the WCO because the site contains less than 10,000 square feet of woodland and has no previous tree conservation plan approval. In addition, it has been determined that there are no regulated environmental features located on-site.

The approved Stormwater Management Concept Plan and Letter (49935-2017-00) submitted with this application show the use of micro-bioretenion. Hamilton Street is a designated historic roadway. Any improvements within the right-of-way of an historic road are subject to approval by the County, under the design guidelines and standards for scenic and historic roads.

- g. **Potomac Electric Power Company (PEPCO)**—At the time of the writing of this technical staff report, comments have not been received from PEPCO.
- h. **City of Hyattsville**—At the time of the writing of this technical staff report, comments have not been received from the City of Hyattsville. However, it is noted that this application will be heard at the July 16, 2018 City Council meeting, and City staff will be present at the time of the Planning Board hearing to offer their comments.
- i. **Town of Brentwood**—At the time of the writing of this technical staff report, comments have not been received from the Town of Brentwood.
- j. **Town of North Brentwood**—At the time of the writing of this technical staff report, comments have not been received from the Town of North Brentwood.
- k. **City of Mount Rainier**—At the time of the writing of this technical staff report, comments have not been received from the City of Mount Rainier.
- l. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, staff did not receive comment regarding the subject project from the Fire/EMS Department.
- m. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 18, 2018 (Giles to Bishop), DPIE provided numerous comments, which have been provided to the applicant. These comments will be addressed through DPIE's separate permitting process.
- n. **Prince George's County Police Department**—At the time of the writing of this technical staff report, staff did not receive comment regarding the subject project from the Police Department.

- o. **Prince George’s County Health Department**—At the time of the writing of this technical staff report, staff did not receive comment regarding the subject project from the Health Department; however, the following standard comments are recommended to be added as notes on the plan:
 - (1) 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.
 - (2) During the demolition/construction phases of this project, noise should not 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.
 - p. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, staff did not receive comment regarding the subject project from WSSC.
 - q. **Maryland State Highway Administration (SHA)**—In an email dated May 23, 2018 (Woodroffe to Bishop), SHA noted that any modification to the existing access on MD 500 (Queens Chapel Road) will require an access permit and, if modified, the applicant should submit detailed engineering plans to the SHA District 3 Office for review.
13. As required by Section 27-285(b) of the Zoning Ordinance, the DSP will, if approved in accordance with proposed conditions, represent 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.
14. In addition, per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
- The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible.**
- There are no regulated environmental features found on the subject property; therefore, no preservation or restoration is necessary.
15. Based upon the foregoing analysis and as required by Section 27-548.08(c)(2) of the Zoning Ordinance, the following findings can be made:
- (A) **The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**
- The subject DSP, for an addition to the existing building, is consistent with the land use vision of the West Hyattsville TDDP, which is to create a compact, high-density, pedestrian-friendly, mixed-use center around the Metro station. The DSP conforms to

most of the mandatory requirements of the TDDP, except for standards for which the applicant has requested the Planning Board to apply transit district development standards that are different from the mandatory requirements, in order to achieve a superior development in accordance with the prescribed procedure pursuant to Section 27-548.08(c)(2).

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

The subject site is within the West Hyattsville TDDP and the development proposal is consistent with the development standards and guidelines of the TDDP, except as noted in this report.

- (C) The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;**

The subject DSP has been reviewed for conformance with all the requirements and applicable regulations of the underlying zone, which is the M-X-T Zone. The DSP meets the applicable requirements of the T-D-O and M-X-T Zones.

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

The subject site is within the West Hyattsville TDDP and the development proposal is consistent with the development standards and guidelines of the TDDP, except as noted in this report.

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

The subject DSP proposes an addition to an existing building. The proposed building addition will renovate and improve the appearance of the existing food and beverage store, and is compatible with the adjacent development, by enhancing the streetscape and building frontage of Hamilton Street.

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

The above does not apply to the subject application, as there is no minimum parking requirement.

RECOMMENDATION

Based on the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and recommends the following:

- A. APPROVAL of the alternative transit district development standards for:
1. **Building Façades–Materials:** To allow for faux wood grain panels on the front elevation of the building.
 2. **Signage–Sign lighting:** To allow for two internally illuminated building-mounted signs.
 3. **Parking Standards–Pedestrian Access to Off-Street Parking:** To allow the existing pedestrian walkways in the parking area to remain.
 4. **Bikeway and Bicycle Parking–Bike Parking Security:** To allow for no bicycle lockers.

B. APPROVAL of Detailed Site Plan DSP-03012-04 for ALDI, Inc., Hyattsville, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the plans shall be revised, as follows:
 - a. Update the parking table to reflect the proposed use, the number of required and proposed parking spaces, and parking space types.
 - b. Provide additional information showing that the proposed signage meets the requirements of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.
 - c. Provide a schedule showing conformance to the Prince George’s County Tree Canopy Coverage Ordinance.
 - d. Add the following site plan notes:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
 - e. Provide Americans with Disabilities Act (ADA) ramps at appropriate locations along the pedestrian connection from MD 500 (Queens Chapel Road) to the building entrance.
2. Prior to signature approval, the detailed site plan shall be revised to include two bicycle parking lockers at the site entrance, consistent with Bicycle Parking Standard 5 of the 2006 *Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone*.

ITEM:

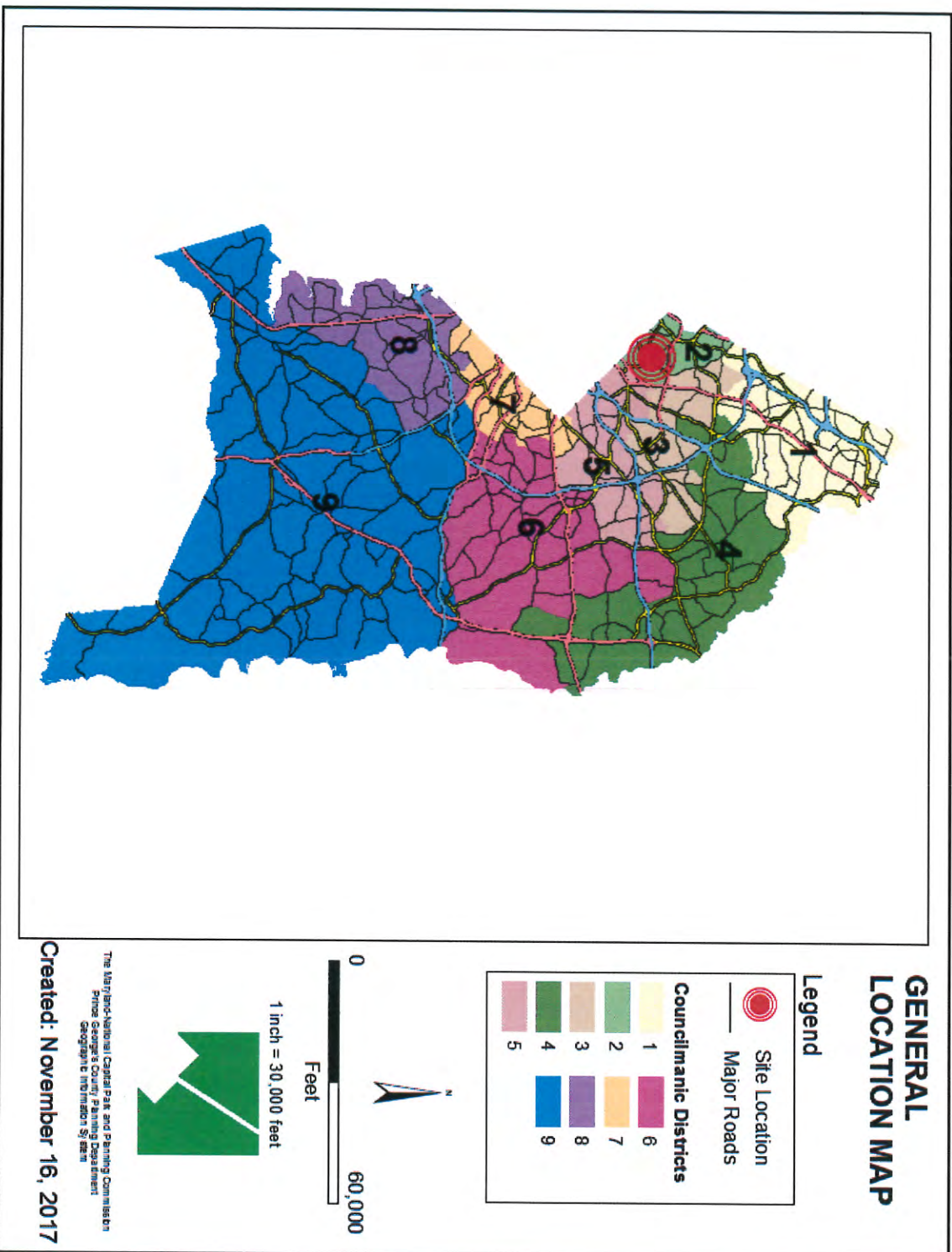
CASE: DSP-03012-04

**ALDI, INC.
HYATTSVILLE**

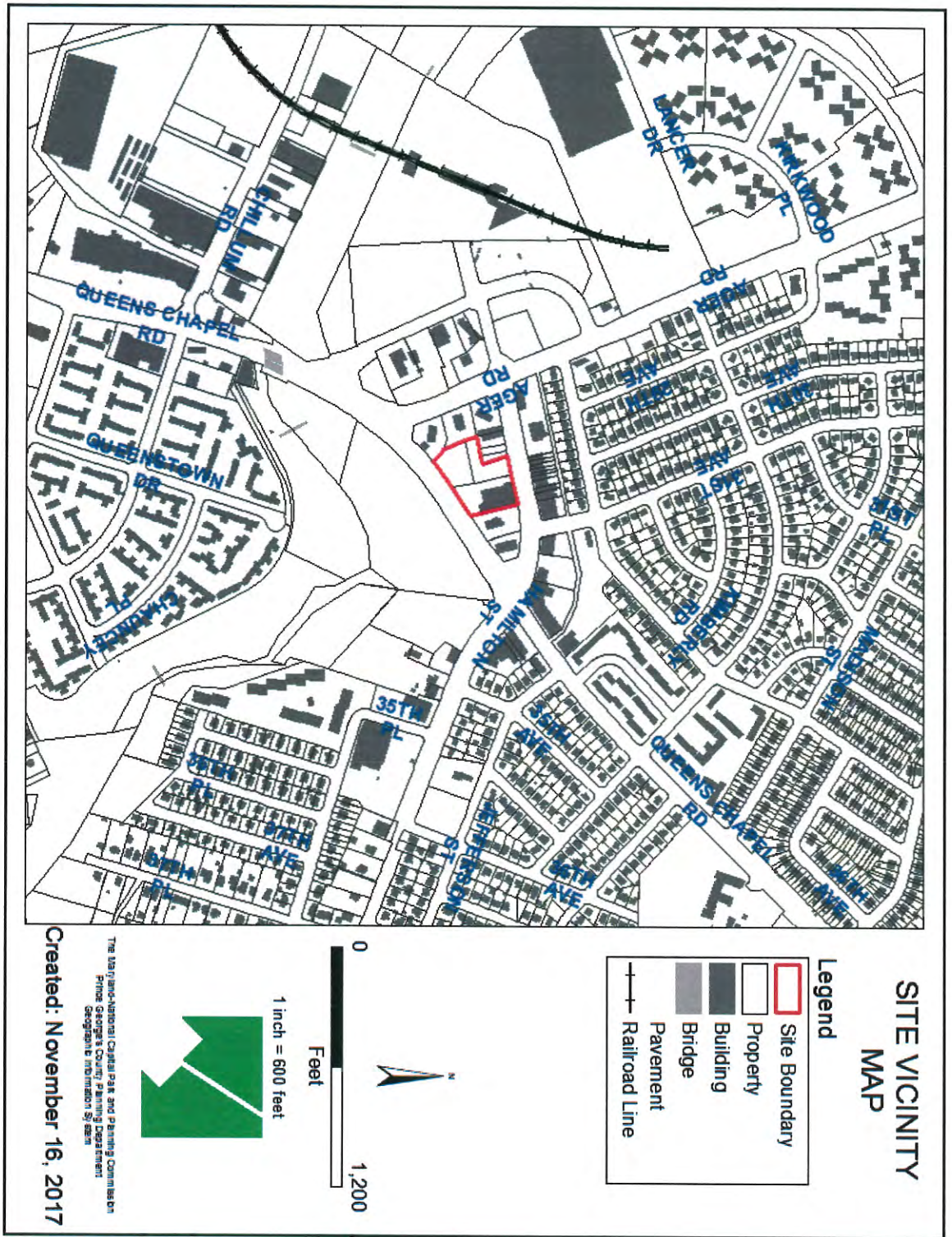
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



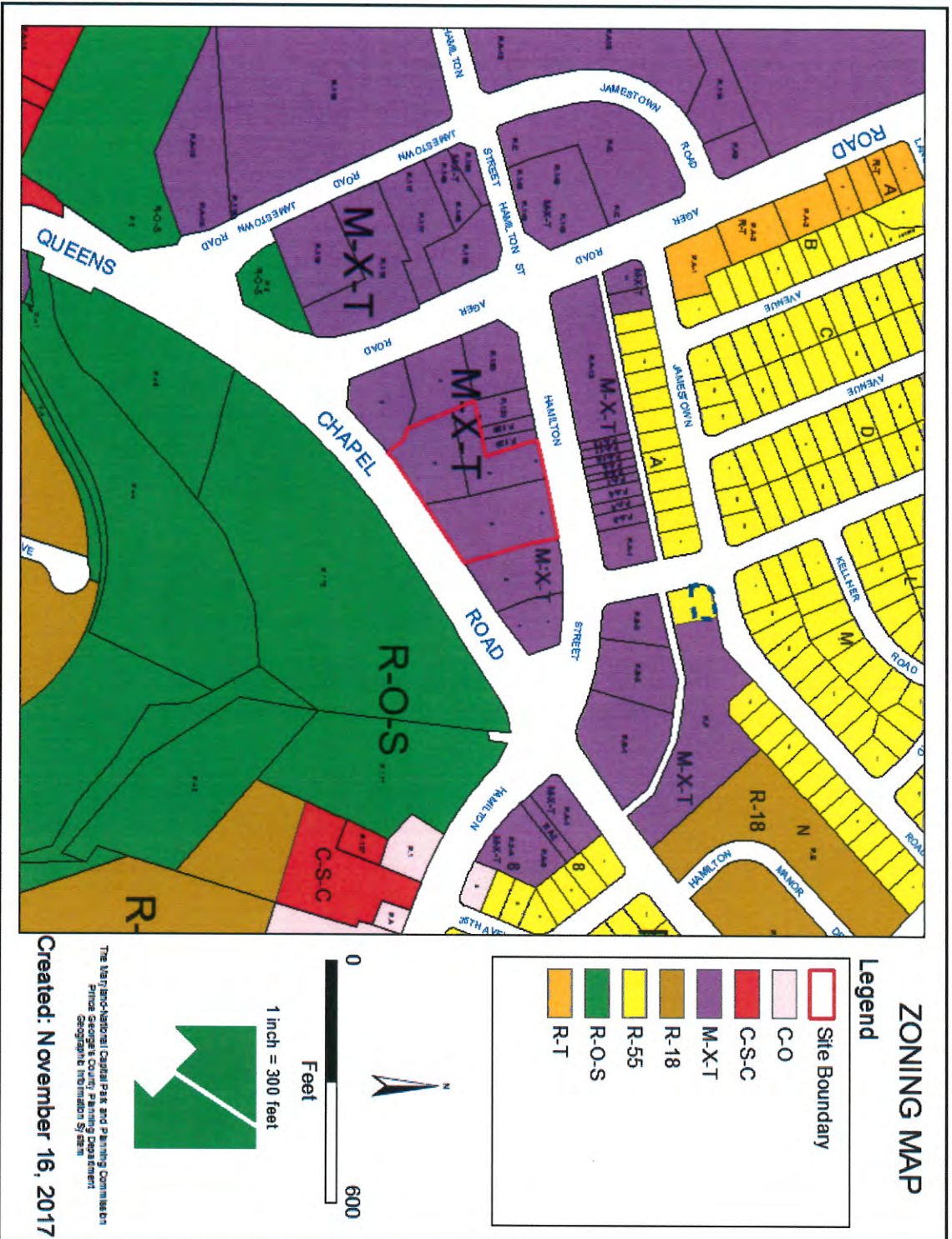
GENERAL LOCATION MAP



SITE VICINITY

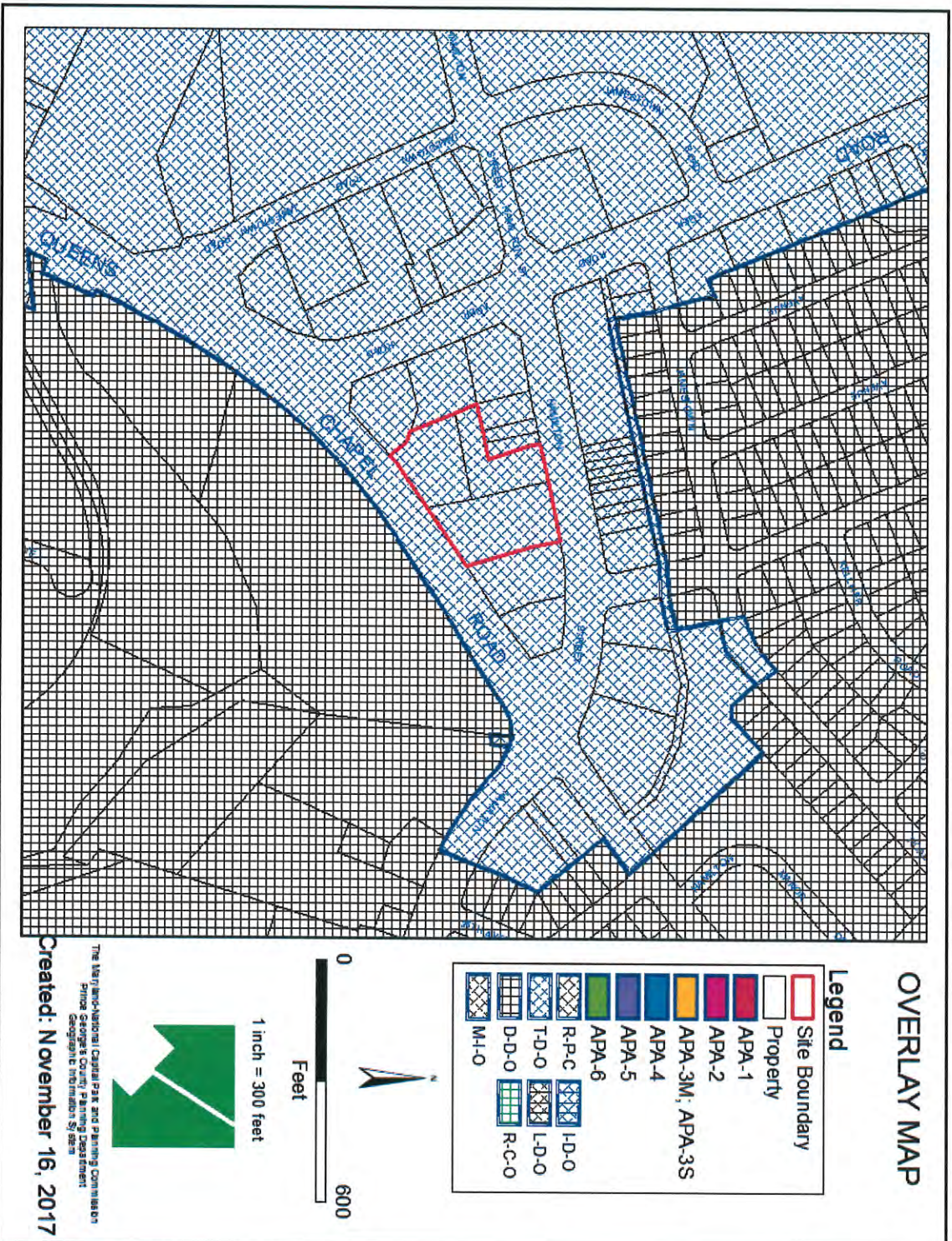


ZONING MAP

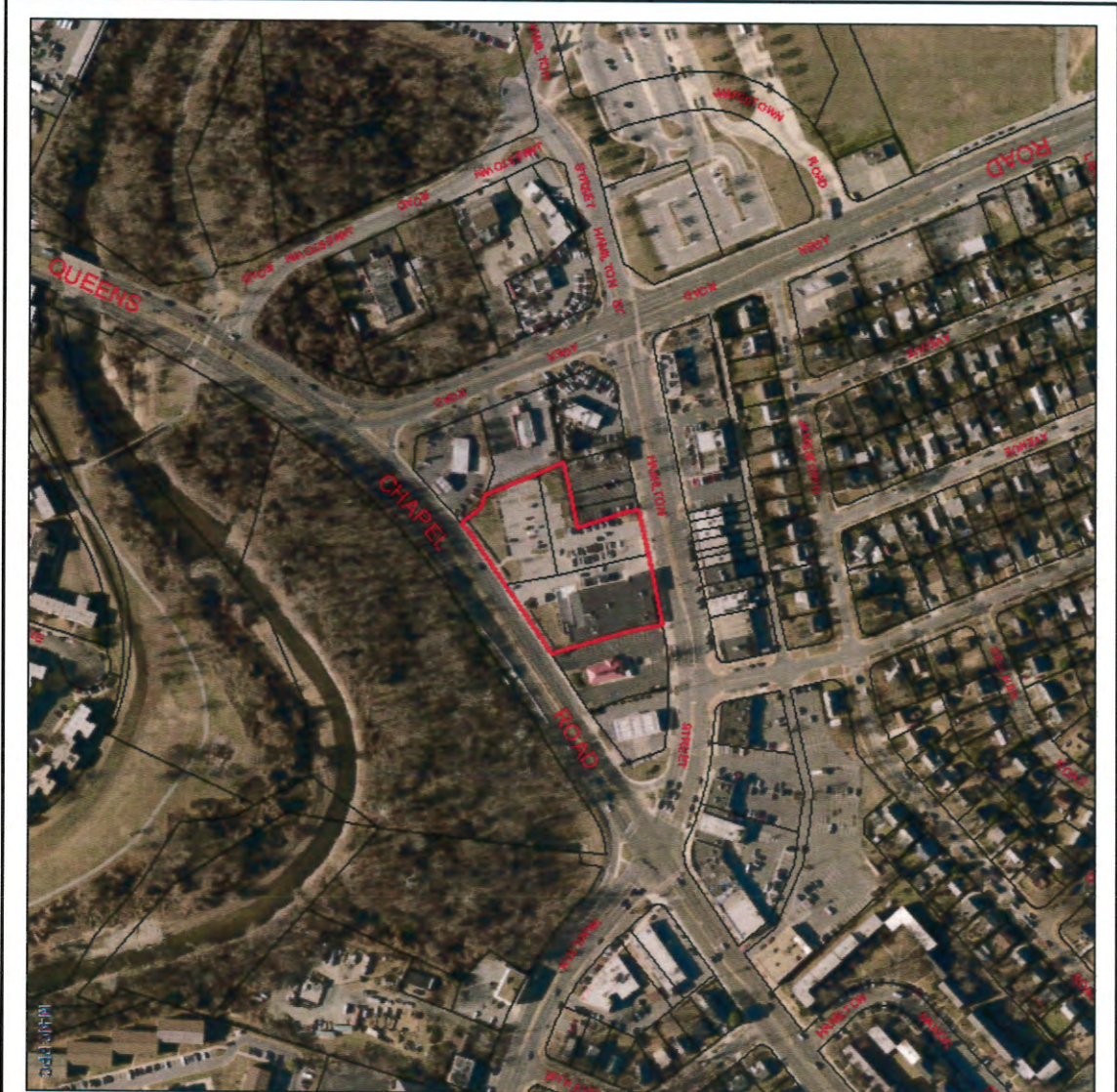


OVERLAY MAP

Case # DSP-03012-04



AERIAL MAP



AERIAL MAP

Legend

- Site Boundary
 - Property
- IMAGERY FROM
JANUARY 2017



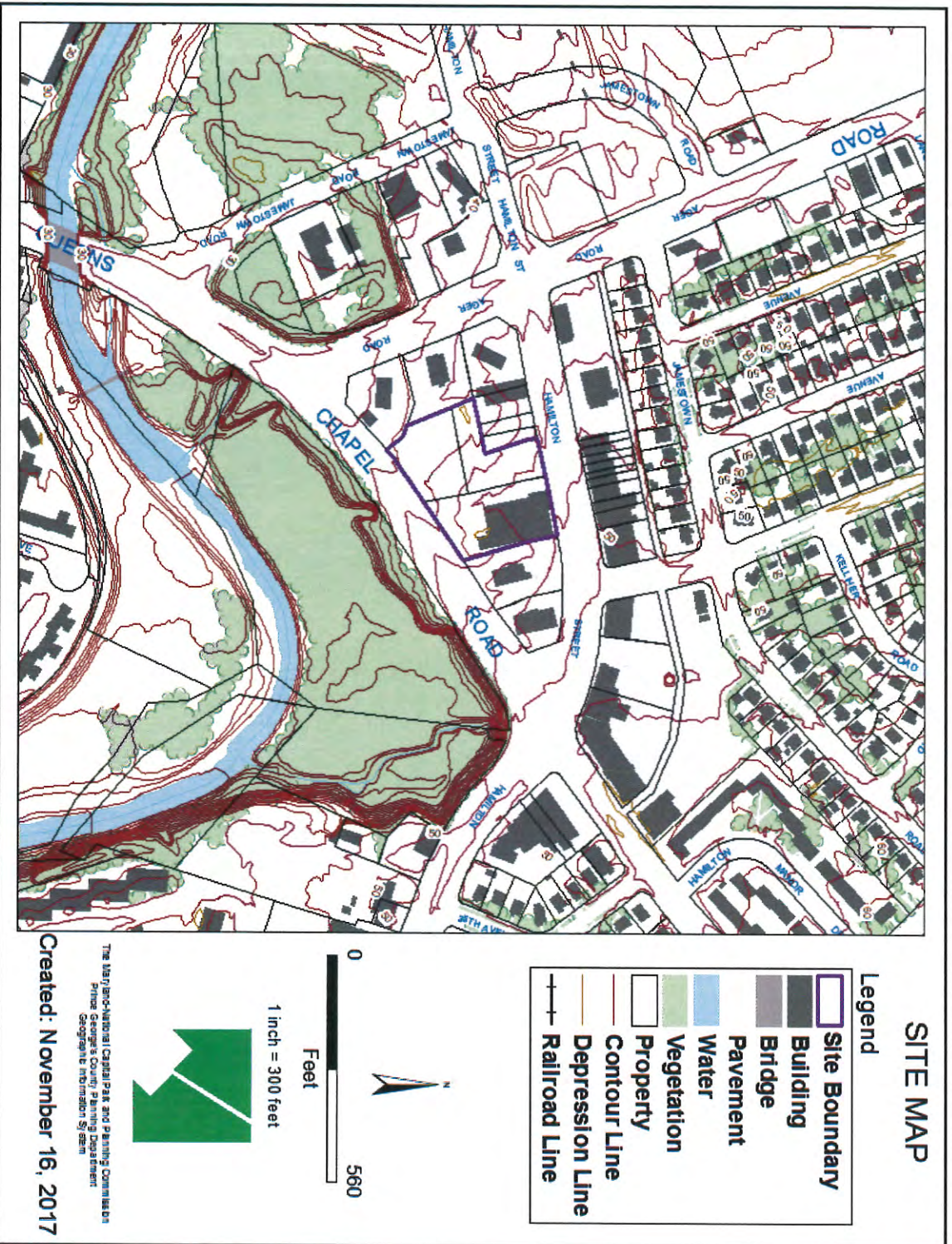
1 inch = 300 feet



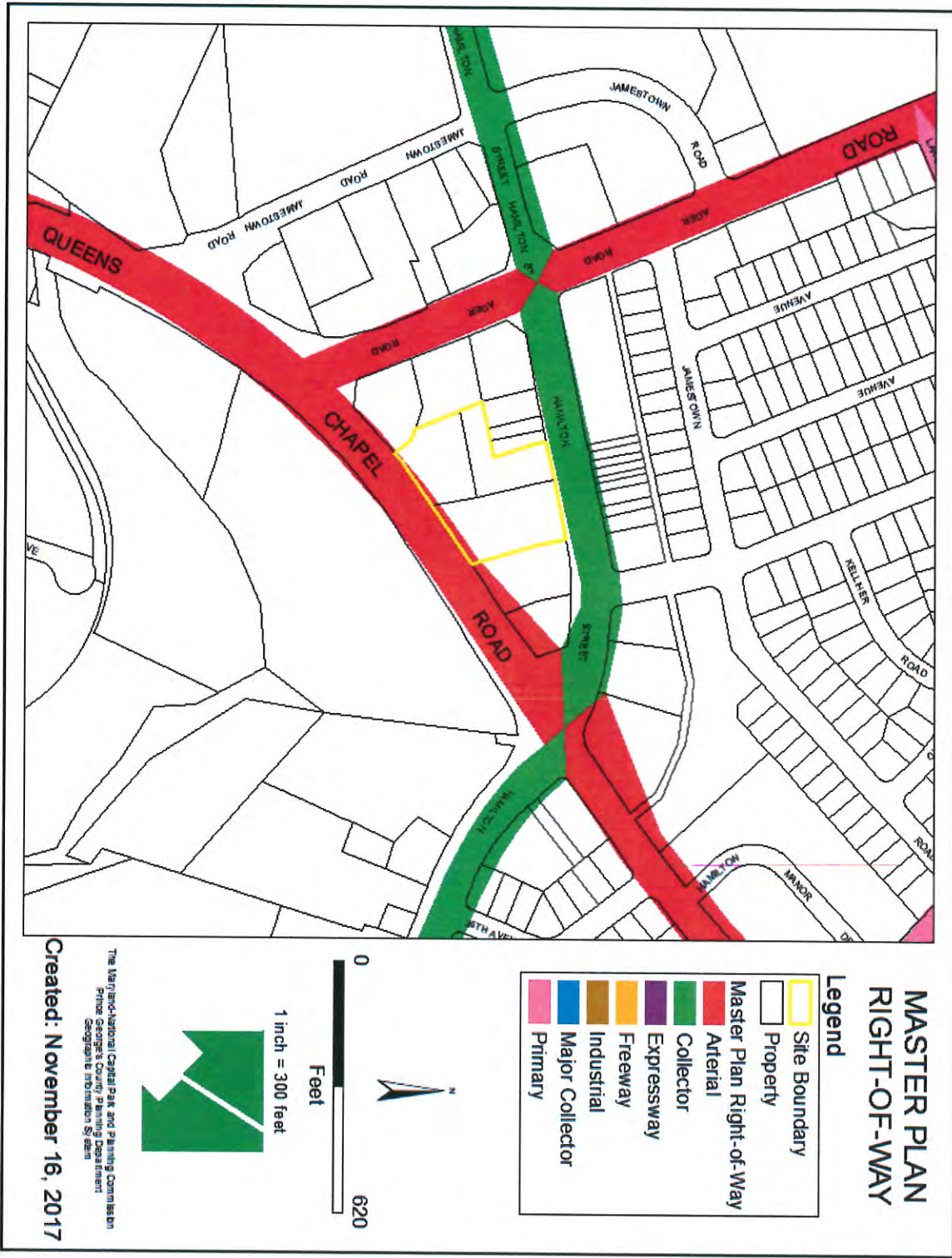
The Maryland-National Capital Park and Planning Commission
Prince Georges County Planning Department
Geographic Information System

Created: November 16, 2017

SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP

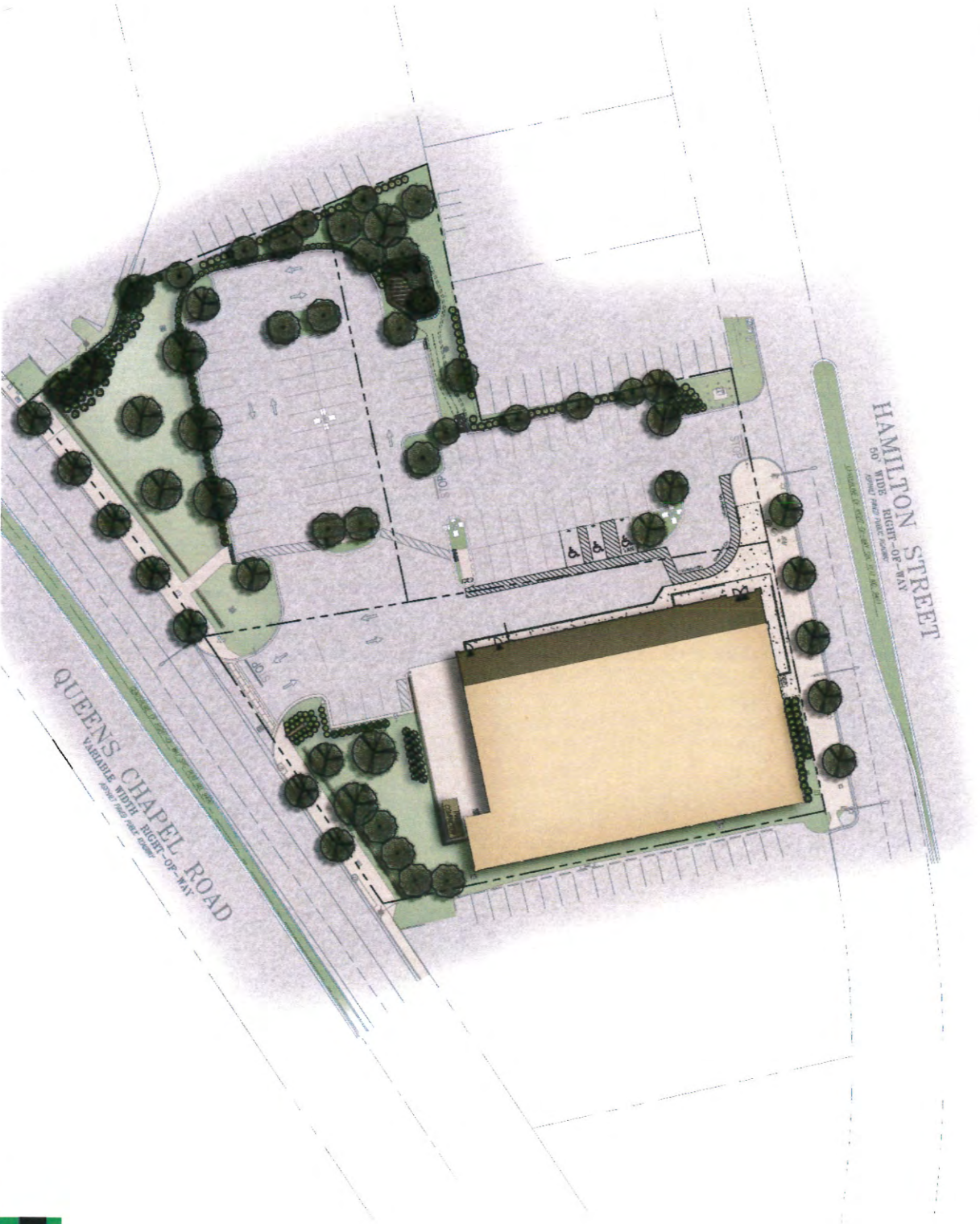


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

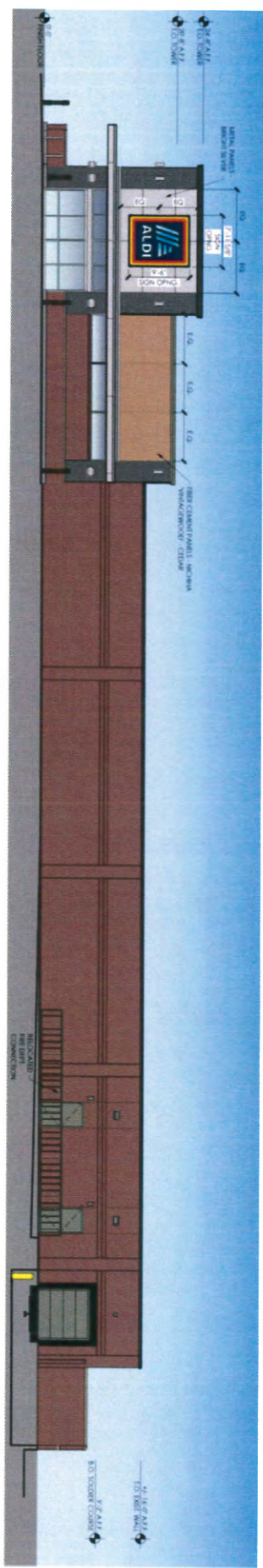


SITE PLAN

Case # DSP-03012-04



ARCHITECTURAL ELEVATIONS & SIGNAGE





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-3796

PGCPB No. 03-152

File No. CSP-03002

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on July 10, 2003, regarding Conceptual Site Plan CSP-03002 for Aldi, Inc., Lots 3, 6 and 7 of Queens Chapel Triangle, the Planning Board finds:

1. The subject property is located approximately 400 feet east of the intersection of Queens Chapel Road and Hamilton Street, within the City of Hyattsville. The property is zoned M-X-T and is within the West Hyattsville Transit District Overlay Zone (TDOZ) and is identified as being within Subarea 5A. The property consists of Lots 3, 6, and 7 of Queens Chapel Triangle. The applicant has submitted plans of development for a grocery store and future office building.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Retail & Office
Acreage	2.29 acres	2.29
Lots	3	1
Parcels	0	0
Square Footage/GFA	20,716	17,700 square feet
Retail		16,400 sq. ft
Office		1,300 sq. ft.
Floor Area Ratio (FAR)	0.21	0.18

Required findings for a Conceptual Site Plan and Detailed Site Plan in the Transit District Overlay Zone (TDOZ) as stated in the Transit District Development Plan

3. The Transit District Site Plan is in strict conformance with any Mandatory Development Requirements of the Transit District Development Plan;

- a. The Conceptual Site Plan is not in strict conformance with all Mandatory Development Requirements. The applicant has filed alternative development requirements to apply to this site only. The applicant has filed alternative development requirements to Mandatory Development Requirements P63, S8, S17 and S18. Below is a discussion of each, including an analysis:

P63 Industrial uses are not permitted along Hamilton Street. (See Figure 32 and Table 17.) Loading docks, overhead doors or loading spaces shall not be permitted along Hamilton Street and Queens Chapel and Ager Roads.

The applicant proposes the following alternative language:

P63 Industrial uses are not permitted along Hamilton Street (See Figure 32 and Table 17). Loading docks, overhead doors or loading spaces shall not be permitted along Hamilton Street and Ager Road. **Loading docks, overhead doors or loading spaces may be located along Queens Chapel Road, but shall be screened with a wall that is compatible with the proposed architecture.**

The applicant gives the following justification for the amendment in letter dated June 16, 2003, Dan Lynch, Knight, Manzi, Nussbaum & LaPlaca, P.A. to Susan Lareuse:

“The subarea 5 Mandatory Requirements prohibit loading docks, overhead doors and loading spaces along Queens Chapel Road. The applicant is proposing a loading area that will be located on the Queens Chapel Road side of its building, but this area is designed and oriented in such a manner as to create little visual impact on this road. Specifically, the loading area will be screened from Queens Chapel Road by a brick wall that has been incorporated into the design of the proposed building. Second, there is a drop of five feet in grade from the loading area entrance to the loading bay. This grade differential helps to screen the area from Queens Chapel Road.”

Comment: The staff recommends approval of this amendment with a condition that the three-foot-high screen wall be increased to the height of the building. The wall should provide for some architectural detailing, to provide some visual interest as viewed from Queens Chapel Road, to be approved prior to signature approval.

S8 All property frontage shall be improved in accordance with Figures 7, 8 and 9 in order to create a visually continuous and unified streetscape.

The applicant proposes the following alternative language:

S8 All property frontage shall be improved in accordance with Figures 7, 8 and 9 in order to create a visually continuous and unified streetscape. The build-to-line for Queens Chapel Road (North of Northwest Branch), shown in Figure 8, shall not apply to buildings that comply with the build-to-line requirement for Hamilton Street (Between Ager Road and Queens Chapel Road).

The applicant gives the following justification for the amendment in letter dated June 16, 2003, Dan Lynch, Knight, Manzi, Nussbaum & LaPlaca, P.A. to Susan Lareuse:

“The TDDP requires that the streetscape improvements along Queens Chapel Road be constructed in conformance with Figure 8. This includes a ‘Build-to-Line’ along Queens Chapel Road. The applicant is requesting an amendment to this ‘Build-to-Line’ requirement.

“The subject property has frontage on both Queens Chapel Road and Hamilton Street. Both roads have a TDDP build-to-line requirement. The applicant is unable to meet the build-to-line for both roads. In light of this, the applicant examined the property and its proposed use given this requirement and determined that it was preferable to meet the build-to-line requirement for Hamilton Street and request relief from the requirement for Queens Chapel Road. By meeting the build-to-line on Hamilton Street, the applicant will follow a pattern that has already been established with the existing commercial center across the street and the KFC located at the corner of Hamilton Street and Ager Road. The applicant will construct the pedestrian zone in conformance with the TDDP ... The parking associated with the Aldi food store, for the most part, will be screened by the proposed building from this Main Street. On the other hand, Queens Chapel Road is a main thoroughway and no pattern has yet to be established for an urban streetscape. The applicant will comply with the balance or the streetscape improvements along Queens Chapel Road, which will include a low wall designed to screen the on-site parking from pedestrians and travelers along Queens Chapel Road.”

Comment: The site plan shows the foundation of the building ten feet off of the build-to line on Hamilton Street because a canopy attached to the building extends ten feet from the face of the building. The canopy meets the build-to line. This is a reasonable solution to the development of the site in that the structural supports of the canopy area are located on the subject site and not within the public right-of-way. The remaining portion of the area set back ten feet from the street is proposed as landscaping along the pedestrian zone. The applicant proposes the storage of carts under the canopy along Hamilton Street within ten feet of the streetscape.

Along Queens Chapel Road, the grocery store building is set back approximately 45 feet from the build-to line. The main entrance is oriented toward Hamilton Street. In this case,

the staff is of the opinion that if only one of the build-to lines is met by the grocery store, then Hamilton Street is the appropriate street on which to front the building, because Hamilton Street, being a county-owned, four lane divided street, is more pedestrian oriented than Queens Chapel Road, which is a state highway, six-lane divided roadway and is much more automobile oriented in that it carries nearly 38,000 trips in and out of the District of Columbia. However, the future office pad site should be relocated to Queens Chapel Road to comply with the TDDP 14-foot build-to-line. It is also suggested that the building pad site be increased to a minimum of 2,000 square feet to allow for a more realistic development opportunity to occur. If the plans are revised to show the changes recommended, the staff believes that the applicant's alternative language is acceptable and will not deviate from the standards in such a way that it will undermine the intent of S8.

The plan does not show the required 3½- to 4-inch caliper trees for Hamilton Street (*Acer rubrum* 'Red Sunset') and Queens Chapel (*Quercus phellos*) spaced at 30 feet on center as required in Figure 9 of the TDDP Streetscape Plant Materials Schedule requirements. The plans should be revised prior to signature approval to demonstrate conformance.

The staff does believe that the relationship of the area under the canopy to the streetscape improvements is an important one and should be treated carefully. First, the site plan indicates cart storage along the street line of Hamilton Street. This cart storage area should be screened from the street. A four-foot-high brick screen wall, matching the exterior finish of the building, should be provided to screen the carts from view from Hamilton Street.

- S17 All parking lots shall, in general, be located behind buildings, and shall not occupy more than 33 percent of the frontage of any subarea along a pedestrian street.
- S18 All parking lots shall not extend beyond the "build-to-line" or project beyond the front plane of adjoining buildings.

The applicant proposes the following alternative language:

- S17 **Parking lots may occupy more than 33 percent of the frontage of the property along one street if the property has frontage on more than one street.**
- S18 **Parking lots may be located between the building and Queens Chapel Road, and may extend beyond the front plane of adjoining buildings.**

The applicant addresses both of the above requirements in one justification for the amendment in letter dated June 16, 2003, Dan Lynch, Knight, Manzi, Nussbaum & LaPlaca, P.A. to Susan Lareuse:

“All parking lots are required to be located behind buildings and not extend beyond the build-to-lines or beyond the front plane of adjoining buildings. As indicated earlier, the applicant’s design respects the build-to-line along Hamilton Street, but the associated parking is located between the proposed building and Queens Chapel. There are also parking spaces located to the west of the building and perpendicular to Hamilton Street. In light of the fact that this is [the] first property in the Subarea 5 to be redeveloped, it is therefore difficult to respect the requirements set forth in S18. The parking does extend beyond the front plane of the building located on Lot 2, but this is a gas station that was developed before the adoption of the TDDP. It should be noted that although the parking along Queens Chapel Road does not comply with S17, the construction of the wall and planting of shrubs along this frontage will help screen this area from traffic on Queens Chapel Road. As to the parking that is perpendicular to Hamilton Street, the applicant believes that this area will be screened by the wall being constructed by the applicant along a portion of its Hamilton Street frontage and will have little if any visual impact on Hamilton Street.”

Comment: This alternative language for S17 does not allow the proposed site plan to be approved as shown. The staff believes that it was the applicant’s intent to provide language that specifically addresses the proposed site plan. Therefore, the staff recommends that the following alternative language be adopted:

S17 Parking lots may occupy no more than 52 percent of the frontage of the property along the street where the building meets the build-to line if the property has frontage on more than one street, provided there is sufficient landscaping, plaza area and architectural detailing in order to mitigate the expanse of parking along the frontage.

- b. In addition to the requests by the applicant to amend the four Transit District Mandatory Development Requirements P63, S8, S17 and S18 above, the following requirements also warrant discussion in regard to conformance:

P31 Each Preliminary Plan, Conceptual and/or Detailed Site Plan shall show a 65dBA (Ldn) noise contour based upon average daily traffic volumes at LOS E. Upon plan submittal, the Natural Resources Division shall determine if a noise study is required based on the delineation at the noise contour.

Comment: The Conceptual Site Plan was revised to show the location of the 65 dBA Ldn at 228 feet from the centerline of Queens Chapel Road. The Environmental Planning Section determined that a noise study was not necessary at this time.

4. **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria contained in the Transit District Development Plan;**

The Conceptual Site Plan is generally consistent with and reflects the guidelines and criteria contained in the Transit District Development Plan.

5. **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**

The Conceptual Site Plan generally meets all the requirements of the Transit District Overlay Zone and the underlying M-X-T Zone. However, the plans should be revised prior to signature approval to clearly label the pad site as an office building as the M-X-T Zone requires a Conceptual Site Plan to show two out of three use categories on the property per Section 27-548(d) as stated below:

- (d) **At least two out of the following three categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the MXT zone, the requirement for two out of the three categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient Quantity to serve the purposes of the zone:**

- (1) **Retail business;**
- (2) **Office, research, or industrial uses;**
- (3) **Dwellings, hotel, or motel.**

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

The Conceptual Site Plan provides for multiple uses on the subject property, a freestanding grocery store and a freestanding office building to be constructed in the future. The grocery store is placed close to Hamilton Street and the office building is close to Queens Chapel Road. The staff recommends that the location of the office building be shown at the build-to line of Queens Chapel Road prior to signature approval of the plans.

7. **Each structure and use, in the manner proposed, is compatible with other structures in the Transit District and with existing and proposed adjacent development.**

Required Findings for Conceptual Site Plans and Detailed Site Plans in the M-X-T Zone

8. **The proposed development is in conformance with the purposes and other provisions of this Division;**

The Conceptual Site Plan promotes the redevelopment of three parcels of land, within walking distance of the West Hyattsville transit stop, where three existing vacant buildings are located. The redevelopment of this area will enhance the economic status of the county and provide for a more desirable shopping area. The grocery store will encourage activity in the area beyond the workday hours, among those who work, live in and visit the area.

9. **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

Comment: The plan provides for an outward orientation which is both physically and visually integrated with existing development along Hamilton Street. It is anticipated that the redevelopment of the three parcels of land and vacant buildings included in this application will act as a catalyst to spur other redevelopment and improvements in the immediate area.

10. **The proposed development is compatible with existing and proposed development in the vicinity;**

Comment: The proposed development is compatible with development in the surrounding area in that the uses proposed will serve the immediate neighborhood.

11. **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The Conceptual Site Plan demonstrates a mix of uses, the shopping center and the office (possible future bank site), the design and layout of buildings, if revised per the staff recommendation, that will blend harmoniously, yet provide for flexibility in response to the market.

12. **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

Comment: The Conceptual Site Plan proposes the integration of both a grocery store and an office building on site. The companion Detailed Site Plan, DSP-03012 provides for the development of the grocery store; it is anticipated that the office building will be developed at a later stage. The grocery store is capable of existing as a self-sufficient entity, until such time as the future office building is developed.

13. **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

Comment: The pedestrian access from Hamilton Street is directly linked to the entrance into the store.

14. The subject site was reviewed for compliance to the West Hyattsville-Transit District Development Plan's (WH-TDDP) Transportation and Parking, and Parking and Loading Mandatory Development Requirements (or MDRs) and the submitted plans' compliance with these requirements. The approved WH-TDDP guides the use and development of all properties within its boundaries. The findings and recommendations outlined below are based upon staff evaluation of the submitted site plan and each of the requested amendments and the ways in which the proposed development conforms to the MDRs and Guidelines outlined in the WH-TDDP.

One of the purposes of this TDDP is to ensure a balanced transportation and transit facilities network. Therefore, and for the purpose of assessing transportation needs, staff performed an analysis of all road facilities in the vicinity of the Transit District. This analysis indicated that the primary constraint to development in the transit district is vehicular congestion, particularly the congestion caused by the single-occupant vehicle (SOV) trips that can be combined or converted to trips taken on the available transit service in the district. One method for relieving congestion is to reduce the number of vehicles, particularly SOV trips, to and from the transit district. As a result, this TDDP addresses transportation adequacy by recommending a number of policies for managing the surface parking supply in the transit district and by adopting Level-of-Service E (LOS E) as the minimum acceptable operating standard for transportation facilities. Among the most consequential of these are:

- a. Establish a Transit District-wide cap on the number of additional surface parking spaces (900 preferred plus 300 premium) that can be constructed or provided in the Transit District to accommodate any new development.
- b. Implement a system of developer contributions. Based on the number of preferred and premium surface parking spaces attributed to each development project. The contributions are intended to recover sufficient funding to defray some of the cost of the transportation improvements as summarized in Table 4 of the TDDP and are needed to ensure that the critical roadways and intersections in the transit district remain at or above the stated LOS.
- c. Retain a mandatory Transportation Demand Management District (TDMD). The TDMD was established by the 1992 TDDP plan to ensure optimum utilization of Trip Reduction Measures (TRMs) to combine, or divert to transit, as many peak-hour SOV trips as possible and to capitalize on the existing transit system in the district. The TDMD will continue to have boundaries that are coterminous with the transit district. As of this writing, the West Hyattsville Transportation Demand Management District (TDMD) has

not been legally established under the TDMD Ordinance (now Subtitle 20A, Division 2 of the County Code) enacted in 1993.

- d. Develop an annual TDMD operations fee based on the total number of parking spaces (surface and structured) each property owner maintains.
- e. Require that the TDMD prepare an annual transit district transportation and parking operations analysis that would determine whether or not the LOS E has been maintained and to determine additional trip reduction, transportation and parking management measures that are required to restore LOS E. Reauthorization of the West Hyattsville

Transportation Management Association recommended in the predecessor 1992 PG-TDDP.

Status of Surface Parking in the Transit District

Pursuant to the Planning Board’s previous approvals of Detailed Site Plans in the Transit District, the chart below indicates that none of the preferred and premium spaces have been allocated.

	RESIDENTIAL		OFFICE/RESCH		RETAIL		TOTAL	
	PREF.	PREM	PREF.	PREM	PREF.	PREM	PREF.	PREM
TDDP Caps	245	85	245	80	410	135	900	300
Unallocated	245	85	245	80	410	135	900	300

The WH-TDDP identifies the subject property as Subarea 5 of the Transit District. The proposed site consists of approximately 2.29 acres of land in the M-X-T Zone. The property is located on both the Queens Chapel Road and Hamilton Streets, a through lot, with access to both roadways. The subject property is currently improved with three existing buildings. Per the parking inventory that was conducted by staff as part of the TDDP transportation analysis, a total of 84 surface parking spaces were counted and allocated to this site. Pursuant to the WH-TDDP’s MDR P6 (see finding number 3 below), these surface parking spaces or their replacement are exempt and will not be subject to the WHPG-TDDP Transportation and Parking Mandatory Requirements.

The proposed application is for construction of a new food store of approximately 16,400 square feet, with a potential 1,300-square-foot office, which may be constructed in a separate building. While it is stated that the number of parking spaces would be equal to the number of exempt surface parking spaces (84), the submitted Detailed Site Plan indicates a few more parking spaces. It is also important to note that per the TDDP parking ratios, approximately 16,400 gross square

feet of retail use may provide a total of 71 preferred surface parking spaces and an additional 24 premium surface spaces.

The internal vehicular and pedestrian circulation patterns as proposed in the submitted plans are not acceptable. The proposed two access points along Queens Chapel Road need to be consolidated into one access point per the Maryland State Highway Administration memorandum dated June 11, 2003, Bailey to Lareuse, their comments provided below:

- “1. A standard commercial type entrance is recommended along the subject property’s fronting MD 500. The entrance needs to be in a central location consistent with State Highway (SHA) guidelines.
- “2. The planting plan identifying materials to be placed in the State right-of-way was found to be consistent with the goals of SHA’s highway beautification program.
- “3. Permits must be issued by the State Highway for improvements within the Right-Of-Way. An Access Permit is necessary for providing ingress/egress to MD 500 from the proposed food store.
- “4. Coordination with Maryland Department of Natural Resources, Southern Region Office (301) 484-3065 is necessary for a permit to plant any woody vegetation within the right-of-way.”

The proposed location of shopping cart storage should be relocated, possibly in the middle of the proposed parking aisle from Hamilton Street or screened from public view. The site plan does not provide for pick-up and drop-off aisle along the western frontage of the building. The plan does not provide for the required bike racks.

Transportation Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development as shown on the Conceptual Site Plan and Detailed Site Plan will meet the circulation requirements of the West Hyattsville Transit District Development Plan (page 22) provided that:

Prior to the Certification of the Detailed Site Plan, the applicant shall revise the submitted plans to include the following:

- a. Provide a maximum of 84 surface parking spaces.
- b. Reorient the parking aisles and on-site circulation including access to the loading area to provide a drop-off and pick-up area and provision of only one access point along Queens Chapel Road (per Maryland state Highway Administration Standards).

c. Provision of the required bike racks

16. The City of Hyattsville reviewed the application and provided the following letter dated May 30, 2003, William F. Gardiner, Mayor, to Elizabeth Hewlett. The letter is reproduced below:

“The City of Hyattsville has discussed the referenced development with the Applicant, members of the City’s Planning Committee, and staff from M-NCPPC, and the City believes that the project could play an important role in spurring re-investment in this area. The site offers a number of challenges in order for the proposed development to meet the goals of the Applicant, the City, and the TDOZ standards. The City also recognizes that there are legitimate differing views concerning how this project would best meet the interests of all parties. The City appreciates the time the Applicant has spent meeting with the City and Planning Committee officials, and considering possible configurations that balance all of our needs.

“The Mayor and City Council would like to express its support for this project with conditions concerning the building orientation and design elements.

“The project should be oriented to reinforce and support commercial activity along Hamilton Street, West Hyattsville’s ‘Main Street.’ The City believes that such an orientation, or very significant design elements that create the same effect, is crucial. It is the City’s view that the proposed orientation and design as shown (with the back of the building facing Hamilton Street) does not meet the goals of the TDOZ, nor the City’s desire to create an urban, active commercial strip that would enhance the commercial activity on the north side of Hamilton Street. However, the City again recognizes the difficulty the Applicant faces with meeting these goals and its own needs.

“One orientation that addresses the City’s primary interest that the project reinforce commercial activity along Hamilton Street would place the building parallel to Hamilton Street. The front door would be as close to the street as feasible (not necessarily facing or immediately adjacent to Hamilton Street). For this orientation, or any other orientation that meets the City’s primary interest, the City requests that a pedestrian plaza and/or other elements be incorporated to increase the connection to the entrance from Hamilton Street, and that display windows, awnings, and other façade treatment be required for the wall along Hamilton Street (see the Fresh Fields store in Arlington). The exterior walls should incorporate design features that add interest to the building.

“It is believed that such an orientation would meet the Applicant’s need for vehicular access to the front door, and would provide parking close to the front door (as well as a connected parking lot with Lee’s Restaurant). The City understands that this orientation creates challenges for the configuration of the loading area. It is not the intent of the City to impose unreasonable hardships on the Applicant, and the City believes that it will be possible to find a solution that meets the Applicant’s needs. This may require a wing wall to screen the loading area, and may place the loading area in a more visible location from Queens Chapel Road than would be desirable if the site were larger.

"In addition to the foregoing, the City offers the following comments:

- "1. The City requests that the Applicant coordinate the plans for its sidewalk construction and streetscaping improvements with the plans prepared for the City of Hyattsville by Nolan Associates, Inc. for sidewalk and street lighting construction along the south side of Hamilton Street. These improvements are scheduled to begin construction in the immediate future.
- "2. Transitions between the configuration of existing and proposed sidewalks, should they be required, should occur beyond the Applicant's lateral property lines.
- "3. The City requests that the Applicant coordinate the sidewalk paving pattern with the pattern already established on the north side of Hamilton Street, and that the plan not provide for a 6' grass strip, but instead for full-width sidewalk as shown on the detail for Hamilton Street on page 33 of the TDDP.
- "4. The City requests that the Applicant not provide a widening of the pavement for a bicycle lane. The current pavement section is 27 feet wide; this is adequate for two eleven foot vehicular lanes and a five-foot unprotected bicycle lane.
- "5. The City would like to encourage the Applicant to make use of cross-easements with the adjacent property to allow for access to the property via the median break in Hamilton Street that is located just to the west of the property's current street frontage.
- "6. The City requests that the Applicant indicate on the plans all security features that may impact the appearance of the building.

"The City believe[s] that this project, sited and constructed in accordance to the general guidelines of the West Hyattsville Transit District Development Plan (TDDP), will be an important step in the larger process of generating investment interest in the West Hyattsville area. The City understands that strict conformance to the TDDP is not possible, and acknowledges the challenges of this particular site."

Comment: The City of Hyattsville reviewed the most recently submitted plans and found that only two of their comments were still outstanding. The first issue relates to point number five above. The city would like to provide for the allowance of possible future cross easements between the subject site and the property directly west of the subject site for the purpose of vehicular passage between the two sites. This would allow vehicles traveling west along Hamilton Street to access the subject property via the adjacent property. Currently, there is a median in Hamilton Street that will not allow traffic traveling west to enter the site. If a cross easement were agreed upon between the subject site and the property to the west, then traffic traveling west could enter the adjacent site and access the subject site. The city understands that the development of cross easements takes time, and legal arrangements might hinder the approval of the subject plans. The

city would like to assure that in the future, if the two property owners agree upon a cross easement, that the plans could be easily revised to accommodate a request. Therefore the staff recommends a condition be placed on the plans to allow for a minor revision to the plans, to be approved by the Planning Board's designee (under the direction of the Planning Director) if all affected parties are in agreement.

The second issue relates to point number six above. The review of any security features that may impact the appearance of the structure, particularly from Hamilton Street and Queens Chapel Road, is of concern to the city. The staff recommends a condition that the plans that any security features added to the building that would impact the appearance of the building would require a revision to the plans.

17. The plan was reviewed for conformance to the *Landscape Manual* and was found to be in general conformance.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Conceptual Site Plan CSP-03002, including amendments to P63, S8, S17 and S18 subject to the following condition:

1. Prior to signature approval the site and landscape plans shall be revised to show the future office pad site relocated to Queens Chapel Road to comply with the TDDP 14-foot build-to line and clearly labeled as an office building. The building pad site shall be increased to a minimum of 2,000 square feet to allow for a more realistic development opportunity to occur.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Lowe, seconded by Commissioner Scott, with Commissioners Lowe, Scott, Eley, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, July 10, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 17th day of July 2003.

Trudye Morgan Johnson
Executive Director

Frances J. Guertin
By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:SL:rmk

APPROVED AS TO LEGAL SUFFICIENCY.

Berge Johns
M-NCPPC Legal Department

Date 7/16/03

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on July 10, 2003, regarding Detailed Site Plan DSP-03012 for Aldi Inc, Lots 3, 6, and 7 of Queens Chapel Triangle, the Planning Board finds:

1. The subject property is located approximately 400 feet east of the intersection of Queens Chapel Road and Hamilton Street, within the City of Hyattsville. The property is zoned M-X-T and is within the West Hyattsville Transit District Overlay Zone (TDOZ) and is identified as being within Subarea 5A. The property consists of Lots 3, 6, and 7 of Queens Chapel Triangle. The applicant has submitted plans of development for a grocery store and future office building.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Retail & Office
Acreage	2.29 acres	2.29
Lots	3	1
Parcels	0	0
Square Footage/GFA	20,716	17,700 square feet
Retail		16,400 sq. ft
Office		1,300 sq. ft.
Floor Area Ratio (FAR)	0.21	0.18

Required findings for a Conceptual Site Plan and Detailed Site Plan in the Transit District Overlay Zone (TDOZ) as stated in the Transit District Development Plan

3. The Transit District Site Plan is in strict conformance with any Mandatory Development Requirements of the Transit District Development Plan;

- a. The Detailed Site Plan is not in strict conformance with all Mandatory Development Requirements. The applicant has filed alternative development requirements to apply to this site only. The applicant has filed alternative development requirements to Mandatory Development Requirements P63, S8, S17 and S18. Below is a discussion of each, including an analysis:

P63 Industrial uses are not permitted along Hamilton Street. (See Figure 32 and Table 17.) Loading docks, overhead doors or loading spaces shall not be permitted along Hamilton Street and Queens Chapel and Ager Roads.

The applicant proposes the following alternative language:

P63 Industrial uses are not permitted along Hamilton Street (See Figure 32 and Table 17). Loading docks, overhead doors or loading spaces shall not be permitted along Hamilton Street and Ager Road. **Loading docks, overhead doors or loading spaces may be located along Queens Chapel Road, but shall be screened with a wall that is compatible with the proposed architecture.**

The applicant gives the following justification for the amendment in letter dated June 16, 2003, Dan Lynch, Knight, Manzi, Nussbaum & LaPlaca, P.A. to Susan Lareuse:

“The subarea 5 Mandatory Requirements prohibit loading docks, overhead doors and loading spaces along Queens Chapel Road. The applicant is proposing a loading area that will be located on the Queens Chapel Road side of its building, but this area is designed and oriented in such a manner as to create little visual impact on this road. Specifically, the loading area will be screened from Queens Chapel Road by a brick wall that has been incorporated into the design of the proposed building. Second, there is a drop of five feet in grade from the loading area entrance to the loading bay. This grade differential helps to screen the area from Queens Chapel Road.”

Comment: The staff recommends approval of this amendment with a condition that the three-foot-high screen wall be increased to the height of the building. The wall should provide for some architectural detailing, to provide some visual interest as viewed from Queens Chapel Road, to be approved prior to signature approval.

S8 All property frontage shall be improved in accordance with Figures 7, 8 and 9 in order to create a visually continuous and unified streetscape.

The applicant proposes the following alternative language:

S8 All property frontage shall be improved in accordance with Figures 7, 8 and 9 in order to create a visually continuous and unified streetscape. **The build-to-line for Queens Chapel Road (North of Northwest Branch), shown in Figure 8, shall not apply to buildings that comply with the build-to-line requirement for Hamilton Street (Between Ager Road and Queens Chapel Road).**

The applicant gives the following justification for the amendment in letter dated June 16, 2003, Dan Lynch, Knight, Manzi, Nussbaum & LaPlaca, P.A. to Susan Lareuse:

“The TDDP requires that the streetscape improvements along Queens Chapel Road be constructed in conformance with Figure 8. This includes a ‘Build-to-Line’ along Queens Chapel Road. The applicant is requesting an amendment to this ‘Build-to-Line’ requirement.

“The subject property has frontage on both Queens Chapel Road and Hamilton Street. Both roads have a TDDP build-to-line requirement. The applicant is unable to meet the build-to-line for both roads. In light of this, the applicant examined the property and its proposed use given this requirement and determined that it was preferable to meet the build-to-line requirement for Hamilton Street and request relief from the requirement for Queens Chapel Road. By meeting the build-to-line on Hamilton Street, the applicant will follow a pattern that has already been established with the existing commercial center across the street and the KFC located at the corner of Hamilton Street and Ager Road. The applicant will construct the pedestrian zone in conformance with the TDDP ... The parking associated with the Aldi food store, for the most part, will be screened by the proposed building from this Main Street. On the other hand, Queens Chapel Road is a main thoroughway and no pattern has yet to be established for an urban streetscape. The applicant will comply with the balance or the streetscape improvements along Queens Chapel Road, which will include a low wall designed to screen the on-site parking from pedestrians and travelers along Queens Chapel Road.”

Comment: The site plan shows the foundation of the building ten feet off of the build-to line on Hamilton Street because a canopy attached to the building extends ten feet from the face of the building. The canopy meets the build-to line. This is a reasonable solution to the development of the site in that the structural supports of the canopy area are located on the subject site and not within the public right-of-way. The remaining portion of the area set back ten feet from the street is proposed as landscaping along the pedestrian zone. The applicant proposes the storage of carts under the canopy along Hamilton Street within ten feet of the streetscape.

Along Queens Chapel Road, the grocery store building is set back approximately 45 feet from the build-to line. The main entrance is oriented toward Hamilton Street. In this case, the staff is of the opinion that if only one of the build-to lines is met by the grocery store,

then Hamilton Street is the appropriate street on which to front the building, because Hamilton Street, being a county-owned, four lane divided street, is more pedestrian oriented than Queens Chapel Road, which is a state highway, six-lane divided roadway and is much more automobile oriented in that it carries nearly 38,000 trips in and out of the District of Columbia. However, the future office pad site should be relocated to Queens Chapel Road to comply with the TDDP 14-foot build-to-line. It is also suggested that the building pad site be increased to a minimum of 2,000 square feet to allow for a more realistic development opportunity to occur. If the plans are revised to show the changes recommended, the staff believes that the applicant's alternative language is acceptable and will not deviate from the standards in such a way that it will undermine the intent of S8.

The plan does not show the required 3½- to 4-inch caliper trees for Hamilton Street (*Acer rubrum* 'Red Sunset') and Queens Chapel (*Quercus phellos*) spaced at 30 feet on center as required in Figure 9 of the TDDP Streetscape Plant Materials Schedule requirements. The plans should be revised prior to signature approval to demonstrate conformance.

The staff does believe that the relationship of the area under the canopy to the streetscape improvements is an important one and should be treated carefully. First, the site plan indicates cart storage along the street line of Hamilton Street. This cart storage area should be screened from the street. A four-foot-high brick screen wall, matching the exterior finish of the building, should be provided to screen the carts from view from Hamilton Street.

- S17 All parking lots shall, in general, be located behind buildings, and shall not occupy more than 33 percent of the frontage of any subarea along a pedestrian street.
- S18 All parking lots shall not extend beyond the "build-to-line" or project beyond the front plane of adjoining buildings.

The applicant proposes the following alternative language:

- S17 **Parking lots may occupy more than 33 percent of the frontage of the property along one street if the property has frontage on more than one street.**
- S18 **Parking lots may be located between the building and Queens Chapel Road, and may extend beyond the front plane of adjoining buildings.**

The applicant addresses both of the above requirements in one justification for the amendment in letter dated June 16, 2003, Dan Lynch, Knight, Manzi, Nussbaum & LaPlaca, P.A. to Susan Lareuse:

“All parking lots are required to be located behind buildings and not extend beyond the build-to-lines or beyond the front plane of adjoining buildings. As indicated earlier, the applicant’s design respects the build-to-line along Hamilton Street, but the associated parking is located between the proposed building and Queens Chapel. There are also parking spaces located to the west of the building and perpendicular to Hamilton Street. In light of the fact that this is [the] first property in the Subarea 5 to be redeveloped, it is therefore difficult to respect the requirements set forth in S18. The parking does extend beyond the front plane of the building located on Lot 2, but this is a gas station that was developed before the adoption of the TDDP. It should be noted that although the parking along Queens Chapel Road does not comply with S17, the construction of the wall and planting of shrubs along this frontage will help screen this area from traffic on Queens Chapel Road. As to the parking that is perpendicular to Hamilton Street, the applicant believes that this area will be screened by the wall being constructed by the applicant along a portion of its Hamilton Street frontage and will have little if any visual impact on Hamilton Street.”

Comment: This alternative language for S17 does not allow the proposed site plan to be approved as shown. The staff believes that it was the applicant’s intent to provide language that specifically addresses the proposed site plan. Therefore, the staff recommends that the following alternative language be adopted:

S17 Parking lots may occupy no more than 52 percent of the frontage of the property along the street where the building meets the build-to line if the property has frontage on more than one street, provided there is sufficient landscaping, plaza area and architectural detailing in order to mitigate the expanse of parking along the frontage.

- b. In addition to the requests by the applicant to amend the four Transit District Mandatory Development Requirements P63, S8, S17 and S18 above, the following requirements also warrant discussion in regard to conformance:

P2 All development/redevelopment shall have a sign plan approved by the Planning Board at the time of the detailed Site Plan. This plan shall provide the sign location(s), size, color, lettering style, construction details and materials specifications including the method of illumination.

Comment: The signage proposed does not specify the colors, materials and method of illumination. The monument sign is shown as red brick and the building architecture is shown as earth tone brick. The architecture and signage should be unified; the plan should specify the use of consistent brick throughout. The plans should be revised prior to signature approval to demonstrate conformance.

P31 Each Preliminary Plan, Conceptual and/or Detailed Site Plan shall show a 65dBA (Ldn) noise contour based upon average daily traffic volumes at LOS

E. Upon plan submittal, the Natural Resources Division shall determine if a noise study is required based on the delineation at the noise contour.

Comment: The Detailed Site Plan was revised to show the location of the 65 dBA Ldn at 228 feet from the centerline of Queens Chapel Road. The Environmental Planning Section determined that a noise study was not necessary at this time.

- S3 All primary and secondary pedestrian walkways shall be well-lighted to a minimum standard of 1.25 footcandles.**
- S4 All proposed development shall have direct, safe pedestrian links provided between the transit district uses, the primary walkway system and ultimately to the Metro station.**

Comment: The plan does not minimize vehicular/pedestrian conflicts despite the provision of a pedestrian walkway through the parking lot. No lighting for the walkway system is shown. The pedestrian link is poorly sited and unsafe because it crosses the main drive aisle and is near the loading dock. No special paving materials are provided on the plan for the secondary walkway system. The plan should be revised to show compliance with the TDDP requirements and relocate the pedestrian walkway system within the parking lot to a safe location between parking lot islands, provide 1.25 minimum footcandle lighting for the site, specify the specialty paving material required in the TDDP (Figure 7 Crosswalk Detail), and provide crosswalks at all entrances for the primary and secondary walkway systems. The plan should delineate the crosswalk between the parking lot islands and be removed from the drive aisle and loading area location. In addition, the Americans with Disabilities Act requires a 5.0-footcandle minimum at building entrances and a maximum 2.0 percent cross-slope for walkways and handicap parking spaces.

- S9 At the time of the first Detailed Site Plan submission, the M-NCPPC Urban Design staff shall select and specify the streetscape elements which shall constitute the streetscape vocabulary for all future development in the transit district, such as lighting fixtures, benches, trash receptacles, bike racks, sign posts, planters, building awnings, paving pattern(s) and materials.**

Comment: The plan does not show the required streetscape details as stated above. The required eight-foot width for the primary walkway system is reduced to four-foot width in front of the planter boxes shown along Hamilton Street and Queens Chapel Road. In addition, the plan proposes a three-foot lawn area between the face-of-curb and the pedestrian walkway, which is not allowed by the TDDP. This lawn area may become a maintenance concern along the streetscape. The TDDP requires that the walkway begin at the face-of-curb and extend to the building façade. The plan should be revised to show

the eight-foot-wide walkway along the streetscape, provide all details shown in Appendix A of the TDDP, and replace the lawn area with pavement.

S57 For redevelopment of this site, architectural and design elements shall be coordinated to the extent possible with any redevelopment that may have occurred on Subareas 4A, 4B, 4C and 6A.

Comment: The use of windows with awnings along the streetscape of Hamilton Street to match the architectural design across the street is an important unifying link for the Transit District. The staff recommends revisions to the architectural plans to add windows and awnings to achieve a visually unified community.

S24 All lighting poles, fixture designs, light rendition and level of illumination shall be coordinated throughout the transit district to achieve a recognizable design, and be consistent with the streetscape construction drawings provided in Appendix A.

S25 All lighting shall have a minimum level of 1.25 footcandles, and shall be provided for all outdoor spaces, plazas, parking lots, etc., for the safety and welfare of all users.

Comment: Full compliance with the two TDDP requirements cannot be made because Hamilton Street lighting fixtures are not shown on the plan and no photometric chart was provided to delineate the minimum 1.25-foot candle requirement of the TDDP. The plan should be revised to show the light fixture detail for Hamilton Street shown in Appendix A of the TDDP, and a photometric plan should be submitted prior to signature approval. Full cut-off lights should be specified for the building-mounted light fixtures and the parking lot light fixtures to reduce glare and sky glow.

S31 Afforestation of at least 10 percent of the gross tract shall be required on all properties within the West Hyattsville Transit District currently exempt from the Woodland Conservation and Tree Preservation Ordinance. Afforestation shall occur on-site or within the Anacostia Watershed in Prince George's County with priority given to riparian zones and nontidal wetlands, particularly within the Northwest Branch sub-watershed.

Comment: The DSP states that the plan proposes to meet the 10 percent afforestation requirement at an off-site location. However, the addition of a few more shade trees will fulfill the on-site requirement. Staff recommends that the plans be revised prior to signature approval to show the 10 percent afforestation on-site.

S29 The location and number of bicycle lockers, racks and other features shall be determined at Detailed Site Plan.

Comment: The Trails Coordinator has determined that the number of parking spaces for bikes should be seven for this development. The staff recommends that the plans be revised prior to signature approval to conform to this requirement.

4. **The Transit District Site Plan is consistent with, and reflects the guidelines and criteria contained in the Transit District Development Plan;**

The Detailed Site Plan is generally consistent with and reflects the guidelines and criteria contained in the Transit District Development Plan; however, the following Site Design Guidelines warrant discussion:

G5 Building facades should be varied and articulated to provide visual interest. Arcades, bays, windows and balconies should be provided where appropriate to define and enhance the pedestrian experience.

Comment: The building façade along Hamilton Street is brick with the entrance door just off of Hamilton Street, two sets of windows under the canopy, and one small window into an area that appears to be an office area. The plan should be revised to show glass windows with awnings along the entire north face (Hamilton Street) of the Aldi Food Store to continue the Main Street appearance. Further, the façade as viewed from Queens Chapel Road is devoid of articulation. The staff recommends that additional detailing be provided along Queens Chapel Road in either creative brick work or even the use of tile, possibly in the ALDI corporate colors to enhance the façade that is viewed from Queens Chapel Road.

G43 Service and loading areas should be effectively screened from public view and be located so as to perform their functions conveniently.

Comment: The plan proposes a three- to four-foot-high wall to screen the loading bay area from view. The screen wall height should be revised to at least match the height of the loading trucks or the height of the building.

5. **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**

The Detailed Site Plan generally meets all the requirements of the Transit District Overlay Zone and the underlying M-X-T Zone.

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

The companion Conceptual Site Plan provides for multiple uses on the subject property, a

freestanding grocery store and a freestanding office building to be constructed in the future. The grocery store is placed close to Hamilton Street and the office building is close to Queens Chapel Road. The staff recommended that the location of the office building be shown at the build-to line of Queens Chapel Road prior to signature approval of the Conceptual Site Plan.

7. **Each structure and use, in the manner proposed, is compatible with other structures in the Transit District and with existing and proposed adjacent development.**

The Planning Board can make this finding if the architectural elevations along Hamilton Street are amended to incorporate additional windows and awnings as stated above.

8. The Detailed Site Plan is in conformance with the Conceptual Site Plan.

Required Findings for Conceptual Site Plans and Detailed Site Plans in the M-X-T Zone

9. **The proposed development is in conformance with the purposes and other provisions of this Division;**

The Conceptual and Detailed Site Plans promote the redevelopment of three parcels of land, within walking distance of the West Hyattsville transit stop, where three existing vacant buildings are located. The redevelopment of this area will enhance the economic status of the county and provide for a more desirable shopping area. The grocery store will encourage activity in the area beyond the workday hours, among those who work, live in and visit the area.

10. **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

Comment: The plan provides for an outward orientation which is both physically and visually integrated with existing development along Hamilton Street. It is anticipated that the redevelopment of the three parcels of land and vacant buildings included in this application will act as a catalyst to spur other redevelopment and improvements in the immediate area.

11. **The proposed development is compatible with existing and proposed development in the vicinity;**

Comment: The proposed development is compatible with development in the surrounding area in that the uses proposed will serve the immediate neighborhood.

12. **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The companion Conceptual Site Plan demonstrates a mix of uses, the shopping center and the

office (possible future bank site), the design and layout of buildings, if revised per the staff recommendation, that will blend harmoniously, yet provide for flexibility in response to the market. The Detailed Site Plan provides for a quality building of lasting architectural design to provide an environment of continuing quality and stability.

13. **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

Comment: The companion Conceptual Site Plan proposes the integration of both a grocery store and an office building on site. The Detailed Site Plan provides for the development of the grocery store; it is anticipated that the office building will be developed at a later stage. The grocery store is capable of existing as a self-sufficient entity, until such time as the future office building is developed.

14. **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

Comment: The staff recommends that the pedestrian system be revised in order to provide a safe and more accessible route from Queens Chapel Road. The pedestrian access from Hamilton Street is directly linked to the entrance into the store.

15. The subject site was reviewed for compliance to the West Hyattsville-Transit District Development Plan's (WH-TDDP) Transportation and Parking, and Parking and Loading Mandatory Development Requirements (or MDRs) and the submitted plans' compliance with these requirements. The approved WH-TDDP guides the use and development of all properties within its boundaries. The findings and recommendations outlined below are based upon staff evaluation of the submitted site plan and each of the requested amendments and the ways in which the proposed development conforms to the MDRs and Guidelines outlined in the WH-TDDP.

One of the purposes of this TDDP is to ensure a balanced transportation and transit facilities network. Therefore, and for the purpose of assessing transportation needs, staff performed an analysis of all road facilities in the vicinity of the Transit District. This analysis indicated that the primary constraint to development in the transit district is vehicular congestion, particularly the congestion caused by the single-occupant vehicle (SOV) trips that can be combined or converted to trips taken on the available transit service in the district. One method for relieving congestion is to reduce the number of vehicles, particularly SOV trips, to and from the transit district. As a result, this TDDP addresses transportation adequacy by recommending a number of policies for managing the surface parking supply in the transit district and by adopting Level-of-Service E (LOS E) as the minimum acceptable operating standard for transportation facilities. Among the most consequential of these are:

- a. Establish a Transit District-wide cap on the number of additional surface parking spaces (900 preferred plus 300 premium) that can be constructed or provided in the Transit District to accommodate any new development.

- b. Implement a system of developer contributions. Based on the number of preferred and premium surface parking spaces attributed to each development project. The contributions are intended to recover sufficient funding to defray some of the cost of the transportation improvements as summarized in Table 4 of the TDDP and are needed to ensure that the critical roadways and intersections in the transit district remain at or above the stated LOS.
- c. Retain a mandatory Transportation Demand Management District (TDMD). The TDMD was established by the 1992 TDDP plan to ensure optimum utilization of Trip Reduction Measures (TRMs) to combine, or divert to transit, as many peak-hour SOV trips as possible and to capitalize on the existing transit system in the district. The TDMD will continue to have boundaries that are coterminous with the transit district. As of this writing, the West Hyattsville Transportation Demand Management District (TDMD) has not been legally established under the TDMD Ordinance (now Subtitle 20A, Division 2 of the County Code) enacted in 1993.
- d. Develop an annual TDMD operations fee based on the total number of parking spaces (surface and structured) each property owner maintains.
- e. Require that the TDMD prepare an annual transit district transportation and parking operations analysis that would determine whether or not the LOS E has been maintained and to determine additional trip reduction, transportation and parking management measures that are required to restore LOS E. Reauthorization of the West Hyattsville Transportation Management Association recommended in the predecessor 1992 PG-TDDP.

Status of Surface Parking in the Transit District

Pursuant to the Planning Board’s previous approvals of Detailed Site Plans in the Transit District, the chart below indicates that none of the preferred and premium spaces have been allocated.

	RESIDENTIAL		OFFICE/RESCH		RETAIL		TOTAL	
	PREF.	PREM	PREF.	PREM	PREF.	PREM	PREF.	PREM
TDDP Caps	245	85	245	80	410	135	900	300
Unallocated	245	85	245	80	410	135	900	300

The WH-TDDP identifies the subject property as Subarea 5 of the Transit District. The proposed site consists of approximately 2.29 acres of land in the M-X-T Zone. The property is located on both the Queens Chapel Road and Hamilton Streets, a through lot, with access to both roadways. The subject property is currently improved with three existing buildings. Per the parking inventory that was conducted by staff as part of the TDDP transportation analysis, a total of 84 surface parking spaces were counted and allocated to this site. Pursuant to the WH-TDDP’s MDR P6 (see finding number 3 below), these surface parking spaces or their replacement are exempt and will not be subject to the WHPG-TDDP Transportation and Parking Mandatory Requirements.

The proposed application is for construction of a new food store of approximately 16,400 square feet, with a potential 1,300-square-foot office, which may be constructed in a separate building. While it is stated that the number of parking spaces would be equal to the number of exempt surface parking spaces (84), the submitted Detailed Site Plan indicates a few more parking spaces. It is also important to note that per the TDDP parking ratios, approximately 16,400 gross square feet of retail use may provide a total of 71 preferred surface parking spaces and an additional 24 premium surface spaces.

The internal vehicular and pedestrian circulation patterns as proposed in the submitted plans are not acceptable. The proposed two access points along Queens Chapel Road need to be consolidated into one access point per the Maryland State Highway Administration memorandum dated June 11, 2003, Bailey to Lareuse, their comments provided below:

- “1. A standard commercial type entrance is recommended along the subject property’s fronting MD 500. The entrance needs to be in a central location consistent with State Highway (SHA) guidelines.
- “2. The planting plan identifying materials to be placed in the State right-of-way was found to be consistent with the goals of SHA’s highway beautification program.

- “3. Permits must be issued by the State Highway for improvements within the Right-Of-Way. An Access Permit is necessary for providing ingress/egress to MD 500 from the proposed food store.
- “4. Coordination with Maryland Department of Natural Resources, Southern Region Office (301) 484-3065 is necessary for a permit to plant any woody vegetation within the right-of-way.”

The proposed location of shopping cart storage should be relocated, possibly in the middle of the proposed parking aisle from Hamilton Street or screened from public view. The site plan does not provide for pick-up and drop-off aisle along the western frontage of the building. The plan does not provide for the required bike racks.

Transportation Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that the proposed development as shown on the Conceptual Site Plan and Detailed Site Plan will meet the circulation requirements of the West Hyattsville Transit District Development Plan (page 22) provided that:

Prior to the Certification of the Detailed Site Plan, the applicant shall revise the submitted plans to include the following:

- a. Provide a maximum of 84 surface parking spaces.
 - b. Reorient the parking aisles and on-site circulation including access to the loading area to provide a drop-off and pick-up area and provision of only one access point along Queens Chapel Road (per Maryland state Highway Administration Standards).
 - c. Provision of the required bike racks
16. The City of Hyattsville reviewed the application and provided the following letter dated May 30, 2003, William F. Gardiner, Mayor, to Elizabeth Hewlett. The letter is reproduced below:

“The City of Hyattsville has discussed the referenced development with the Applicant, members of the City’s Planning Committee, and staff from M-NCPPC, and the City believes that the project could play an important role in spurring re-investment in this area. The site offers a number of challenges in order for the proposed development to meet the goals of the Applicant, the City, and the TDOZ standards. The City also recognizes that there are legitimate differing views concerning how this project would best meet the interests of all parties. The City appreciates the time the Applicant has spent meeting with the City and Planning Committee officials, and considering possible configurations that balance all of our needs.

“The Mayor and City Council would like to express its support for this project with conditions

concerning the building orientation and design elements.

“The project should be oriented to reinforce and support commercial activity along Hamilton Street, West Hyattsville’s ‘Main Street.’ The City believes that such an orientation, or very significant design elements that create the same effect, is crucial. It is the City’s view that the proposed orientation and design as shown (with the back of the building facing Hamilton Street) does not meet the goals of the TDOZ, nor the City’s desire to create an urban, active commercial strip that would enhance the commercial activity on the north side of Hamilton Street. However, the City again recognizes the difficulty the Applicant faces with meeting these goals and its own needs.

“One orientation that addresses the City’s primary interest that the project reinforce commercial activity along Hamilton Street would place the building parallel to Hamilton Street. The front door would be as close to the street as feasible (not necessarily facing or immediately adjacent to Hamilton Street). For this orientation, or any other orientation that meets the City’s primary interest, the City requests that a pedestrian plaza and/or other elements be incorporated to increase the connection to the entrance from Hamilton Street, and that display windows, awnings, and other façade treatment be required for the wall along Hamilton Street (see the Fresh Fields store in Arlington). The exterior walls should incorporate design features that add interest to the building.

“It is believed that such an orientation would meet the Applicant’s need for vehicular access to the front door, and would provide parking close to the front door (as well as a connected parking lot with Lee’s Restaurant). The City understands that this orientation creates challenges for the configuration of the loading area. It is not the intent of the City to impose unreasonable hardships on the Applicant, and the City believes that it will be possible to find a solution that meets the Applicant’s needs. This may require a wing wall to screen the loading area, and may place the loading area in a more visible location from Queens Chapel Road than would be desirable if the site were larger.

“In addition to the foregoing, the City offers the following comments:

- “1. The City requests that the Applicant coordinate the plans for its sidewalk construction and streetscaping improvements with the plans prepared for the City of Hyattsville by Nolan Associates, Inc. for sidewalk and street lighting construction along the south side of Hamilton Street. These improvements are scheduled to begin construction in the immediate future.
- “2. Transitions between the configuration of existing and proposed sidewalks, should they be required, should occur beyond the Applicant’s lateral property lines.

- “3. The City requests that the Applicant coordinate the sidewalk paving pattern with the pattern already established on the north side of Hamilton Street, and that the plan not provide for a 6’ grass strip, but instead for full-width sidewalk as shown on the detail for Hamilton Street on page 33 of the TDDP.
- “4. The City requests that the Applicant **not** provide a widening of the pavement for a bicycle lane. The current pavement section is 27 feet wide; this is adequate for two eleven foot vehicular lanes and a five-foot unprotected bicycle lane.
- “5. The City would like to encourage the Applicant to make use of cross-easements with the adjacent property to allow for access to the property via the median break in Hamilton Street that is located just to the west of the property’s current street frontage.
- “6. The City requests that the Applicant indicate on the plans all security features that may impact the appearance of the building.

“The City believe[s] that this project, sited and constructed in accordance to the general guidelines of the West Hyattsville Transit District Development Plan (TDDP), will be an important step in the larger process of generating investment interest in the West Hyattsville area. The City understands that strict conformance to the TDDP is not possible, and acknowledges the challenges of this particular site.”

Comment: The City of Hyattsville reviewed the most recently submitted plans and found that only two of their comments were still outstanding. The first issue relates to point number five above. The city would like to provide for the allowance of possible future cross easements between the subject site and the property directly west of the subject site for the purpose of vehicular passage between the two sites. This would allow vehicles traveling west along Hamilton Street to access the subject property via the adjacent property. Currently, there is a median in Hamilton Street that will not allow traffic traveling west to enter the site. If a cross easement were agreed upon between the subject site and the property to the west, then traffic traveling west could enter the adjacent site and access the subject site. The city understands that the development of cross easements takes time, and legal arrangements might hinder the approval of the subject plans. The city would like to assure that in the future, if the two property owners agree upon a cross easement, that the plans could be easily revised to accommodate a request. Therefore the staff recommends a condition be placed on the plans to allow for a minor revision to the plans, to be approved by the Planning Board’s designee (under the direction of the Planning Director) if all affected parties are in agreement.

The second issue relates to point number six above. The review of any security features that may impact the appearance of the structure, particularly from Hamilton Street and Queens Chapel Road, is of concern to the city. The staff recommends a condition that any security features added to the building impacting the appearance of the building will require a revision to the plans.

17. The plan was reviewed for conformance to the *Landscape Manual* and was found to be in general conformance.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-03012, including amendments to P63, S8, S17 and S18, subject to the following conditions:

1. Prior to signature approval, the site and landscape plans shall be revised as follows:
 - a. Relocate the pedestrian walkway system within the parking lot to a safe location between parking lot islands, provide 1.25 minimum footcandle lighting for the site and full cut-off parking lot and building fixtures, specify the specialty paving material required in the TDDP (Figure 7 Crosswalk Detail), and provide crosswalks at all entrances for the primary and secondary walkway systems.
 - b. Provide a three to four-foot-high brick screen wall matching the exterior finish of the building in front of the cart storage area.
 - c. Show a minimum eight-foot-wide walkway along the entire streetscape at both Hamilton Street and Queens Chapel Road, in accordance with figures seven and eight.
 - d. Provide all details shown in Appendix A of the TDDP, including lighting fixtures, benches, trash receptacles, etc., as applicable, and as previously approved by the Urban Design Section.
 - e. Show the required 3½ to 4-inch caliper trees for Hamilton Street (*Acer rubrum* 'Red Sunset') and Queens Chapel (*Quercus phellos*) spaced at 30 feet on center.
 - f. Revise to show the light fixture detail for Hamilton Street shown in Appendix A of the TDDP for public areas and provide the height and color of pole.
 - g. The plans shall be revised to provide a pick-up/drop-off area along the western frontage of the building and the sidewalk along the western side of the building shall be a minimum of eight feet wide.
 - h. Submit a photometric plan demonstrating a minimum level of 1.25 footcandles for all outdoor spaces.
 - i. Specify the signage colors, materials and method of illumination. The monument sign shall specify the same brick color as the building. Landscaping shall be provided at the base of both signs.
 - j. Provide a maximum of 84 surface parking spaces.

- k. Provide only one access point along Queens Chapel Road or as otherwise approved by the State Highway Administration (per Maryland State Highway Administration Standards).
 - l. Provide parking rack(s) for seven bikes near the entrance to the store.
 - m. Revise the landscape plan to show the provision of 10 percent afforestation (tree-cover) on-site.
2. Prior to signature approval of the architectural elevations, the plans shall be revised as follows:
- a. Show an awning above the proposed window on Hamilton Street to continue the Main Street appearance and to visually unify the development with the established streetscape across Hamilton Street.
 - b. Provide additional detailing along the Queens Chapel Road façade in either additional decorative brick work or the use of tile, to enhance the façade.
 - c. The proposed wall to screen loading shall be increased to seven feet in height and seventy feet in length, with a decorative cap and security fence. The wall shall provide for some architectural detailing, to provide visual interest as viewed from Queens Chapel Road.
3. The use of cross easements with the property to the west is encouraged to allow for access to the subject property via a median break in Hamilton Street. A revision to the plan may be approved by the Planning Board's designee, if all affected parties agree.
4. Prior to the installation of any security features added to the building that would impact the appearance of the building, a revision to the detailed site plan will be required.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Lowe, seconded by Commissioner Scott, with Commissioners Lowe, Scott, Eley, Vaughns and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, July 10, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 17th day of July 2003.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:SL:rmk



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

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

May 25, 2018

MEMORANDUM

TO: Andrew Bishop, Senior Planner
Urban Design Section
Development Review Division

VIA: Howard Berger, Supervisor *HSB*
Historic Preservation Section
Countywide Planning Division

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

SUBJECT: **DSP-0312-04 Aldi Hyattsville**

The subject property comprises 2.29 acres located 200' east of the intersection of Ager Road and Queens Chapel Road in Hyattsville, Maryland. The subject application is for a 3,161 square foot addition to the existing building on the property. The subject property is located in the M-X-T Zone.

The proposed project will have no impact on any Prince George's County historic sites or resources. There are no known archeological resources that will be affected by the proposed work. 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. Phase I archeology survey is not recommended. Historic Preservation staff recommends approval of the subject application with no conditions.

I:\HISTORIC\Referrals\2018\DSP-03012-04 Aldi Hyattsville_HPS 25 May 2018.docx

June 28, 2018

MEMORANDUM

TO: Andrew Bishop, Senior Planner, Urban Design Review Section,
 Development Review Division

VIA: Kipling Reynolds AICP, Chief, Community Planning Division *KR*
 David A. Green, Master Planner, Community Planning Division *DG*

FROM: Daniel Sams, Planner Coordinator, Neighborhood Revitalization Section, *DS*
 Community Planning Division

SUBJECT: **DSP-03012-04 West Hyattsville Aldi**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c) of the Zoning Ordinance this Detailed Site Plan application is not in strict conformance with the mandatory requirements of the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*.

BACKGROUND

Location: 3025 Hamilton Street, Hyattsville MD 20782

Size: 2.29 acres

Existing Uses: Grocery store

Proposal: 3,172 square-foot addition, exterior modifications including a new canopy and new signage.

GENERAL PLAN, TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING

General Plan: This application is located in the West Hyattsville Metro Local Center. Local Centers are focal points of concentrated residential development and limited commercial activity serving our Established Communities (see page 106). Plan 2035 designates 26 Local Centers, which includes new Purple Line stations, as focal points for development and civic activity based on their access to transit or major highways. The plan contains recommendations for directing medium to medium-high residential development, along with limited commercial uses, to these locations, rather than scattering them throughout the Established Communities. These centers are envisioned as supporting walkability, especially in their cores and where transit service is available. See page 19 and Table 16, page 10, for further descriptions of the various centers.

Transit District Development Plan: The 2006 Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone envisions three distinct neighborhoods in the West Hyattsville TDOZ: Hamilton Square, North Park, and Queenstown. Hamilton Square, where the project is located, “will be the most active of the three neighborhoods. Centrally located, it will contain the most diverse development mix—several types of residential units, office space, and stores. The neighborhood’s center will be Hamilton Town Square, a large, formally landscaped open civic space. Adjacent to the square will be a high-rise office tower, a multi- generational community center, and Metro Station Plaza, which will accommodate transit bus boarding and drop-offs. The Town Square will bisect a proposed LID street that connects Ager Road with the Northwest Branch stream valley park.” See page 10. Private, off-street structured parking is envisioned for the majority of the site now occupied by the grocery store. See Map 11, page 26.

Planning Area: 68

Community: Hyattsville-Riverdale-Mount Rainier-Brentwood

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

TDOZMA/Zoning: The 2006 *Approved Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* retained the subject property in the M-X-T (Mixed-Use Transportation Oriented) Zone and superimposed a TDO (Transit District Overlay) Zone.

TRANSIT DISTRICT MANDATORY STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.08(c)(2)(A), this application is not in strict conformance with the mandatory requirements of the West Hyattsville Transit District Development Plan. Aside from deviations approved in DSP-03012 and for which there are no proposed changes, this application does not conform to the following Transit District Standards:

Signage, Configurations and Techniques, Sign Lighting, Standard 1, page 108 states: “Building signs shall be illuminated with external lighting only.” Although the previous internally lighted signs on Hamilton Street were approved under DSP-03012 (under the previous plan), replacement of the signs with new internally lighted signs will not meet the current standards. It would erode efforts to redevelop the district in the manner prescribed in the plan. The applicant should submit externally lighted sign proposals that conforms to the Signage Standards. (It is staff’s understanding the freestanding sign is not being altered in any way. Freestanding signs are prohibited by the standards.)

Bikeways and Bicycle Parking, Standard 5b, page 118 states: “Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.” The applicant is requesting an amendment to permit them not to provide lockable enclosures for bicycles. Staff concurs this is not an appropriate requirement for a grocery store if bicycle racks are provided (they are), and recommends approval of this amendment.

All other elements of this application meet the requirements of Section 27-548.08(c)(2)(A) and (C).

c: Long-range Agenda Notebook
Frederick Stachura, J.D., Planning Supervisor, Community Planning Division



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

June 7, 2018

MEMORANDUM

TO: Andrew Bishop, Urban Design Section, Development Review Division
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division
FROM: Randy Radford, Transportation Planning Section, Countywide Planning Division
SUBJECT: DSP-03012-04, Aldi Hyattsville

The Transportation Planning Section has reviewed the detailed site plan referenced above. The site is situated south of Hamilton Street, and north of Queens Chapel Road (MD 500), and east of Ager Road. The site is zoned as MXT. The property is 2.29 acres. The existing store's size is currently 17,406 square feet and the applicant proposes to add 3,172 square feet, for a total of 20,576 square feet of retail space.

Review Comments

Review of the site is required for compliance with the 2006 *Approved Transit District Development Plan for West Hyattsville*. The purpose of the transit district development plan (TDDP) is to create a pedestrian-oriented community that fosters multi-modal transportation opportunities and reduces automobile dependency. The prior TDDP focused transportation adequacy on a district-wide cap on parking. That was the principle on which this site was originally developed; the most recent TDDP no longer retains the parking cap for the transit district.

The site is within the M-X-T Zone, and pursuant to Section 27-546(d)(10) a finding of adequacy is required as part of the transportation staff review. This property was reviewed under prior conceptual site plan CSP-03002, but that review, as noted above, was based on conformance to a parking cap for the transit district. In any regard, that review occurred in 2003, which is outside of the six-year window given in Section 27-546(d)(10).

The trip generation of this expansion is estimated to be 3 AM and 11 PM peak-hour trips. This includes a 50 percent trip reduction due to pass-by trips.

In 2017 during review of Preliminary Plan of Subdivision 4-15020 (Riverfront at West Hyattsville), the three nearest intersections to this site (MD 500/Hamilton, MD 500/Ager, and Ager/Hamilton) were reviewed, and it was determined that all three intersections operated well within the level-of-service E standard. Given that there were no transportation conditions resulting from that prior case, it is determined per Section 27-546(d)(10) that the site in this DSP would be adequately served within a reasonable period of time by existing or programmed transportation facilities.

Prior conceptual site plan and detailed site plans contain no transportation-related conditions.

Hamilton Street is a master plan collector facility, and Queens Chapel Road (MD 500) is a master plan arterial facility. For both, sufficient right-of-way has been previously dedicated or provided, and no structures are proposed within the ultimate right-of-way.

Access and circulation are being slightly modified on this plan, and the changes are acceptable as shown.

According to the applicant, the number of parking spaces will be reduced from 84 to 73 spaces in this designated M-X-T Zone. This adjustment is acceptable and is consistent with the maximum parking ratios shown in the TDDP (the site is more than one-quarter mile from the Metrorail station).

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in Section 27-285. Furthermore, it is determined that the development proposed will be adequately served by transportation facilities within a reasonable period of time in accordance with the finding required for a detailed site plan as described in Section 27-546.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

(301) 952-3680
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June 18, 2018

MEMORANDUM

TO: Andrew Bishop, Development Review Division
VIA:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division
FROM:  Marc Lewis-DeGrace, AICP, Transportation Planning Section, Countywide Planning Division
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following preliminary plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan to provide the appropriate recommendations.

Preliminary Plan Number: DSP-03012-04

Name: Aldi - Hyattville

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> X </u>	Nature Trails	<u> </u>
SHA R.O.W.*	<u> </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 detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the *Approved 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone* to (Master Plan) implement planned trails, bikeways, and pedestrian improvements.

The subject property is an existing grocery store that is requesting an increase of approximately 3,172 square feet, adding an exterior canopy and reducing existing parking by nine spaces. This application is for a Detailed Site Plan; therefore, it is not subject to Section 24-124.01 and the Transportation Review Guidelines – Part 2.

Review Comments (Master Plan Compliance and Prior Approvals)

The original DSP approval for the subject application has two conditions for approval that affect bicycle and pedestrian access that have been satisfied.

- c. Show a minimum eight-foot-wide walkway along the entire streetscape at both Hamilton Street and Queens Chapel Road, in accordance with figures seven and eight.
- l. Provide parking rack(s) for seven bikes near the entrance to the store.

Comment: The conditions for the wide sidewalk and bicycle racks have been fulfilled. The current site has a robust pedestrian network connecting Queens Chapel Road and Hamilton Street to the entrance of the building. The connection from Queen Chapel Road to the building entrance does not have pedestrian ramps that meet current Americans With Disabilities Act (ADA) standards, including truncated dome pads. The applicant shall install ADA ramps at all appropriate locations along this pedestrian route and the plans should be revised to include this modification.

At the time of the initial approval and construction, the applicant provided parking spaces as noted above. However, since that initial approval and construction, the Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone was approved. This Master Plan has two important standards that are relevant to this case; 1) Under which circumstances the new Master Plan is to be used and 2) what are the new bicycle parking standards?

The Transit District Development Plan (TDDP) *Applicability of Site Plan Requirements* states:

5. Nonresidential development. An addition to a nonresidential structure that was lawful and not nonconforming on the date of TDDP/TDOZ approval is exempt from the TDDP standards and site plan review if the addition does not increase the GFA by more than ten percent.

The subject property is 17,406 square feet and is applying to add approximately 3,172 square feet. Based on this criterion, the subject application must abide by the requirements of the 2006 TDDP.

The TDDP *Bicycle and Bicycle Parking* section states:

5. Bike Parking Security:
 - a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.
 - b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.

Comment: There are currently two (2) bicycle parking racks located at the front entrance to the grocery store. In addition, as noted above, the applicant shall provide two (2) bicycle lockers at the front entrance, consistent with the standard of the TDDP.

Recommendations

Prior to signature approval, the detailed site plan shall be revised to include:

- a. ADA ramps at appropriate locations along the pedestrian connection from Queens Chapel Road to the building entrance.
- b. Two (2) bicycle parking lockers at their site entrance consistent with Bicycle Parking Standard 5 of the TDDP.

July 3, 2018

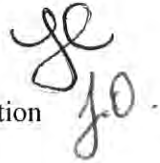
MEMORANDUM

TO: Andrew Bishop, Urban Design Section

VIA: Sherri Conner, Subdivision and Zoning Section

FROM: Joseph Onyebuchi, Subdivision and Zoning Section

SUBJECT: Aldi, Inc. (Hyattsville), DSP-03012-04



The subject property is located on Tax Map 41 in Grid F4 and is known as Lot 3 recorded in the Prince George's County Land Records in Plat Book WWW 35-53, approved on June 10, 1959, and Lots 6 and 7 recorded in Plat Book WWW 59-16, approved on February 2, 1966. The site is approximately 2.29 acres and is located in the Mixed Use -Transportation Oriented (M-X-T) Zone, within the Transit District Overlay (T-D-O) Zone subject to the 2006 *Approved Transit District Development Plan for the West Hyattsville Transit District Overlay Zone*. The site is currently improved with a food or beverage store. The instant application is proposing a 3,161-square-foot addition to the existing 17,406-square-foot building which will result in 20,578 square-feet of total development.

DSP-03012 was approved by the Planning Board on July 10, 2003 for redevelopment of the subject site with 16,400 square-feet of retail development and 1,300 square-feet of office development. At that time, the proposed development was exempt from resubdivision in accordance with Section 24-111(c)(3) because the site contained buildings constructed prior to 1991 with a total gross floor area which exceed 10 percent of the site. Detailed Site Plan DSP-03012 was subsequently revised in 2014 (DSP-03012-02) to add 1,006 square feet to the retail building. The subject application proposes another 3,161 square-foot addition to the retail building which totals 4,161 square-feet of proposed gross floor area over the original approval. Pursuant to Section 24-111(c)(2) of the Subdivision Regulations, the property is exempt from resubdivision because the development does not exceed 5,000 square-feet of gross floor area. Cumulative (total) buildings additions or proposed development, subsequent to the original DSP approval, exceeding 5,000 square-feet will require resubdivision of the property.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.

Bishop, Andrew

From: Reiser, Megan
Sent: Monday, May 21, 2018 1:53 PM
To: Bishop, Andrew
Subject: DSP-03012-04 Aldi Hyattsville

Hi Andrew,

The Environmental Planning Section (EPS) has reviewed the referral package stamped as received by EPS on May 14, 2018. The proposal is for a building addition and reduction of parking.

The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance because the site contains less than 10,000 square feet of woodland and has no previous TCP approval. The exemption letter is valid until November 3, 2019. An NRI equivalency letter has been issued based on the standard woodland conservation exemption and that no regulated environmental features are located on-site. The NRI equivalency letter is valid until October 9, 2019.

A stormwater management concept plan and approval letter (49935-2017-00) were submitted and show the use of micro-bioretention. Hamilton Street is a designated historic roadway. Any improvements within the right-of-way of an historic road are subject to approval by the County under the Design Guidelines and Standards for Scenic and Historic Roads.

No other environmental requirements have been identified for this application.

Megan Reiser

Planner Coordinator, Environmental Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
301-952-3752



M-NCPPC



Rushern L. Baker, III
County Executive

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



MEMORANDUM

June 18, 2018

TO: Andrew Bishop, Urban Design Section
Development Review Division, M-NCPPC

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

RE: Aldi, Inc. - Hyattsville
Detailed Site Plan No. DSP-03012-04

CR: Queens Chapel Road (MD 500)
CR: Hamilton Street

ng 6/19/18

In response to the Detailed Site Plan No. DSP 03012-04 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The property is located at 3025 Hamilton Street, situated 200 feet east of the intersection between Ager Road and Queens Chapel Road (MD 500). MD 500 is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is necessary. Both Hamilton Street and Ager Road are County-maintained roadways.
- The Applicant is proposing a 3,161 square foot addition which includes adding an exterior canopy and reducing the parking spaces by nine (9).
- The Detailed Site Plan 03012-04 is consistent with approved Stormwater Management Concept 49935-2017.
- The Applicant shall submit a traffic impact study for review and approval by DPIE to determine the adequacy of access points and the need for construction of modifications to adjacent roads.

Andrew Bishop
June 18, 2018
Page 2

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

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

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E., the District Engineer for the area, at 301.883.5740.

MCG:SN:dar

cc: Steve Snyder, P.E., District Engineer, S/RPRD, DPIE
Jahid Russel, Engineer, Traffic Engineering, DPIE
Salman Babar, Engineer, S/RPRD, DPIE
Kimley-Horn Engineering, 100 M Street SE, Suite 600,
Washington, DC 20003
HGS, LLC, 650 Montrose Boulevard, Houston, TX 77006

THE PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Permitting, Inspections and Enforcement

Site/Road Plan Review Division

9400 Peppercorn Place, Suite 420

Largo, Maryland 20774

(301) 883-5710



STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: QUEENS CHAPEL LOTS 3, 6, 7_ALDI CASE #: 49935-2017-00
APPLICANT'S NAME: ALDI, INC
ENGINEER : KIMLEY-HORN & ASSOC

REQUIREMENTS:

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

Type of Storm Drainage/SWM Construction is PRIVATE.

These additional approvals are required: STATE HIGHWAY ADMINISTRATION.

These fees apply: REVIEW, FEE-IN-LIEU.

These bonds apply: None.

Required water quality controls: MICRO-BIORETENTION.

Required water quantity controls: None.

A maintenance agreement is required.

No special conditions apply.

Required easements: STORM DRAIN.

Storm Water Management fee payment of \$27.00 in lieu of providing on-site attenuation/quality control measures.
(Fee-In-Lieu subject to change during technical review.)

CONDITIONS OF APPROVAL:

1. THE PREVIOUS PARENT APPROVAL FOR THIS SITE IS 36302-2014.
2. LANDSCAPE PLANS ARE REQUIRED AT TECHNICAL REVIEW.
3. SHA APPROVAL REQUIRED.
4. THIS PROJECT WILL REQUIRE A SITE DEVELOPMENT FINE GRADING PERMIT.
5. THIS PROJECT WILL REQUIRE PERMITS FROM THE MUNICIPALITY FOR EXISTING AND PROPOSED ROADWORK.
6. THIS CONCEPT IS FOR EXPANCION OF EXISTING RETAIL FOR INCREASED GROCERY FLOOR AREA.
REVIEWED BY DK.

APPROVED BY:

Rey De Guzman

APPROVAL DATE: March 16, 2018
EXPIRATION DATE: March 16, 2021

FOR OFFICE USE ONLY

ADC MAP:	5409 F-8	200' SHBET:	206NE03
STREET NAME:	HAMILTON ST		
WATERSHED:	14-Northeast Branch (An:		
NUMBER OF DU'S:	0	COST PER DWELLING:	0

Bishop, Andrew

From: Kwesi Woodroffe <kwoodroffe@sha.state.md.us>
Sent: Wednesday, May 23, 2018 3:56 PM
To: Bishop, Andrew
Subject: RE: EPlan Referral for DSP-03012-04, Hyattsville Aldi via DROPBOX

Andrew,

I reviewed the subject referral and have the following comment.

Any modification to the existing access on MD 500 will require an Access Permit. The applicant should submit detailed engineering plans (and any supporting documentation) to SHA District 3 Office for review.

Thanks, Kwesi
(301) 513-7347

From: ePlan <ePlan@ppd.mncppc.org>
Sent: Monday, May 14, 2018 11:35 AM
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Subject: EPlan Referral for DSP-03012-04, Hyattsville Aldi via DROPBOX

All,

This is an EPlan referral for DSP-03012-04, Hyattsville Aldi. This case was officially accepted as of today, May 14th 2018. SDRC is scheduled for June 1st 2018. Please submit ALL comments to Andrew Bishop(email attached). Click on the hyperlink to view case: https://www.dropbox.com/sh/qhgy6w7mv622tet/AAABHbx7R_XMKi9wpy-4Bhka?dl=0

Thank you.

Statement of Justification

ALDI – Hyattsville, MD

Hyattsville, Maryland

May 1, 2018

Application of Aldi, Inc. for Planning Board Review of this
Detailed Site Plan Amendment

Kimley»»Horn

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Introduction

Aldi, Inc (the “Applicant”) by its civil engineer, Kimley Horn and Associates, Inc, submits this Detailed Site Plan Statement of Justification to demonstrate conformance of the proposed development on the subject property with the applicable provisions of Subtitle 27 of the Prince George’s County Code (the “Zoning Ordinance”) and other applicable review requirements and criteria. The subject property consists of approximately 2.29 acres of land located at 3025 Hamilton Street, west of the intersection of Hamilton Street and Queens Chapel Road, in the “Queens Chapel Triangle” of Hyattsville, MD. The property is currently zoned MXT/TDOZ and is subject to the recommendations and District Development standards contained in the 2006 Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment for the West Hyattsville Transit District Overlay Zone (the “2006 TDDP”).

As described herein and shown on the plans submitted with the DSP-03012-04 application, the Applicant proposes a +/- 3,161 square foot (sf) expansion to the existing 17,367 sf Aldi grocery store building.

Property Data

A. Location	3025 Hamilton Street, Hyattsville, MD 20782
B. Tax Map #:	1964550
C. Frontage:	Hamilton Street and Queens Chapel Road
D. Election District:	Chillum (17 th)
E. Municipality:	Prince George’s County, MD
F. Acreage:	2.29 Acres
G. Current Zone:	MXT/TDOZ
H. Water Category:	W-3 (community system)
I. Sewer Category:	S-3 (community system)
J. Historic:	N/A
K. Master Plan:	2006 TDDP/TDOZ

Background/Zoning History

The original DSP for the development of the Aldi store (DSP-03012) was approved under the standards established by the 1998 West Hyattsville Approved Transit District Development Plan for the Transit District Overlay Zone (1998 TDDP) and the property was zoned MXT/TDOZ. The 2006 TDDP was an amendment to the 1998 TDDP and portions of the 1994 Planning Area 68 Master Plan and the property zoning designation remained unchanged. Thus, the property is still in the MXT/TDOZ and must comply with the District Development standards established by the 2006 TDDP.

Existing Area

The property is comprised of Lots 3, 6, and 7 of Tax Map ID 0041-00F4-000, which contains approximately 2.29 acres with direct vehicular access from both Hamilton Street and Queens Chapel Road. The property is currently improved with an existing Aldi grocery store building and associated parking.

North of the property, across the Hamilton Street right-of-way, is a commercial development. East of the property is a restaurant. West of the property are two restaurants and a gas station. South of the property, across the Queens Chapel Road right-of-way, is a wooded area adjacent to the northwest branch of the Anacostia River.

Proposed Project as Reflected in Site Plan

The proposed expansion of the existing Aldi grocery store is approximately 3,161 sf. The total gross floor area of the post-expansion Aldi grocery store will be approximately 20,567 sf with a +/- 744 sf exterior canopy. The main entrance of the building will remain in the same relative location on the northwest corner of the building, facing Hamilton Street. The proposed expansion will require the removal of 9 parking spaces and the relocation of 4 ADA parking spaces with associated grading and re-paving to maintain ADA compliance within the parking spaces and ADA routes. Additionally, as proposed in the Site Development Concept Plan dated 10/13/2017, a micro-bioretenion facility is proposed to meet stormwater requirements.

Planning Board Criteria of Approval

The proposed development meets the Planning Board Criteria of Approval. Specifically, an analysis of the purposes of a Detailed Site Plan and compliance with District Development standards are below.

Purposes of Detailed Site Plans

The proposed development satisfies both the general and specific purposes of a Detailed Site Plan as described in Section 27.281(b) of the Zoning Ordinance. An analysis of the purposes of a Detailed Site Plan is shown in tabular form in **Appendix A**.

Compliance with District Development Standards

The development proposed in this Detailed Site Plan application complies with the District Development Standards established in the 2006 TDDP for the TDOZ as well as the previous Planning Board resolution for the original Aldi development dated 07/17/2003 (attached for reference as **Appendix B**). The previous development (DSP-03012) was developed in compliance with the standards established by the 1998 TDDP. An analysis of the requirements of the 2006 TDDP is shown in tabular form in **Appendix C**. The Applicant satisfies the majority of the District Development standards. However, in some instances, the proposed development deviates from the standards. Thus, in instances when the proposed development deviates from the District Development standards, the applicant respectfully requests that the Planning Board apply alternative standards consistent with **Appendix C**.

Conclusion

The above analysis and submitted plans establish that the Detailed Site Plan satisfies the Planning Board Criteria of Approval in accordance with the Zoning Regulations. The Applicant respectfully requests that the Planning Board grant approval of this Detailed Site Plan.

Appendix A – Analysis of the Purposes of a Detailed Site Plan

	Development District Standard	Comply? Yes, No, N/A	Comments
§27-287 PURPOSES OF DETAILED SITE PLANS			
b. General Purposes: (1) The general purposes of Detailed Site Plans are:			
	(A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;	Y	The proposed development is in compliance with the 2006 Approved Transit District Development Plan
	(B) To help fulfill the purposes of the zone in which the land is located;	Y	The proposed development is for an expansion of an existing grocery retail store. A grocery store is a permitted use in the MXT/TDOZ.
	(C) To provide for development in accordance with the site design guidelines established in this Division; and	Y	Please review the plans submitted with the Detailed Site Plan application.
	(D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.	Y	The Zoning Ordinance provides for the approval procedures for Detailed Site Plans. This Detailed Site Plan amendment adheres to the procedures outlined in the Zoning Ordinance.
c. General Purposes: (1) The specific purposes of Detailed Site Plans are:			
	(A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;	Y	Please review the plans submitted with the Detailed Site Plan application. The plans submitted with the DSP application delineate the location of the existing and proposed buildings, parkings facilities, streets, green areas, and other physical features and land uses proposed for the site.
	(B) To show specific grading, planting, sediment control, woodland conservation areas, regulated environmental features and storm water management features proposed for the site;	Y	Please review the plans submitted with the Detailed Site Plan application. The plans submitted with the DSP application show grading, planting, sediment control, and stormwater management proposed for the property.
	(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and	Y	Please review the plans submitted with the Detailed Site Plan application. The plans submitted with the DSP application delineate the location of the existing and proposed buildings, architecture, lighting, and street furniture.
	(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.	Y	The Applicant is unaware of any encumbrances on the property that would impede the implementation of requirements.

Appendix C – Analysis of the Requirements of the 2006 TDDP

	Development District Standard	Comply? Yes, No, N/A	Alternative Standard/Comments	Sector Plan Reference Page
BUILDING ENVELOPE AND BLOCK STANDARDS				
GENERAL DESIGN PRINCIPLES AND INTENT				
	1. Buildings shall be aligned and close to the street.	Y	-	67
	2. Buildings shall be consistent forms on both sides of the street and shall provide public space between the buildings fronting the street.	Y	-	67
	3. Buildings shall front the street and square and provide ground level retail uses to provide an active, vital, and safe pedestrian public space.	Y	-	67
	4. Buildings shall define the property lines. Public and private space shall be clearly defined as public with open views and surveillance, or private and protected.	Y	-	67
	5. Buildings shall be designed to orient views towards the street and public realm.	Y	-	67
	6. Buildings shall provide retail on all ground floor elevations to provide an active and interesting pedestrian street life. Community-serving financial (e.g., commercial bank or savings and loan branch) or professional (medical, tax preparation, insurance) service establishments may be allowed in ground-floor space provided that such uses have a primary entrance on the street.	Y	-	67
	7. Building vehicle storage and service areas for garbage and mechanical equipment shall be located away from the street.	Y	-	68
	8. Building parking areas (off-street) shall be located away from the street and shared by multiple owners/ uses.	N	All off-street parking is currently used by Aldi as approved under DSP-03012.	68
	9. Commercial and mixed-use blocks shall contain a minimum of 80 percent commercial uses on the ground floor	Y	-	68
BUILDING STREET TYPES - Boulevard (Queens Chapel Road)				
HEIGHT SPECIFICATIONS				
	1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of three stories and a maximum of six stories in height, except where otherwise noted in the TDDP.	N	The existing building to be expanded is 1-story in height as approved under DSP-03012.	68
	2. Parking Structure Height and Block Coverage: No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot-high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.	Y	There are no parking structures proposed with this development. The existing parking fronting Queens Chapel Road is screened with a 3 foot high brick wall as approved with DSP-03012.	68
	3. Transition in Building Height: Where a Boulevard Street type is within 40 feet of a single-family home, the maximum height shall not exceed 32 feet to the eaves or parapet.	N/A	The proposed development is not located within 40 feet of a single family home.	68

SITING SPECIFICATIONS				
	1. Build-To Line: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: Block corners are exempt from the build-to line requirement if a special pedestrian-oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.	Y	Per Planning Board Resolution dated 07/10/2003, build-to line requirements are not required to be met along Queens Chapel Road because the site has frontage along two streets. Build-to line requirements are met along Hamilton Street.	69
	2. Maximum Block Length: Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).	N/A	The proposed development does not impact block length.	69
	3. Lot Coverage: Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All buildings are required to be located at the build-to line and shall be located zero feet from the sidewalk edge. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan. The minimum open contiguous area shall comprise a minimum 15 percent of the total buildable area and can be located anywhere within the buildable area of the site.	Y	Per Planning Board Resolution dated 07/10/2003, build-to line requirements are not required to be met along Queens Chapel Road because the site has frontage along two streets. Build-to line requirements are met along Hamilton Street. Additionally, the proposed open space is approximately 29% of the site's buildable area.	69
	4. SideYard Line: Building side lot lines have no required setback unless shared with an existing single family house where an eight-foot setback shall be provided.	Y	The site does not share a lot line with an existing single family house.	69
	5. Rear Yard Line: On sites with no alley access, there shall be a 25-foot setback from the rear yard line.	N/A	The site has street frontage along both the front and rear property lines.	69
BUILDING STREET TYPES - Main Street (Hamilton Street)				
HEIGHT SPECIFICATIONS				
	1. Building Height: Principal building height is measured in stories. All buildings shall be a minimum of three stories and a maximum of six stories in height, except where otherwise noted in the TDDP.	N/A	The existing building to be expanded is 1-story in height as approved under DSP-03012.	71
	2. Parking Structure Height and Block Coverage: No parking structure within the block shall exceed the eave height within 40 feet of the parking structure. Any parking area fronting the build-to line shall provide a three-foot-high solid masonry wall to screen vehicles. No block shall have more than 25 percent of its street frontage occupied by screened parking. Unscreened parking shall be prohibited.	N/A	There are no parking structures proposed with this development. The existing parking fronting Queens Chapel Road is screened with a 3 foot high brick wall as approved with DSP-03012.	71
	3. Transition in Building Height: Where a main street type is within 40 feet of a single-family home, the maximum height shall not exceed 32 feet to the eaves or parapet.	N/A	The proposed development is not located within 40 feet of a single family home.	71

SITING SPECIFICATIONS				71
1. Build-To Line: The façades of all buildings shall be constructed at the build-to line (or sidewalk edge) for at least 75 percent of the street frontage of each block with the following exception: block corners are exempt from the build-to line requirement if a special pedestrian oriented building corner treatment is provided. The street façade shall be a single plane, limited to façade jogs of less than 24 inches, interrupted only by porches, stoops, bay windows, shop fronts, and balconies.	Y	Per Planning Board Resolution dated 07/10/2003, the building canopy meets the build-to line requirements and the remaining setback area along the build-to line is proposed as landscaping along the pedestrian zone.	71	
2. Maximum Block Length: Block lengths shall be a maximum of 400 feet in length; refer to the TDDP block registration plan (Map 13).	N/A	The proposed development does not impact block length.	71	
3. Lot Coverage: Building shall only occupy the lot area delineated in the siting specifications and shall be in accordance with the West Hyattsville TDDP. All buildings are required to be located at the build-to line and shall be located zero feet from the sidewalk edge. The sidewalk location and width shall be in accordance with the applicable streetscape sections and roadway segments of the TDDP and shall be delineated on the detailed site plan. The minimum open contiguous area shall comprise a minimum 15 percent of the total buildable area and can be located anywhere within the buildable area of the site.	Y	Per Planning Board Resolution dated 07/10/2003, the building canopy meets the build-to line requirements and the remaining setback area along the build-to line is proposed as landscaping along the pedestrian zone.	71	
4. Side Yard Line: Building side lot lines have no required setback unless shared with an existing single-family house where an eight-foot setback shall be provided.	Y	The site does not share a lot line with an existing single family house.	71	
5. Rear Yard Line: On sites with no alley access, there shall be a 25-foot setback from the rear yard line.	N/A	The site has street frontage along both the front and rear property lines.	71	
STREETSCAPE STANDARDS				
GENERAL DESIGN PRINCIPLES AND INTENT				
1. Street Trees: Street trees shall be provided along all streets to enhance and soften building façades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Where necessary, spacing allowances may be made to accommodate fire hydrants, utility vaults, and other infrastructure elements.	Y	The proposed development does not impact the existing street trees which were installed under previously approved DSP-03012.	82	
2. Street Lights: Street lights shall be installed on both sides of streets along the street tree alignment line and, unless otherwise designated in the West Hyattsville TDDP, at no more than 60-foot intervals measured parallel to the street. At the time of development, the developer is responsible only for the installation of street lights on the side of the street that is being developed.	Y	The proposed development does not impact the existing street lights which were installed under previously approved DSP-03012.	82	

	3. Sidewalks: At the time of development, the developer is required to install sidewalks. All sidewalks and primary walkways shall be constructed using special decorative paving materials such as brick, concrete precast pavers, Belgium block, or granite pavers. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff. Concrete paving shall be prohibited.	Y	The proposed expansion does not impact the existing sidewalks which were installed under previously approved DSP-03012.	82
	4. Building Orientation: The street and building façade shall be the primary focus of the development. All buildings shall front the primary street(s) and dual frontage shall be maintained along all corner lots.	Y	The building meets this requirement along Hamilton Street.	82
	5. Consistency of Design Elements: Streetscape elements, such as paving, street furniture, and street trees, shall be consistent within a development project and shall be consistent along the street wall.	N/A	The proposed development does not impact the existing streetscape design elements.	82
	6. Public Art: Public art shall be provided to enhance the pedestrian street life activity and to provide interest along the streetscape.	N/A	The proposed development does not impact the existing streetscape.	82
	7. Landscaping of Building Fronts: Building fronts (public), along the streetscape, shall provide planters and window boxes with flowering plants within two feet of the building face.	Y	There is an existing landscape area between the building face and the sidewalk along Hamilton Street.	82
	8. Screening of Service/Loading Areas From Public View: Building rears (private) along the lot alley shall provide for commercial operator working environments unseen by the public to allow residents to enjoy private open space areas.	Y	The existing loading area is screened from the public right of way with an existing brick masonry wall.	82
	9. Location of Mechanical Equipment: The following mechanical equipment shall be located a minimum of 25 feet away from any build-to line and shall not be stored or located within any street, and shall be screened from view of the street: air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, or any other similar mechanical equipment.	Y	No new mechanical equipment is proposed adjacent to any build-to line fronting the property.	82
	10. Roof-Mounted Mechanical Equipment: Roof-mounted mechanical equipment shall be located away from the building façade edge adjacent the build-to line and shall be screened from pedestrian and vehicular views of the street.	Y	-	82

STREETSCAPE				
	1. Streetscape Paving: All primary walkways shall be constructed using decorative paving materials. Crosswalks may be constructed with tinted and stamped asphalt. Sidewalk and crosswalk paving materials may include concrete.	Y	The proposed development does not impact the existing streetscape paving which was installed under previously approved DSP-03012.	83
	2. Permitted Materials: Brick, precast pavers, Belgium block, or granite pavers are permitted materials. Samples of proposed paving materials shall be submitted with the detailed site plan for review and approval by M-NCPPC staff and county/municipal public space maintenance agencies.	Y	The proposed development does not impact the existing streetscape paving which was installed under previously approved DSP-03012.	83
	3. Streetscape Construction: All streetscape improvements shall be completed prior to the issuance of use and occupancy permits for the first building. Construction of streetscape improvements shall not be phased.	N/A	The proposed development does not impact the existing streetscape.	83
	4. Streetscape Elements: Streetscape elements of street trees, street furniture, landscaping and planters, decorative paving, sculpture/artwork, and bus shelters shall be provided on the streetscape plan. All streetscape elements shall include information of location, spacing, quantity, construction details, and method of illumination and shall be required for all streets in accordance with the West Hyattsville TDDP conceptual site plan streetscape sections and public realm elements. Advertisements and signage shall be prohibited on all streetscape elements with the exceptions of bus shelter advertisements approved by the appropriate public transit authority (WMATA or TheBUS) and appropriate transit service-related notices at other locations within the West Hyattsville TDOZ public realm subject to the approval of DPW&T and the appropriate municipality.	N/A	The proposed development does not include a streetscape plan. The existing streetscape was installed under previously approved DSP-03012	83
	Streetscape elements shall include: <ul style="list-style-type: none"> • Street trees (located in tree grates along urban streets and planting beds along residential streets) • Street furniture (benches, trash receptacles, lighting, and bus shelters) • Landscaping and planters • Decorative paving • Sculpture/artwork • Bus shelters No street furniture or public works of art, other than publicly maintained streetlights and street trees, shall be installed within public rights-of-way without the permission of DPW&T and/or the City of Hyattsville expressed through an executed memorandum of understanding (MOU) with the developer/applicant. All street furniture on private rights-of-way within the TDOZ shall be maintained by the property owner/ developer.	Y	The existing streetscape was constructed under previously approved DSP-03012	

	<p>5. Street Trees (Urban Streets): Street trees shall be planted along all urban streets in the TDDP according to the streetscape sections. Street trees shall be a minimum four-inch caliper in size, located 30 feet on center, planted in tree grates (minimum four feet by six feet), limbed up to six feet above finished grade, provide a minimum five cubic feet of continuous tree bed underneath the sidewalk pavement system, provide a positive drainage system, and provide an automated irrigation system to promote the health and vigor of the root system. Street trees species shall be large, broad spreading, open-canopy trees at maturity and shall be planted as follows:</p> <ul style="list-style-type: none"> • Boulevards—Green Vase Zelkova (zelkova serrata 'Green Vase') or Northern Red Oak (quercus rubra) • Main Street—Shademaster Honey Locust (gleditsia triacanthos 'Shademaster') • Park Drive—Red Maple 'October Glory' (acer rubrum 'October Glory') or Willow Oak (quercus phellos) 	Y	The proposed development does not impact the existing street trees which was installed under previously approved DSP-03012.	84
	<p>7. TDDP Street Tree Placement: Wherever the TDDP does not show street tree placement, street trees shall be planted along the street tree alignment within the streetscape and spaced at 30 feet on center.</p>	Y	The proposed development does not impact the existing street trees which was installed under previously approved DSP-03012.	85
	<p>8. Curb Extension for DSP Submittal: Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for providing curb extensions along streets according to the TDDP and streetscape sections. Curb extensions shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all curb extension standards in the TDDP.</p>	Y	The proposed development does not include a streetscape plan. The existing curb extensions were installed under previously approved DSP-03012	
	<p>9. Curb Extension Locations: Curb extensions shall be located at all intersections and shall be in accordance with all curb extension standards and dimensions of the TDDP. Curb extensions shall narrow the roadway corridor as specified in the TDDP to calm vehicular traffic and provide pedestrian safety.</p>	Y	The proposed development does not include a streetscape plan. The existing curb extensions were installed under previously approved DSP-03012	86
	<p>10. Curb Radii: Curb return radii on all intersections shall be 15 feet.</p>	Y	The proposed development does not include a streetscape plan. The existing intersections were installed under previously approved DSP-03012	86

	<p>11. Crosswalks for DSP Submittal: Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for crosswalk improvements along the entire length of the property frontage where street intersections occur. Crosswalks shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits and shall be in accordance with all crosswalk standards and dimensions of the TDDP. No building or grading permits shall be issued without a detailed site plan that conforms to all crosswalk standards in the TDDP.</p>	Y	<p>The proposed development does not include a streetscape plan. The existing intersections were installed under previously approved DSP-03012</p>	86
	<p>12. Crosswalk Locations/Dimensions: Crosswalks shall be provided at all street intersections and shall be located within two feet of the intersecting streets to promote pedestrian visibility. The crosswalk dimensions shall be a minimum width of 14 feet with red brick crosswalk with a two-foot width concrete banding constructed along each outer edge of the crosswalk to promote high visibility, pedestrian safety, and contrast from the roadway pavement. In addition, a two-foot-wide vehicle stop bar shall be provided a minimum distance of ten feet from the crosswalk area and shall be painted with a white reflective paint for high visibility to prevent vehicles from entering the crosswalk area upon stopping at traffic lights.</p>	Y	<p>The proposed development does not include a streetscape plan. The existing intersections were installed under previously approved DSP-03012</p>	87
	<p>13. Crosswalk with Median Refuge for DSP Submittal: Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for pedestrian crosswalks with median refuge improvements along applicable streets bordering all property frontages as specified in the TDDP. Crosswalks shall be dimensioned as specified in this section for crosswalk locations/dimensions. Crosswalks with median refuge areas shall be included on the streetscape plan and shall be submitted as part of any application for detailed site plan and building/grading permits.</p>	Y	<p>The proposed development does not include a streetscape plan. The existing intersections were installed under previously approved DSP-03012</p>	87
	<p>14. Medians: A continuous wide median shall be provided along streets as specified on the streetscape sections of the TDDP to offer pedestrian refuge and protection from vehicle turning movements. All medians shall be landscaped with trees, shrubs, and groundcover. Large expanses of concrete, lawn area, and mulch are prohibited.</p>	Y	<p>The proposed development does not include a streetscape plan. The existing medians were installed under previously approved DSP-03012</p>	88

PUBLIC STREET LIGHTING				
	1. At the time of the first detailed site plan submission within the TDDP, the M-NCPPC Urban Design staff shall select and specify the lighting fixture(s) to be used for all subsequent development phases within the transit district. A coordinated lighting plan shall be submitted with each detailed site plan. Lighting fixtures are encouraged to be equal or similar to the lighting details shown in the TDDP.	Y	The proposed development does not impact the existing lighting which was installed under previously approved DSP-03012.	89
	2. Lighting levels shall be: a. Minimum public/private space light levels shall be: (1) 1.25 foot-candles for building façades. (2) 5.0 foot-candles for building entries. (3) 2.0 foot-candles for walkways. (4) 0.5 foot-candles for trails. (5) 1.25 foot-candles for all other outdoor areas. b. Maximum public/private space lighting levels shall not exceed: (1) 2.0 foot-candles for building façades. (2) 5.0 foot-candles for building entries. (3) 2.0 foot-candles for walkways. (4) 1.25 foot-candles for trails. (5) 1.5 foot-candles for all other outdoor areas.	Y	The proposed development does not impact the existing site or streetscape lighting which was installed under previously approved DSP-03012.	89
	3. Pedestrian Streetlights: Pedestrian streetlights shall be as specified in the TDDP lighting details All streetlights shall be a minimum height of 14 feet and a maximum of 16 feet along all arterials, collectors, and local streets. Maximum spacing for streetlights shall be 60 feet on center and located along the street according to the street section diagrams in Building Envelope and Block Standards for tree placement. Street lighting shall be provided along sidewalks and in medians. Metal-halide lamps shall be specified for all lighting. Sodium-based lamp elements shall be prohibited. A note referencing compliance with this standard shall be placed in the general notes of the detailed site plan and building permit.	Y	The proposed development does not impact the existing pedestrian street lighting which were installed under previously approved DSP-03012.	89
	4. Building Façade Lighting: Exterior lighting of the front building façade shall be mounted between 6 and 14 feet above adjacent grade.	Y	The proposed development does not impact the existing building lighting which was installed under previously approved DSP-03012.	90
	5. Alley Lighting: All lots with alleys shall have lighting fixtures within five feet of the alley right-of-way. This fixture shall illuminate the alley, shall be between 9 and 14 feet in height, and shall not cause glare in adjacent lots.	N/A	The proposed development does not abut an alley.	90
	6. Lighting Fixtures: Lighting fixtures shall be incandescent, metal halide, or halogen only. No high-pressure sodium, mercury vapor, fluorescent lights, or floodlighting (i.e., no up-lighting) may be used on the exterior of buildings.	Y	The proposed development does not impact the existing lighting which was installed under previously approved DSP-03012.	90

	7. Light Glare and Sky Glow: Full cut-off light fixtures shall be used to shield the disbursement of light to prevent light glare and sky glow. A note referencing compliance with full cut-off light fixtures shall be provided in the general notes of the detailed site plan and building permit.	Y	The proposed development does not impact the existing lighting which was installed under previously approved DSP-03012.	90
	8. Lighting for Walkways: Pedestrian walkway lighting shall include step lights; well lights and lighted bollards shall be provided along all courtyard lanes, alleys and off-street bike and pedestrian pathways.	Y	The proposed development does not impact the existing lighting which was installed under previously approved DSP-03012.	90
	9. Security CPTED Lighting: Security lighting shall be provided to illuminate landscaping, parks, and special features and shall be in accordance with Crime Prevention Through Environmental Design (CPTED) standards.	N/A	The proposed development does not impact the existing lighting which was installed under previously approved DSP-03012.	90
	10. Parking Structure Lighting: Lighting for parking structures shall satisfy Crime Prevention Through Environmental Design (CPTED) Standards.	N/A	There are no parking structures proposed with this development.	90
	11. Residential Building Lighting: Porch and/or entry lights shall be required on all residential buildings to create a safe pedestrian environment at night. Porch and/or entry lights for single-family attached residential units shall not exceed 100 watts per fixture.	N/A	There are no residential buildings proposed with this development.	90
BLOCKS AND ALLEYS				
	1. Building Siting: Each applicant or the applicant's heirs, successors, and/or assignees shall be responsible for siting buildings according to the West Hyattsville TDDP and shall be included as part of any application for detailed site plan and building/grading permits. No building or grading permits shall be issued without a detailed site plan that conforms to all building standards in the TDDP.	Y	The existing building was sited and constructed under approved DSP-03012 per the 1998 TDDP.	91
	2. Lot Frontages: All lots shall share a frontage line with a street.	Y	The site shares a frontage line with both Hamilton Street and Queens Chapel Road	91
	3. Block Size: Block perimeters and lengths shall be in accordance with the West Hyattsville TDDP block registration plan. No block face shall exceed 400 feet in length without a street, common access easement, alley, or pedestrian pathway that provides through access to another street, alley, or pedestrian pathway.	Y	A pedestrian pathway is provided through the site from Hamilton Street to Queens Chapel Road.	91
	4. Alleys: Alleys shall provide access to the rear of all building lots and off-street parking facilities. Alley construction shall be required as part of any redevelopment project within the rear setback unless an alley already exists.	N/A	The property currently has frontage along Hamilton Street and Queens Chapel Road.	91

	<p>5. Dedicated Right-Of-Way For Alleys: Where an alley does not exist and is not constructed at the time of redevelopment of any property, the developer shall dedicate the alley right-of-way within the rear set-back to the county. Pending construction of the alley, the developer or owner shall maintain the dedicated right-of-way by, at a minimum:</p> <p>a. Sodding and providing routine landscape maintenance to the area.</p> <p>b. Keeping the area clear of debris, litter, stored materials, and vehicles.</p>	N/A	<p>The property currently has frontage along Hamilton Street and Queens Chapel Road, therefore a dedicated alley is not required.</p>	91
	<p>6. Shade Trees: At least one canopy shade tree per 200 square feet of the required open (unpaved) area shall be planted in the rear lot area and no closer than five feet to any common lot line. Trees shall be a minimum of four-inch caliper and ten feet in height. Tree species shall be as specified in the TDDP street tree list.</p>	Y	<p>The landscaping plan provided with this DSP amendment proposes to bring the site landscaping to the levels proposed with previously approved DSP-03012.</p>	92
	<p>7. Existing Trees: Buildings shall be sited to preserve existing healthy trees, minimum two-inch caliper, when such siting does not conflict with the approved West Hyattsville TDDP for urban street grid, building footprint, streetscape requirements, or parking. All trees to be preserved shall be delineated on the detailed site plan and building permit(s).</p>	N/A	-	92
	<p>8. Curb Cuts: Curb cuts shall be prohibited on Boulevard and Main Street development sites.</p>	N	<p>The site has 1 existing curb cut on Hamilton Street and 1 existing curb cut on Queens Chapel Road constructed under previously approved DSP-03012.</p>	92
SIDEWALKS				
	<p>1. TDDP Designated Sidewalks: All sidewalks designated in the TDDP shall be constructed according to the streetscape requirements listed in this section and shall be specified to meet the sidewalk width delineated in the streetscape sections in the TDDP. Streetscape sections shall specify the width and placement of the required sidewalk for all TDDP building street types: Boulevards, Main Street, Park Drive, Residential Street, LID Street, and Local Access Streets.</p>	Y	<p>The proposed development does not impact the existing streetscape sidewalks and there are no proposed TDDP Designated sidewalks.</p>	92
	<p>2. TDDP Nondesigned Sidewalks: Sidewalks not designated in the TDDP shall be specified as a minimum of five feet wide and shall meet county specifications.</p>	Y	<p>All proposed on-site sidewalks are a minimum of five feet wide and meet county specifications.</p>	92

	3. Paving Materials for Primary Sidewalks: All primary sidewalks shall be constructed using special decorative paving materials. Concrete and asphalt paving shall be prohibited.	Y	The proposed development does not impact the existing primary sidewalks which were constructed under previously approved DSP-03012.	92
	4. Americans with Disabilities Act (ADA): All sidewalks shall be constructed to meet ADA federal standards to comply with accessible design.	Y	All proposed sidewalks are designed to meet ADA standards.	92
SOD, GROUNDCOVER, AND MULCH				
	1. Sod: All turf grass areas shall provide solid sod areas at installation. Seeding, springs, or sod plugs shall be prohibited. All disturbed areas not proposed for construction shall be sodded. Sod specifications shall be provided on the landscape plan.	Y	Sod specifications will be provided on the erosion and sediment control plans. All pervious disturbed areas shall be sodded.	93
	2. Groundcover: Groundcover may be used in place of turf grass. Groundcover specifications of name, species, quantity, and spacing shall be provided on the landscape plan. Groundcover shall be planted at a minimum spacing of four inches on center.	Y	-	93
	3. Mulch: Mulch shall be shredded hardwood mulch that is brown in color and shall be specified as a minimum four-inch depth on landscape plans. Red cedar mulch or rubber mulch shall be prohibited.	Y	-	93
	4. Irrigation: All sod and groundcover area shall provide an automated irrigation system to maintain the health and vigor of the sod and groundcover.	N	Irrigation is not proposed as part of this development.	93
LANDSCAPE				
	1. Plant List: A plant list shall be included on the landscape plan and shall specify the plant species (botanical and common name), size/caliper, spacing, quantity, construction details (for trees, shrubs, evergreens, and street trees) and method of irrigation and illumination in accordance with the West Hyattsville TDDP streetscape, street tree master plan/plant list, and with the Crime Prevention Through Environmental Design (CPTED) standards promulgated by the National Crime Prevention Council, U.S. Department of Justice. Unplanted mulch beds shall not exceed ten square feet in area; large mulch beds shall be prohibited.	Y	Please see the landscape plan included with the DSP.	93
	2. Pedestrian Safety with Crime Prevention Through Environmental Design: Landscape plants provided as buffers and screening shall not impose a safety problem for pedestrians and shall be in accordance with CPTED standards for public safety.	Y	-	94

	3. Landscape Screening for Parking Lots: All off- street surface parking lots shall be screened from view of roadways by the use of a three-foot high solid masonry wall and a maximum three-foot-high evergreen hedge (at plant maturity). The wall and hedge shall be located adjacent to all streetscapes/roadways. Metal, split-face block, chainlink, cinderblock, and concrete construction shall be prohibited.	Y	The parking lot is currently screened by an existing three foot high brick wall along Queens Chapel Road.	94
	4. Landscape Screening for Loading and Service Areas: All loading and service areas shall be screened with landscape plantings and a six-foot-high opaque wood or masonry fence and shall not be visible from streets and shall be located a minimum of 50 feet away from public sidewalks. Chain-link fencing is prohibited.	N	The existing loading area is screened from the public right of way with an existing brick masonry wall. The existing loading area is located approximately 40 feet away from the public sidewalk along Queens Chapel Road, constructed under previously approved DSP-03012-03.	94
	5. Parking Lot Trees: Trees shall be planted along all parking lot perimeters and shall be spaced at 30 feet on center in a five-foot minimum width planting area or a tree grate unless shared parking is provided behind buildings accessible from alleys.	Y	The landscaping plan provided with this DSP amendment proposes to bring the site landscaping to the levels proposed with previously approved DSP-03012.	94
	6. Parking Lot Interior Landscaping: All surface parking lots shall provide interior landscaping. All interior parking lot landscaping shall comply with the requirements of the Prince George's County Landscape Manual. Shrub and ground cover beds shall be a minimum of three feet wide and three feet deep. Trees and shrubs shall be fully protected from potential damage by vehicles by the use of curb stops, a raised planter box, a low wall, or bollards.	Y	The landscaping plan provided with this DSP amendment proposes to bring the site landscaping to the levels proposed with previously approved DSP-03012.	94
PARKS AND PLAZAS				
		N/A	There are no existing or proposed Parks and Plazas as part of this development.	95
SQUARES AND CIVIC GREENS				
		N/A	There are no existing or proposed Parks and Plazas as part of this development.	99

ARCHITECTURE STANDARDS				
GENERAL DESIGN PRINCIPLES AND INTENT				
	1. Architecture shall blend aesthetically into the built environment of the block for which the development lot is located.	Y	Please see the architectural plans included with this DSP.	104
	2. Architecture shall specify required details as indicated in the TDDP.	Y	Please see the architectural plans included with this DSP.	104
	3. Architecture shall provide a coherent form for the building.	Y	Please see the architectural plans included with this DSP.	104
	4. Architecture materials shall provide appropriate material properties (strength) for the design purpose of the building; strong materials shall support lighter materials.	Y	Please see the architectural plans included with this DSP.	104
	5. Architecture materials shall be as indicated in the TDDP; equivalent or better material is also encouraged but shall be approved at the discretion of the Planning Board.	Y	Please see the architectural plans included with this DSP.	104
	6. Architecture characteristics shall be coordinated with respect to building articulation, building scale and proportions, architectural style, roof forms, building details and fenestration patterns, and materials.	Y	Please see the architectural plans included with this DSP.	104

BUILDING FACADES				
	MATERIALS			
	Permitted: <ul style="list-style-type: none"> • Brick and tile masonry • Native Stone (or synthetic equivalent) • Pre-cast masonry (for trim and cornice elements only) • Gypsum Reinforced Fiber Concrete (for trim elements only) • Metal (for beams, lintels, trim elements, and ornamentation only) • Wood lap siding (horizontal configuration), smooth or rough-sawn finish • Hardie-Plank equivalent or better siding 	Y	Nichiha fiber cement - Vintagewood Cedar product is a proposed exterior finish for the building. Please see the elevation drawings, photos, example installation, and product brochure included with this DSP.	104
	Prohibited: <ul style="list-style-type: none"> • Stucco/EIFS (cementious finish) • Split-faced block • Concrete • Concrete Masonry Units • Faux wood grain 	N	Nichiha fiber cement - Vintagewood Cedar product is a proposed exterior finish for the building. Please see the elevation drawings, photos, example installation, and product brochure included with this DSP.	104
	1. Exterior Walls (Architecture): <ul style="list-style-type: none"> • Exterior walls greater than 40 feet in length shall break any flat, monolithic façade with discernible architectural elements, such as bay windows, recessed entrances and windows, display windows, arcades, balconies, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials to provide visual interest and pedestrian scale. Building designs, rooflines, or façade treatments that are monotonous shall be prohibited. • Exterior wall materials shall be consistent horizontally (i.e., joints between different materials shall be horizontal and continue around corners) except for chimneys and piers. • Exterior wall material/architectural changes shall be provided with a constructional logic. Building additions shall specify a building material that is compatible in architecture and material with the original building. • All exposed and visible exterior walls of a building shall provide quality architectural material along the façades according to the permitted building façade materials stated in the architectural standards. 	Y	Please see the architectural plans included with this DSP.	105
	2. Brick and Stone: <ul style="list-style-type: none"> • Brick shall specify the pattern, color, type, and model number of brick to be used. • Stone shall specify the pattern, color, type, and finish of stone to be used. 	Y	Please see the architectural elevation drawings included with this DSP.	105

	<p>3. Building Façades along Corner Lots: Building façades along corner lots shall be architecturally treated as having street frontage on both the front and side streets. Both façades shall provide architectural material that meets the materials list specified in the architectural standards.</p>	N/A	Property is not a Corner Lot.	105
	<p>4. Parapet Roofs: (Cornice, Entablature, and Coping Standards)</p> <ul style="list-style-type: none"> Parapet roofs shall only be permitted to conceal roof top mechanical equipment and shall not extend beyond the height of the rooftop mechanical equipment. <p>Building architectural roof sections shall be submitted as part of the detailed site plan to provide compliance with this standard.</p> <ul style="list-style-type: none"> Parapet roofs shall not be permitted if the purpose is to extend the height building. Parapet roofs shall not create a false building height extension and shall not qualify as overall building height. 	Y	Please see the architectural plans included with this DSP.	105
WINDOWS AND DOORS/ENTRANCES				
	<p>1. All Windows:</p> <ul style="list-style-type: none"> Windows shall not span vertically more than one story. Windows shall correspond to interior space and shall not span across building structural elements such as walls and mechanical spaces between floors. Windows may be ganged horizontally (maximum five per group) if each grouping is separated by a mullion, column, pier or wall section that is a minimum of seven inches wide. Windows shall be no closer than 30 inches to building corners (excluding bay windows and where the building corner is also a block corner). Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable. 	Y	Please see the architectural plans included with this DSP.	106
	<p>2. Ground-Floor Windows:</p> <ul style="list-style-type: none"> Single panes of glass shall not be larger than six feet high by four feet wide. Windows shall not be made opaque by window treatments and shall allow a minimum 60 percent of surface view into the building for a depth of at least 20 feet. 	Y	Please see the architectural plans included with this DSP.	106
	<p>3. Upper-Story Windows:</p> <ul style="list-style-type: none"> Windows shall be double-hung, single-hung, awning, or casement windows. Fixed windows are permitted only as a component of a system including operable windows within a single wall opening. Residential buildings/floors: panes of glass no larger than 36 inches vertical by 30 inches horizontal. The maximum pane size for office uses is 48 inches vertical by 40 inches horizontal. Egress windows may be installed according to the appropriate building code. 	N/A	The building is only 1 story in height.	106

	<p>4. Doors/Entrances:</p> <ul style="list-style-type: none"> • Primary entrances shall be delineated on the detailed site plan as major architectural features so that they are clearly identified as entry points, front the primary public street, and are pedestrian accessible. A portico, arcade, or similar architectural feature shall be provided to shelter the primary entrance. • Building façades over 200 feet in length facing a street shall provide two or more public building entrances off the street. • Primary building entrances shall connect to the sidewalk with a pedestrian walkway. • Shop front entrances are permitted to extend up to 24 inches beyond the build-to line. • Double height entryways (those that span more than one story) shall be prohibited. • Doors shall not be recessed more than three feet behind the shop front windows and shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door. • Roll-down security gates, door, and windows shall be prohibited. 	Y	Please see the architectural plans included with this DSP.	106
SIGNAGE				
	<p>1. Sign Lighting: Building signs shall be illuminated with external lighting only. Lighting shall provide full cut-off fixtures to reduce sky glow and glare. Flashing, traveling, animated, or intermittent lighting shall be prohibited on the exterior of any building or building sign whether such lighting is of temporary or long-term duration.</p>	N	The existing signage (built under DSP-03012) is internally illuminated, therefore the proposed signage is also internally illuminated. Please see the letter requesting approval of this signage and construction level details of the proposed signage and lighting included with this DSP.	108
	<p>2. Sign Specifications: Building signage shall be permitted as board signs, cornice signs, blade signs, door signs, awning signs, and window signs only. All other signage, including freestanding signs, shall be prohibited. Sign specifications, typology, and location standards are as follows:</p>	N	There is an existing freestanding sign on Queens Chapel Road, installed under previously approved DSP-03012.	108
	<ul style="list-style-type: none"> • Board signs shall be permitted within the area between the second story floor line and the first floor ceiling. The horizontal board sign shall not exceed two feet in height. Company logos or names shall be permitted when placed within the board sign or placed or painted within ground floor or second story office windows. 	N/A	No board signs are proposed.	108
	<ul style="list-style-type: none"> • Cornice/parapet signs shall be permitted using a masonry or bronze plaque bearing an owner or building's name. These signs shall be placed in the building's cornice/parapet wall or under the eaves and above the upper story windows. 	Y	-	108
	<ul style="list-style-type: none"> • Blade signs shall be permitted when located perpendicular to the building façade and shall provide a minimum clearance of seven feet measured from the sidewalk elevation to the bottom of the sign for pedestrian safety. Shop signs may be hung from an overhang or awning. 	N/A	No blade signs are proposed.	108

	<ul style="list-style-type: none"> • Door signs shall be permitted to identify street address and shall be located as illustrated in the reference drawing. 	N/A	No door signs are proposed.	108
	<ul style="list-style-type: none"> • Awning/overhang signs shall be permitted within the front face of the awning as illustrated in the reference drawing. Lettering shall be a maximum of five inches high. Awnings/overhangs shall have a minimum ten feet clear height above the sidewalk, a minimum of six feet depth out from the building façade, and the maximum extension shall not protrude over any tree or landscape planting area. Canvas cloth or equivalent (no shiny or reflective materials), metal or glass materials shall be permitted. All other materials shall be prohibited. Internal illumination through the awning/overhang shall be prohibited. 	N/A	No awning/overhang signs are proposed.	108
	<ul style="list-style-type: none"> • Window signs shall be permitted as painted window signs or illuminated neon signs; animated signs are prohibited. 	N/A	No window signs are proposed.	108
	<ul style="list-style-type: none"> • Lettering for all signage shall not exceed 18 inches in height or width and 3 inches in relief. 	Y	-	108
PARKING STANDARDS				
GENERAL DESIGN PRINCIPLES AND INTENT				
	1. Ratios for Uses: Off-street parking shall be provided for all new development within the West Hyattsville TDOZ in accordance with the standards provided in Parking Ratios for Land Uses Within the West Hyattsville Transit District Overlay Zone.	Y	There is no minimum parking requirement for this site per the TDOZ, only a maximum allowable 85 spaces. This DSP proposes 73 total spaces.	109
	2. Accessibility: All on-street parking and off-street surface/structured parking facilities shall comply with ADA standards and shall be accessible and barrier free. Off-street parking areas shall not exceed two percent cross slopes in any direction for accessible parking spaces in accordance with ADA standards. All other surface parking areas shall not exceed three percent maximum cross slope. Parking areas shall not be accessed via steps from adjoining walkways.	Y	All cross slopes within proposed off street accessible spaces are proposed as less than two percent. All other surface parking areas within the project limits of disturbance are proposed as less than or equal to three percent cross slope.	109
	3. Pedestrian Access to Off-Street Parking: a. Surface Parking— <ul style="list-style-type: none"> • Pedestrian walkways through parking areas shall be prohibited. • Perimeter walkways along the edge of parking areas shall not exceed 2 percent cross slope and shall be illuminated at exactly 2.0 foot-candles for ADA accessibility compliance. b. Parking Structures— Parking structures shall provide pedestrian access to surrounding main buildings and shall provide safe (exactly 2.0 foot-candle illumination), direct (maximum than 100 foot), accessible (maximum 2 percent slopes), barrier-free (no steps) pathways.	N	This DSP proposes a pedestrian walkway through the parking area in front of the proposed building expansion area for ADA access through the site and for the proposed relocated accessible parking spaces.	109
	4. Construction: Construction of on-street parking and off-street surface/structured parking facilities shall be completed for any approved development prior to the issuance of use and occupancy permits for the first building.	Y	-	110

	<p>5. Parking Landscaping: Landscaping shall be provided for surface parking and parking structures as follows:</p> <p>a. On-Street Parking—</p> <p>b. Off-Street Surface Parking—</p> <ul style="list-style-type: none"> • Parking perimeters shall screen views of cars from the public realm with both a three-foot high solid masonry wall and evergreen shrub landscaping. • Evergreen shrubs shall be planted at the rate of three shrubs per every ten linear feet of perimeter parking area. • Landscaped parking islands shall be provided as a break in parking areas for every 20 cars, dimensioned at a minimum of 10 inches wide and minimum 20 feet in length, planted with a 2.5-inch caliper shade tree, and shall provide ground cover or shrubs within the island. • Landscaped parking islands located adjacent to ADA accessible parking spaces shall provide a 2.5-inch caliper tree and a mulch surface ground for accessible access. • Tree pit beds shall be provided at a minimum of five feet in width and five feet in depth, with the center of the tree planted a minimum of 2.5 feet from the face of curb for protection from open car doors. <p>c. Off-Street Parking Structures—</p>	<p>Y</p>	<p>Parking is screened by an existing three foot brick wall and evergreen shrub landscaping installed under previously approved DSP-03012.</p> <p>Parking islands were constructed under previously approved DSP-03012. Parking island shade trees are proposed as a part of this DSP - please see the landscape plan.</p>	<p>110</p>
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	<p>6. Parking Lighting: Lighting shall be provided for surface parking and parking structures as follows:</p> <p>a. On-Street Parking and Off-Street Surface Parking—</p> <ul style="list-style-type: none"> • Full cut-off lighting • Pedestrian light fixtures similar or equal to those shown in the West Hyattsville TDDP conceptual site plan. • Street lights shall be a minimum 14 feet and a maximum 16 feet in height for on-street parking areas, and shall be a maximum of 20 feet in height for surface parking areas. • Illumination shall be a minimum of 1.25 foot-candles and a maximum of 2.0 foot-candles. <p>b. Off-Street Parking Structure —</p>	Y	Existing lighting is not impacted by proposed development.	110
ON-STREET PARKING				
N/A		N/A	N/A	111
OFF-STREET PARKING				
	<p>1. Siting: Off-street parking facilities (surface lots and parking structures) shall be located in accordance with the West Hyattsville TDDP/TDOZ parking plan. Surface parking areas shall be provided to the rear of the site away from the public realm view. Parking areas and pedestrian access to these areas shall not exceed 25 percent of the build-to line frontage on any block. Street frontage vehicular access to off-street parking facilities shall be prohibited (see discussion of off-street parking entrances below).</p>	N	Per Planning Board Resolution dated 07/10/2003, this requirement for the site was amended to: "Parking lots may occupy no more than 52 percent of the frontage of the property along the street where the building meets the build-to line if the property has frontage on more than one street..."	112
	2. Uses Within Parking Structures Along Street Frontages	N/A	No parking structures are proposed with this development.	112
	3. Façade Treatments for Parking Structures	N/A	No parking structures are proposed with this development.	113
	4. Parking Structure Fenestration	N/A	No parking structures are proposed with this development.	113
	5. Parking Structure Height	N/A	No parking structures are proposed with this development.	113
	6. Siting of Parking Structures With Street Frontage	N/A	No parking structures are proposed with this development.	114
	7. Parking Structure Entrances and Exits (Single-Family Residential)	N/A	No parking structures are proposed with this development.	114
	8. Parking Structure Entrances and Exits (Multi-family/Nonresidential)	N/A	No parking structures are proposed with this development.	114
	9. Parking Structure Stairwells	N/A	No parking structures are proposed with this development.	114
	10. Parking Structure Elevators	N/A	No parking structures are proposed with this development.	114
	11. Parking Structure Lighting	N/A	No parking structures are proposed with this development.	115

BIKEWAYS AND BICYCLE PARKING				
	<p>1. Bikeway Classification: Bikeway access along streets shall be located in accordance with the TDDP circulation plan. Bikeway access shall incorporate all of the following design criteria:</p> <p>a. On-Street Bikeway Access (Class III)</p> <ul style="list-style-type: none"> • Vertical clearance for bike access shall be six feet minimum. • Bike lane shall be six feet wide minimum. • Identification consisting of mounted signage, striped lane, and bike symbol painted along the on-street pathway. <p>b. Off-Street Bikeway Access (Class I)</p> <ul style="list-style-type: none"> • Vertical clearance for bike path shall be ten feet minimum. • Horizontal clearance for bike path shall be six feet minimum. • Surface shall be asphalt, concrete, gravel, or wood chip material as approved by M-NCPPC, with a compacted subgrade. • Nonskid boardwalks shall be provided if wetland construction is necessary for bike path with a minimum of 100 square feet of trailhead area at intersections with sidewalks (a trail map sign shall be provided at each such location). 	<p>N/A</p> <p>Y</p>	<p>The proposed development does not impact the existing streetscape which was constructed under approved DSP-03012.</p>	<p>116</p>
	<p>2. Bicycle Space Required Number: Minimum number of required bicycle parking spaces shall be the following:</p> <ul style="list-style-type: none"> • 1 space/20 off-street vehicular parking spaces per dwelling unit (multifamily residential uses) • 2 spaces/10 required vehicular spaces or 20 minimum (transit station) • 2 spaces/10 required vehicular spaces or 10 minimum (community center) • 1 space/5,000 square feet park space (neighborhood/pocket park) • 1 space/20 off-street vehicular parking spaces (office, nonvehicle retail services) • 1 space/20 off-street vehicular parking spaces (entertainment) • 1 space/20 off-street vehicular parking spaces (quick vehicle service) 	<p>Y</p>	<p>Existing bicycle parking to remain and be relocated with the proposed building expansion.</p>	<p>117</p>
	<p>3. Bicycle Space Dimensions: Bicycle spaces shall be a minimum of six feet long and 2.5 feet wide, and shall provide an overhead minimum clearance of seven feet in covered spaces. A minimum five-foot-wide clear aisle shall be provided between each row of bicycle parking.</p>	<p>Y</p>	<p>-</p>	<p>117</p>

	<p>4. Bicycle Parking Locations: Bicycle parking shall be located proportionally at each public entrance within a development.</p> <p>a. Parking Structures: Required bicycle parking within a structure shall be located in or near main entrances or elevators to provide for pedestrian safety, visibility, and security of property.</p> <p>b. On Site: Bicycle parking (not located within a parking structure) shall be located on site within 50 feet of main building entrances. Bicycle parking shall not obstruct walkways.</p> <p>c. Right-of-Way: Bicycle parking may be located in the public right-of-way with the approval of the Maryland State Highway Administration, Prince George's County Department of Public Works and Transportation, and the City of Hyattsville.</p> <p>d. Building: Bicycle parking may be located within a building, but the location shall be easily accessible for bicyclists.</p>	Y	The existing bicycle racks will be moved with the building expansion and will be located adjacent to the main entrance.	117
	<p>5. Bike Parking Security:</p> <p>a. Bicycle Racks: Secure stationary racks shall be provided that are anchored/bolted to the ground for security of bicycle property.</p> <p>b. Bicycle Locker: Lockable enclosures shall be provided for the storage of bicycles for security of bicycle property.</p>	Y N	Existing bicycle racks to remain and be relocated with building expansion.	118
	<p>6. Bike Parking Access: Bicycle parking shall have direct access to the public right-of-way.</p>	Y	Bicycle parking will have direct access to the public right-of-way.	118

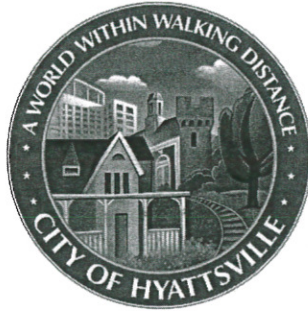
EXHIBIT'S LIST
7/19/18 PGCPB REGULAR MEETING
ITEM 11 DSP-03012-04 ALDI, INC. - HYATTSVILLE

City of Hyattsville Exhibit No. 1:

Letter dated 7/17/19 from Candace B. Holingsworth,
Mayor, City of Hyattsville (1 page)

ORIGINALS TO DRD

DATE: 7/19/18



Candace B. Hollingsworth
Mayor

Tracey E. Nicholson
City Administrator

*City -> Bohler
No. 1*

July 17, 2018

Honorable Elizabeth Hewlett
Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

REC'D BY PGCPB ON 7.19.18
ITEM # 11 CASE # DSP-03012-04
EXHIBIT # city of Hyattsville
Ex 1/0.1

RE: Aldi Expansion Project (DSP-03012-04)

Dear Chairman Hewlett:

On Monday, July 16, 2018 the Hyattsville City Council reviewed the detailed site plan application for the Aldi Expansion Project (DSP-03012-04), a project that would expand the square footage of the store by approximately 3,100 square feet.

The City Council voted to support the Detailed Site Plan application, subject to the following conditions:

- The applicant shall revise the landscaping plan to replace the following species with species native to the region:
 - Fraxinus pensylvanica 'summit;'
 - Taxus x media 'densiformis;'
 - Euyonymus alatus 'compactus;'
- The applicant should consider adding a mural to the blank wall facing Hamilton Street;
- The City Council supports the installation of bicycle racks, but asks that the racks be placed in an area out of the walkway to and from the store.

We thank the Planning Board for consideration of the City of Hyattsville's comments and we look forward to your decision.

Sincerely,

Candace B. Hollingsworth
Mayor

cc: City Council
Richard Moller, Kimley Horn
Andrew Bishop, Urban Design Section, M-NCPPC