

R E S O L U T I O N

WHEREAS, UIP Asset Management, Inc. is the owner of a 4.39-acre parcel of land known as Parcels A and B, Hyattsville Center, recorded in Plat Book NLP 130-93, and the following legal lots recorded in Prince George's County Land Records; Parcel 60 in Liber 39296 folio 131, Parcel 61 in Liber 39296 folio 87, Parcel 78 in Liber 39296 folio 168, Parcel 115 and Parcel 130 in Liber 39296 folio 131, Lots 8, 9 and part of Lot 10 in Liber 89296 folio 46 and part of Lot 10 in Liber 40959 folio 480, said property being in the 16th Election District of Prince George's County, Maryland, and being zoned Mixed Use-Infill (M-U-I), Commercial Office (C-O), Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O); and

WHEREAS, on September 27, 2018, UIP Asset Management, Inc. filed an application for approval of a Preliminary Subdivision Plan for three parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plan, also known as Preliminary Plan 4-17008 for Armory Apartments was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on January 10, 2019, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on January 10, 2019, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED a Variation from Section 24-122(a), and further APPROVED Preliminary Plan of Subdivision 4-17008, for three parcels with the following conditions:

1. Prior to signature approval of this preliminary plan of subdivision, the following revisions shall be made:
 - a. Indicate all existing lot lines and label existing lots and parcels on the plan.
 - b. Revise General Note 1 to provide correct recording references for parcels and lots included in the site.

- c. Show the dedication of one additional foot of right-of-way to public use along the property frontage of the alley, providing ten feet of dedication from the centerline, as delineated on the truck turning radius exhibit.
 - d. Show the location of a pedestrian access easement along the frontage of US 1 (Baltimore Avenue), which shall provide access to the sidewalks along the building frontage. Sidewalks along US 1 shall be a minimum of 12 feet wide, which sidewalk area may include street trees, landscaping, and pedestrian amenities consistent with the 2004 *Gateway Arts District Approved Sector Plan and Sectional Map Amendment* recommendations, unless modified by the Maryland State Highway Administration.
 - e. Revise the proposed access easement from Jefferson Street to be shown as to be dedicated to public use and provide a 10-foot-wide public utility easement along both sides of the right-of-way. The public utility easement requirement may be waived at the time of final plat if a variation request is granted.
2. Prior to signature approval of the preliminary plan of subdivision, an approved stormwater management concept plan and approval letter shall be submitted.
3. Prior to approval of the final plat for Parcels 2 and 3, Detailed Site Plan DSP-06004 shall be amended to reflect the proposed parcel lines and any associated plan modifications.
4. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. The private recreational facilities shall be reviewed by the Development Review Division of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, for adequacy and property siting with the submittal of the recreational facilities agreement.
5. Three original, executed recreational facilities agreements (RFAs) shall be submitted to the Development Review Division (DRD) of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, for approval prior to submission of a final record plat. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland. The RFA shall include floor plans with details of the recreational facilities and shall be recorded prior to recordation of the final plat of subdivision. All recreational facilities shall be bonded prior to approval of a building permit, and all facilities shall be constructed prior to issuance of a use and occupancy permit for the residential use.
6. Development of this site shall be in conformance with an approved stormwater management concept plan and any subsequent revisions. The stormwater concept plan number and approval date shall be noted on the final plat.
7. Total development shall be limited to uses that would generate no more than 269 AM and 270 PM peak-hour vehicle trips. Any development generating an impact greater than that

identified herein shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

8. The sidewalks along the subject site's frontage of Hamilton and Jefferson Streets shall be reconstructed in accordance with the Urban Street Standards to a minimum of six feet wide, unless modified by the City of Hyattsville.
9. Prior to approval of the final plat, the applicant and the applicant's heirs, successors, and/or assignees shall include on the final plat:
 - a. Dedication of one additional foot of right-of-way to public use along the property frontage of the alley, providing ten feet of dedication from the centerline.
 - b. Grant of a 10-foot-wide public utility easement along the public right-of-way of Jefferson Street and the public right-of-way extension into the site from Jefferson Street, as delineated on the approved preliminary plan of subdivision.
 - c. A note indicating that a variation from Section 24-122(a) of the Subdivision Regulations is approved, pursuant to the approved preliminary plan of subdivision, and no public utility easement is required along US 1 (Baltimore Avenue) and Hamilton Street.
 - d. Dedication of the shared access extending from Jefferson Street to public use, as shown on the approved preliminary plan of subdivision.
10. Prior to approval of the final plat of subdivision, the following draft public access easement on the subject property shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval, and then fully executed with the agreement of the City of Hyattsville. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties. Prior to recordation of the final plat, the easements shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland, and the liber/folio of the easement shall be indicated on the final plat and the limits of the easements reflected, consistent with the approved preliminary plan of subdivision.
 - a. A public pedestrian access easement agreement with the City of Hyattsville, whose approval shall not be unreasonably withheld, to ensure full public access to the walkways within the proposed development abutting the Baltimore Avenue (US 1) right-of-way in accordance with the approved preliminary plan of subdivision. The easement(s) and liber/folio of the recorded easement(s) document shall be reflected on the final plat. If an agreement for the easement is not reached between the applicant and the City of Hyattsville, the applicant shall show the right-of-way dedication 10 feet in width along US 1 and dedicate the right-of-way with the final plat.

The applicant may proceed to request final plat approval without the agreement of the City of Hyattsville, where the Planning Board shall determine if the easement agreement with the City of Hyattsville has been unreasonably withheld.

11. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall choose Option A or B for bicycle and pedestrian impact statement improvements. Based on this decision, the applicant shall construct the required adequate pedestrian and bicycle facilities as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations and the cost cap in Part (c), have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:

A.

- (1) One trolley trail marker (at Farragut Street), unless modified by the Prince George's County Department of Parks and Recreation;
- (2) Purchase, installation, and maintenance for one year of a bike share station, unless modified by the Prince George's County Department of Public Works and Transportation; and
- (3) A bicycle repair station (along the Trolley Trail), unless modified by the Prince George's County Department of Parks and Recreation.

If the bike share station as provided in this option is not feasible, the applicant must select Option B.

or

B.

- (1) Striping of two crosswalks across US 1 (Baltimore Avenue) on the north and south sides of the northern leg of Hamilton Street, and the rebuilding of the crosswalk along the eastern side of the northern leg of Hamilton Street. This crosswalk installation and reconstruction will include the installation of pedestrian crossing signals and construction of pedestrian ramps, as needed, unless modified by the Maryland State Highway Administration;
- (2) A bus shelter (Baltimore Avenue west side at building entrance), unless modified by the Prince George's County Department of Public Works and Transportation;
- (3) A bus shelter at Renaissance Square Artist Housing, unless modified by the Prince George's County Department of Public Works and Transportation; and
- (4) A bicycle repair station (along the Trolley Trail), unless modified by the Prince George's County Department of Parks and Recreation.

12. At the time of building permit for vehicular safety, the site plan shall include "Do Not Enter"

signs, located at the 90-degree turn along the alley, alerting drivers that the alley is for one-way inbound traffic. The installation of appropriate signage shall be coordinated with, and is subject to modification by, the City of Hyattsville.

13. Prior to the approval of any building permit for the subject site, off-site bicycle and pedestrian impact statement (BPIS) improvements shall be provided consistent with Condition 11.

If it is determined prior to the issuance of building permits that any or all of the improvements listed under the selected option are not acceptable by the operating agencies, and if planning staff determines that alternative off-site improvements are appropriate, the applicant shall propose substitute improvements and demonstrate that they shall comply with the facility types contained in Section 24-124.01(d), be within 0.5 mile walking or bicycling distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section 24-124.01(c). Details of all off-site required bicycle and pedestrian improvements shall be provided prior to the issuance of building permits.

Transportation Planning staff shall determine if the substitute off-site improvements are consistent with the BPIS adequacy finding made at the time of preliminary plan of subdivision.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the west side of US 1 (Baltimore Avenue), 115 feet south of its intersection with Jefferson Street. This preliminary plan of subdivision (PPS) includes Parcels A and B, Hyattsville Center, recorded in Plat Book NLP 130-93, and the following legal lots recorded in Prince George's County Land Records; Parcel 60 in Liber 39296 folio 131, Parcel 61 in Liber 39296 folio 87, Parcel 78 in Liber 39296 folio 168, Parcel 115 and Parcel 130 in Liber 39296 folio 131, Lots 8, 9 and part of Lot 10 in Liber 89296 folio 46 and part of Lot 10 in Liber 40959 folio 480. The site has 27,794 square feet of existing gross floor area (GFA), all of which is proposed to be razed. The site also contains an existing multifamily building which has 44 dwelling units, which is to remain. The site is located within the Mixed Use-Infill (M-U-I), Commercial Office (C-O), Commercial Shopping Center (C-S-C) and Development District Overlay (D-D-O) Zones and is subject to the 2004 *Gateway Arts District Approved Sector Plan and Sectional Map Amendment* (Gateway Arts District Sector Plan and SMA). The application includes the consolidation of the existing properties comprising the site into three parcels for the development of 329 total multifamily dwelling units (44 dwelling units existing), a parking garage, and 33,000 square feet of commercial retail space.

The applicant proposes three separate development pods for the site. The first development pod would be contained within Parcel 1 and includes a multifamily building with 285 dwelling units and commercial retail on the lower level. The second development pod would be contained

within Parcel 2 and includes a seven-story parking garage with 681 spaces which connects to the proposed building on Parcel 1. Access to the parking garage is from Parcel 1 and Parcel 2. The third development pod would be contained within Parcel 3 which is currently developed with a 44-unit multifamily building, which will remain.

The subject site has frontage along US 1 (Baltimore Avenue), Hamilton Street, and Jefferson Street. Section 24-122(a) of the Subdivision Regulations requires that a 10-foot-wide public utility easement (PUE) be provided along the public road right-of-way (ROW). A variation was approved for no PUE to be provided along US 1 and Hamilton Street and is discussed further.

3. **Setting**—The subject property is located on Tax Map 42 in Grid C-4 and Tax Map 50 in C-1; located in Planning Area 68; and is zoned C-O, C-S-C, and M-U-I, all within the D-D-O Zone. The subject property is bounded to the east by Baltimore Avenue with property beyond zoned C-S-C and M-U-I within the D-D-O Zone, which is developed with commercial and mixed-use development. The property is bounded to the south by Hamilton Street and an unnamed alley with property beyond zoned C-S-C and C-O and is developed with office uses. Property to the west of the site is zoned R-55 and is developed with an institutional use. To the north, a portion of the site is bounded by Jefferson Street with property beyond zoned R-55 and Multifamily High Density Residential (R-10) and is developed with residential uses. The adjacent property to the northeastern of the site is zoned C-S-C and is developed with a church. All surrounding properties are within the D-D-O Zone.
4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	C-O/D-D-O (1.02 acres) C-S-C/D-D-O (1.67 acres) M-U-I/ D-D-O (1.70 acres)	C-O/D-D-O (1.02 acres) C-S-C/D-D-O (1.67 acres) M-U-I/ D-D-O (1.70 acres)
Use(s)	Residential	Residential/Commercial
Acreage	4.39	4.39
Gross Floor Area	0	33,000 sq. ft.
Dwelling Units	44	329
Parcels	7	3
Lots	3	0
Outlots	0	0
Variance	No	No
Variation	No	Yes
		24-122(a)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on October 19, 2018. The requested

variation from Section 24-122(a) was accepted on September 27, 2018 and heard before the SDRC on October 19, 2018 as required by Section 24-113(b) of the Subdivision Regulations.

5. **Previous Approvals**—Preliminary Plan of subdivision (PPS) 4-15016 was approved by the Planning Board on October 6, 2016 (PGCPB Resolution No. 16-118). This PPS included Parcels 60 and 130 (0.56 acre) and proposed 16 lots and 1 parcel for the development of 16 dwelling units. The subject application supersedes the prior PPS.

A Detailed Site Plan (DSP-06004) was approved by the Planning Board on July 20, 2006 (PGCPB Resolution No. 06-174), to construct the existing four-story building and parking area on Parcel 3 of this application. This building, which is proposed to remain, includes 44 artists' housing (multifamily) units and a 456-square-foot display gallery. The PPS creates a new parcel for this existing development, which is smaller than the original DSP area and bisects a bay of the existing parking lot. This is an issue as 45 parking spaces were required and approved in DSP-06004, so any reduction could create a nonconformity. In addition, there is an existing ingress/egress easement from Jefferson Street, which provides access to existing Parcels A and B, as recorded in Plat Book NLP 130-93. The current PPS includes a modification of the easement to coincide with the reconfiguration of the approved parcels. The proposed access easement extends approximately 98 feet south of the access of the site at Jefferson Street. However, the city of Hyattsville requested this area to be dedicated as a public right-of-way, which was accepted by the applicant and the Planning Board. This will allow access to both the garage on Parcel 2 and the existing multifamily building on Parcel 3. Parcel 3 also has existing access from the alley, south of its boundary.

Detailed Site Plan DSP-06004 shall be amended prior to final plat, to reflect the new parcel lines. At that time, conformance with parking requirements must be demonstrated in accordance with the D-D-O standards and the parcel line may need to be adjusted to accommodate all of the required parking on Parcel 3.

6. **Community Planning**—The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) locates the subject site in the Established Communities. Plan 2035 defines Established Communities as "existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers." The vision for the Established Communities is to accommodate context-sensitive infill and low- to medium-density development.

The 2004 Gateway Arts District Sector Plan and SMA recommends mixed-use and commercial future land use on the subject property. The sector plan places the subject properties in the Town Center Character area. The sector plan states "the town center character areas are bustling with residential and business life. They overlay historic commercial centers along US 1 and adjacent redevelopment areas in the municipalities of Hyattsville, Brentwood, and Mount Rainier. Development district standards emphasize the creation of a pedestrian-oriented streetscape that will welcome residents and visitors, establish a build-to line to ensure a common street wall that creates a comfortable sense of enclosure, and minimize total parking requirements while encouraging shared parking."

Pursuant to Section 24-121(a)(5) of the Prince George's County Subdivision Regulations, the subdivision conforms to the Gateway Arts District Sector Plan and SMA because it implements the goal for the Town Center Character area, "to enhance the walkability of the town centers by creating a framework for high-quality, mixed-use, pedestrian-oriented development incorporating human-scale buildings, an attractive streetscape, landscaping, and small parks."

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Plan (No. 43568-2017) showing a proposed stormwater management vault was submitted with the subject application but has not yet been approved. The SWM concept plan shows the use of Environmental Site Design (ESD) elements to address water quality requirements.

An approved stormwater management concept plan is required to be designed in conformance with any approved watershed management plan, pursuant to Subtitle 32, Water Resources and Protection, Division 3, Stormwater Management, Section 172, Watershed Management Planning. Development must conform to an approved SWM concept plan, or subsequent revisions, to ensure that on-site or downstream flooding do not occur. Prior to signature approval of this PPS, an approved SWM concept plan shall be provided.

8. **Parks and Recreation**—The PPS has been reviewed and evaluated for conformance with the requirements of the Subdivision Regulations, the Gateway Arts District Sector Plan and SMA, the Land Preservation, Parks and Recreation Plan (LPPRP) for Prince George's County, and the *Formula 2040 Functional Master Plan for Parks, Recreation and Open Space* (Formula 2040) as policies in these documents pertain to public parks and recreational facilities.

The purpose of this PPS application is to develop a mixed-use development consisting of 285 new multifamily units, 33,000 square feet of retail, and a parking garage. Using current occupancy statistics for multifamily dwelling units for this planning area, the proposed development will result in a population of approximately 687 new residents to the community.

Per Section 24-134(a)(1) of the Subdivision Regulations, this PPS is subject to 0.26 acre of mandatory dedication of parkland. The mandatory dedication requirement is to be met with the provision of on-site private recreational facilities. Private recreational facilities may be approved by the Planning Board provided that the facilities will be superior, or equivalent, to those that would have been provided under the provisions of mandatory dedication. Further, the proposed facilities shall be properly developed and maintained to the benefit of future residents through covenants and a recreational facilities agreement (RFA), with this instrument being legally binding upon the subdivider and their heirs, successors, and/or assignees.

The Planning Board has determined that private recreational facilities are appropriate for this project, given the proposed use, location and size of the development. A list of potential private recreational facilities within the new multifamily building proposed has been provided by the applicant as follows:

- 1st Floor Lobby (1,438 square feet)

- 2nd Floor Lobby (7,179 square feet)
- Kitchen and Bar
- Co-working Area
- Leasing Office
- Multipurpose Room
- Mail Room
- Packages Room
- Game/TV Room
- Storage
- Dog Washing/spa room
- Resident Fitness Area (2,006 square feet)
- Courtyard (3,892 square feet)
- Pool Deck (3,405 square feet)
- Pool (531 square feet)

A DSP is not required if the proposed development conforms to the development standards contained in the Gateway Arts District Sector Plan and SMA at the time of building permit. Therefore, the final list of recreation amenities will be determined at the time of review of the RFA by the Development Review Division of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department. It is noted that not all facilities proposed by the applicant which are listed above may be considered acceptable recreational facilities and further determination will be made at the time of review of the RFA. The RFA shall include floor plans with details of the recreational facilities and shall be recorded prior to recordation of the final plat of subdivision.

9. **Trails**—The PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Gateway Arts District Sector Plan and SMA in order to implement planned trails, bikeways, and pedestrian improvements. The property is located within the Baltimore Avenue Corridor; therefore, it is subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.” The sector plan and the MPOT include several policies, recommendations and standards that are applicable to the subject site. The text related to bicycle and pedestrian facilities are noted below.

The streetscape on US 1, 34th and 38th Streets and Alt. US 1 shall consist of a sidewalk a minimum of 12 feet wide and may include a strip containing street trees, landscaping and pedestrian amenities. (Gateway Arts District Sector Plan, page 155)

On US 1, Alt US 1 and 38th Street, tree boxes shall be at least 5 feet wide, 10 feet long, and 4 feet deep. On all other streets tree boxes shall be at least 4 feet wide, 8 feet long, and 4 feet deep. All tree boxes shall be spaced 30–40 feet apart. (Gateway Arts District Sector Plan, page 155)

The MPOT Bikeways and Trails map depicts a proposed side path along US 1 at the location of the subject site. A 12-foot-wide sidewalk shall be provided along the frontage of US 1, consistent with the sector plan recommendations.

The neighborhood streetscape shall consist of a sidewalk a minimum of four feet in width and may include an additional strip five feet in width containing street trees, landscaping and pedestrian amenities. (Gateway Arts District Sector Plan, page 155)

The City of Hyattsville has adopted the 2017 *Prince George's County's Urban Street Design Standards* (Urban Standards) as the standard for roadways within the City's limits. The southern leg of Hamilton Street most approximates the "Neighborhood Residential" typical section (Urban Standards, page 10). This typical section depicts a six-foot sidewalk and a six-foot landscaping and furniture buffer. Sidewalks shall be reconstructed along the frontage of Hamilton and Jefferson Streets to a minimum of six feet wide and provide a landscape and furniture buffer that is a minimum of six feet wide, unless modified by the City of Hyattsville.

Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements:

A bicycle and pedestrian impact statement (BPIS) dated October 29, 2018, was submitted and has been reviewed per Section 24-124.01(c), and the cost cap for the site is \$97,050. The BPIS recommends several off-site improvements in the area surrounding the subject property within the cost cap. There are two options for the applicant to meet their BPIS requirement as follows:

1.
 - a. One Trolley Trail marker (at Farragut Street) totaling \$15,300.
 - b. Purchase, installation and maintenance for one year of a Bike Share Station \$75,000.
 - c. Bicycle Repair Station (along the Trolley Trail) \$1,500.

The location of the trolley trail marker shall be installed to the satisfaction of Department of Parks and Recreation (DPR) prior to issuance of building permits. The location of the bike share station shall be reviewed and approved by DPW&T prior to issuance of building permits. If the bike share station is not feasible, the applicant must select Option 2.

Or

2.
 - a. Striping of two crosswalks across Baltimore Avenue on the north and south sides of the northern leg of Hamilton Street and the rebuilding of the crosswalk along the eastern side of the northern leg of Hamilton Street. This crosswalk installation and reconstruction will include the installation of pedestrian crossing signals and construction of pedestrian ramps as needed; totaling \$34,093. This improvement will be in addition to any onsite improvements.
 - b. Bus shelter (Baltimore Avenue West side at building entrance) \$30,000

- c. Bus shelter at Renaissance Square Artist Housing \$30,000
- d. Bicycle Repair Station (along the Trolley Trail) \$1,500

The location of the crosswalks and pedestrian crossing signals shall be installed to the satisfaction of SHA prior to issuance of permits by the City of Hyattsville. The location of the bus shelters shall be installed to the satisfaction of operating agency prior to issuance of permits by the City of Hyattsville. The location of the bicycle repair station shall be installed to the satisfaction of DPR prior to issuance of permits by the City of Hyattsville.

Finding of Adequate Bicycle and Pedestrian Facilities and Demonstrated Nexus Finding:

The installation of the BPIS improvements will improve pedestrian safety and provide connections to nearby attractions and the surrounding community for future residents and patrons. It will also provide future residents site access to the regional trail system and the regional bike share system. With facilities required, the pedestrian and bicycle facilities are adequate for the subject application.

10. **Transportation**—The application proposes the construction of a 285-unit multifamily residential building and up to 33,000 square feet of retail space. A traffic impact study (TIS), dated October 1, 2018 (Revised October 29, 2018) was reviewed and analyzed.

The PPS approves three separate parcels; proposed Parcel 1 for a mixed-use, 285-unit multifamily residential building and up to 33,000 square feet of retail space; Parcel 2 for a parking garage consisting of 681 parking spaces; and Parcel 3 containing an existing multifamily building.

The findings and conclusions outlined below are based upon a review of these materials and analysis, consistent with the “Transportation Review Guidelines, Part 1” (Guidelines). Parcel 1 is reviewed in the discussed transportation impact analysis (TIA) below. Parcels 2 and 3 will not have any transportation impacts on future road conditions. The transportation condition of approval related to the trip cap does not establish individual trip caps for each parcel. However, the trips added by the proposed development on Parcel 1 and those existing for Parcel 3 are distinguished in the findings below.

Traffic generated by the proposed Parcel 1 will impact the following intersections:

- US 1/ Madison Street/ Cleveland Avenue
- US 1/ Jefferson Street
- Site Driveway 1/ Jefferson Street
- US 1/ Hamilton Street/Eastern Site Driveway
- US 1/ Hamilton Street/ US 1 ALT
- Site Driveway 2/ Hamilton Street
- US 1/ Gallatin Street
- US 1/ Farragut Street

Critical intersections identified above, when analyzed with existing traffic using counts taken in 2014 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
US 1/ Madison Street/ Cleveland Avenue	948	803	A	A
US 1/ Jefferson Street	1048	968	B	A
Site Driveway 1/ Jefferson Street*	12.5 seconds	7.8 seconds	B	A
US 1/ Hamilton Street/Eastern Site Driveway	758	785	A	A
US 1/ Hamilton Street/ US 1 ALT	1079	1200	B	C
Site Driveway 2/ Hamilton Street*	9.7 seconds	9.4 seconds	A	A
US 1/ Gallatin Street	512	424	A	A
US 1/ Farragut Street	490	792	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, if the reported delay does not exceed 50 seconds, the intersection is deemed to operate acceptably.				

The TIS identified two background developments whose impact would affect some or all studied intersections. Additionally, a regional growth rate of one percent was applied to US 1 through the build-out year of 2019. A second analysis was done to evaluate the impact of the background development and regional growth, that analysis is depicted below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
US 1/ Madison Street/ Cleveland Avenue	984	851	A	A
US 1/ Jefferson Street	1084	1034	B	B
Site Driveway 1/ Jefferson Street*	12.5 seconds	7.8 seconds	B	A
US 1/ Hamilton Street/Eastern Site Driveway	794	836	A	A
US 1/ Hamilton Street/ US 1 ALT	1138	1263	B	C
Site Driveway 2/ Hamilton Street*	9.7 seconds	9.4 seconds	A	A
US 1/ Gallatin Street	531	449	A	A
US 1/ Farragut Street	510	838	A	A

The proposed number of new vehicle trips was generated based on the Guidelines as well as the *Trip Generation Manual, 10th Edition* Institute of Transportation Engineers (ITE).

These figures were updated based on internal capture between residential and commercial components and pass-by trip assumptions for the retail space. The internal capture calculations were calculated based on recommendations from the ITE. Pass-by trip reductions are calculated based on the Guidelines. This analysis is shown below:

TRIP GENERATION SUMMARY									
Land Use	LUC Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Tot	In	Out	Tot
Apartments (mid-rise)	221	285	DU	29	120	149	111	60	171
Less Internal Capture				-1	-1	-2	-32	-12	-44
Total External Residential Trips				28	119	147	79	48	127
Retail	820	33,000	S.F.	104	64	168	115	124	239
Less Internal Capture				-1	-1	-2	-12	-32	-44
Total External Retail Trips				103	63	166	103	92	195
Less Pass-by (40%)				-41	-25	-66	-41	-37	-78
Net Retail Trips				62	38	100	62	55	117
New Total Site Trips				90	157	247	141	103	244

The trip generation table indicates the proposed development (Parcel 1) will add 247 (90 in; 157 out) AM peak-hour trips and 244 (141 in; 103 out) PM peak-hour trips.

A third analysis depicting total traffic conditions indicates that all subject intersections will operate at an acceptable level-of-service under total traffic conditions. This analysis is shown below:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
US 1/ Madison Street/ Cleveland Avenue	1006	877	B	A
US 1/ Jefferson Street	1245	1163	C	C
Site Driveway 1/ Jefferson Street*	12.2 seconds	9.7 seconds	B	A
US 1/ Hamilton Street/Eastern Site Driveway	927	1057	A	B
US 1/ Hamilton Street/ US 1 ALT	1191	1312	C	D
Site Driveway 2/ Hamilton Street*	9.7 seconds	9.5 seconds	A	A
US 1/ Gallatin Street	558	463	A	A
US 1/ Farragut Street	537	864	A	A

The TIS was reviewed by the Maryland State Highway Administration (SHA) and the Department of Public Works and Transportation (DPW&T). In an October 18, 2018 letter to the applicant (Futrell to Randall), SHA raised several issues for the applicant to address.

The applicant responded to SHA in an October 29, 2018 letter (Randall to Futrell). In a final letter dated November 27, 2018 (Futrell to Randall), SHA stated that “The SHA concurs with the report TIS findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right-of-way.”

Comments from SHA and the applicant’s responses were reviewed. DPW&T’s letter dated October 18, 2018 was also reviewed. The letter had one comment that was directed toward traffic signal improvements that affect an SHA roadway:

“The current signalized intersection at US 1 and Hamilton [north leg] does not have a signal indication for the eastbound movement. The Developer should be conditioned to provide a signal indication (signal pole, mast arm and signal heads) for vehicles entering and exiting the development at this intersection.”

Since any necessary improvement to this signal will require coordination between the developer and SHA, the developer is encouraged to meet with SHA on this issue.

Parcel 2, the proposed parking garage, will have 681 parking spaces but will not generate vehicle trips as other uses would. Specifically, while there has been some research on trips generated specifically by parking garages, there are no trip generation rates established by the ITE. Parking garages are not independent traffic generators but rather accommodate trips that were already going to a destination. Therefore, a trip cap has not been assigned for the parking garage.

Parcel 3, the existing Renaissance Square Artists’ Housing building was approved with DSP-06004 on July 13, 2006. The uses in this building will not be modified as part of this application and therefore will not have any changes to its trip cap. There does not appear to be an established trip cap for this building. While the Renaissance Apartments was approved with 456 square feet of gallery space, that space will have a negligible impact on the site’s trip generation. Based on guidance from ITE and “Guidelines,” the trip cap for the Renaissance Apartments is shown below:

TRIP GENERATION SUMMARY (RENAISSANCE APARTMENTS)									
Land Use	LUC	Size	Units	AM Peak Hour			PM Peak Hour		
				In	Out	Tot	In	Out	Tot
Apartments (mid-rise)	223	44	DU	4	18	22	17	9	26

Master Plan, Site Review

The subject property's main frontage is along US 1 (Baltimore Avenue), a four-lane collector (C-209) within an ultimate 80-foot ROW; 40 feet from the road's center line to the subject property line. The PPS has a 30-foot ROW from the centerline to the subject property line. The applicant has stated that consistent with previously approved PPS 4-15016 they will provide a "pedestrian access easement" to the City of Hyattsville to ensure full public access to the proposed development abutting US 1. This easement will ensure public access to sidewalks along the US 1 frontage of the subject property inside the owner's property line. The specific condition from the approved PPS (4-15016) PGCPB Resolution No. 16-118 Resolution is listed below:

9. **Prior to approval of the final plat of subdivision, the following draft public access easements on the subject property shall be submitted to the Maryland-National Capital Park and Planning Commission for review and approval, and then fully executed with the agreement of the City of Hyattsville. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties. Prior to recordation of the final plat, the easements shall be recorded in land records and the liber/folio of the easement shall be indicated on the final plat and the limits of the easements reflected consistent with the approved preliminary plan of subdivision and detailed site plan:**
 - b. **A public pedestrian access easement agreement with the City of Hyattsville, whose approval shall not be unreasonably withheld, to ensure full public access to the walkways within the proposed development abutting the Baltimore Avenue (US 1) right-of-way in accordance with the approved preliminary plan of subdivision. The easement(s) and liber/folio of the recorded easement(s) document shall be reflected on the final plat. If an agreement for the easement is not reached between the applicant and the City of Hyattsville, the applicant shall revise the detailed site plan to show the right-of way dedication 10 feet in width along US 1 and dedicate the right-of-way with the final plat.**

The applicant may proceed to request final plat approval without the agreement of the City of Hyattsville where the Planning Board shall determine if the easement agreement with the City of Hyattsville has been unreasonably withheld.

This condition of approval of PGCPB Resolution No. 16-118 (4-15016), remains applicable to this site and has been carried forward as a condition of approval of this application.

Site Access and Circulation

The site will consist of three separate parcels and three vehicular access points. Parcel 1 will consist of a mixed-use retail and residential building; this parcel will have vehicular access via a new entrance on Baltimore Avenue. Parcel 2 will consist of a new parking structure, that will have access via an existing entrance from Jefferson Street. Parcel 3 is the existing Renaissance Square Artist Housing Building that has access via Jefferson Street, which is shared with Parcel 2, and direct access from a public alley to Hamilton Street.

At the intersection of Hamilton Street and Church Place, there is an alley south and west of the subject site. Loading and unloading for the commercial and residential components of this property will be accommodated on the alley. The existing alley measures approximately 18 feet wide at its narrowest point located at the intersection with Hamilton. An 18-foot-wide alley will be too narrow to accommodate two-way traffic and commercial and residential loading areas. The section of the alley from Hamilton to the 90-degree bend to the west (approximately 150 feet), shall be a one-way inbound road. Based on coordination with the applicant, the City of Hyattsville, and SHA, it was agreed that a 20-foot-wide alley could accommodate commercial and residential loading and one-way vehicular traffic movements.

For vehicular safety, “Do Not Enter” signs should be posted at the 90-degree turn along the alley alerting drivers that the alley is for one-way inbound traffic. The installation of appropriate signage shall be coordinated with the City of Hyattsville.

Additional improvements and engineering plans that better depict transportation improvements that will safely accommodate one-way traffic and vehicle loading have been provided. First, one foot of ROW dedication to the City of Hyattsville, along the site’s frontage of the alley for road improvements will be required. Additional dedication will be provided by the property on the west side of the alley when that property redevelops. Second, the location of both the commercial loading area and the residential loading area have been provided; both locations are appropriate. The turning templates provided depict how commercial-size vehicles (for commercial and residential uses) will safely enter the site, park, and leave the site. SHA has reviewed the turning templates and finds them acceptable.

All aspects of the site regarding access and layout are deemed to be acceptable.

Based on the “Guidelines,” and the ITE, the trips generated by the mixed-use development will add 247 (90 in; 157 out) AM peak-hour trips and 244 (141 in; 103 out) PM peak-hour trips. The 681-space parking garage will not have a trip cap. The existing 44-unit Renaissance Square apartment building is accounted for in background and the trip cap established for this development is 22 (4 in; 18 out) AM peak-hour trips and 26 (17 in; 9 out) PM peak-hour trips.

The total trip cap for the subject property for this PPS is 269 (94 in; 175 out) AM peak-hour trips and 270 (158 in; 112 out) PM peak-hour trips.

11. **Schools**—The PPS has been reviewed for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and Prince George’s County Council Resolution CR-23-2003, and concluded the following:

Impact on Affected Public School Clusters
Single-family Attached Units
Multifamily Units

Affected School Clusters #	Elementary School Cluster #2	Middle School Cluster #2	High School Cluster #2
Dwelling Units	285 DU	285 DU	285 DU
Pupil Yield Factor	0.119	0.054	0.074
Subdivision Enrollment	34	15	21
Actual Enrollment in 2017	20,310	5,371	9,405
Total Enrollment	20,344	5,386	9,426
State Rated Capacity	16,907	4,342	8,494
Percent Capacity	120%	124%	111%

Prince George’s County Council Bill CB-31-2003, established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between I-495 (Capital Beltway) and the District of Columbia; \$7,000 per dwelling if the building is included within a Basic Plan or Conceptual Site Plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority (WMATA); or \$12,000 per dwelling for all other buildings. Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$9,550 and \$16,371 to be paid at the time of issuance of each building permit.

The commercial portion of the subdivision is exempt from a review for schools because it is a nonresidential use

12. **Public Facilities**—In accordance with Section 24-122.01 of the Subdivision Regulations, this PPS has been reviewed for adequacy of water and sewerage, police, and fire and rescue facilities which are found to be adequate to serve the subject site as outlined in a memorandum from the Special Projects Section dated October 1, 2018 (Mangalvedhe to Turnquest), incorporated by reference herein.
13. **Use Conversion**—The total development included in this PPS is 33,000 square feet of commercial development and 329 total dwelling units which includes 44 existing multifamily dwelling units and 285 proposed multifamily dwelling units in the C-O, C-S-C, and M-U-I Zones within a D-D-O. If a substantial revision to the mix of uses on the subject property is proposed that affects Subtitle 24 adequacy findings, as set forth in the resolution of approval and reflected on the PPS, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.

14. **Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on public rights-of-way Jefferson Street to the north, Baltimore Avenue to the west, and Hamilton Street to the south. This application includes a variation from Section 24-122(a) of the Subdivision Regulations in order that PUEs not be provided along US 1 and Hamilton Street.

Variation—Section 24-113 requires the following:

- (a) **Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle and Section 9-206 of the Environment Article; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon the evidence presented to it in each specific case that:**

- (1) **The granting of the variation will not be detrimental to the public safety, health, or welfare, or injurious to other property;**

The PPS does not include PUEs along the adjacent roads US 1 and Hamilton Street. The subject site and surrounding sites are currently developed and served by existing utility connections. Utilities exist in each public ROW; therefore, not providing PUEs will not be detrimental to the public safety, health, or welfare, or injurious to other property.

- (2) **The conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;**

This property is adjacent to three existing roads, US 1, Jefferson Street, and Hamilton Street. US 1 (Baltimore Avenue) is a state roadway, which has all necessary utilities that would be provided within a PUE already located within its ROW, as does Hamilton Street. A 10-foot-wide PUE is provided along the site's frontage of Jefferson Street. Additional PUEs are not necessary for the redevelopment proposed on this site as the site is currently developed and served

by existing utility connections. These conditions are unique to the property and generally not applicable to other properties.

(3) The variation does not constitute a violation of any other applicable law, ordinance, or regulation; and

The variation from Section 24-122(a) of the Subdivision Regulations is unique to and under the sole authority of the Planning Board. Therefore, the variation does not constitute a violation of any other applicable law, ordinance, or regulation. This PPS and variation request for the location of PUEs was referred to the Potomac Power and Electric Company (PEPCO), the Washington Suburban Sanitary Commission (WSSC), Washington Gas, and Comcast. A response from PEPCO, Washington Gas, and Comcast was not received. The response from WSSC did not comment on the variation request.

(4) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out;

The site is surrounded by existing roads and development on all sides. Much of this area was built in the 1930's with some "newer" construction in the 1960's. The property to the north was built in 1915 and is on the National Historic Register. The roads adjacent to the site contain all utilities within the ROW that would be necessary within a PUE. The existing roads that the site is adjacent to are Jefferson Street, US 1, and Hamilton Street. Along the site's frontage of Jefferson Street, a 10-foot-wide PUE is shown. No PUEs are shown along US 1 and Hamilton Street, as utilities already exist in the ROW. It would also be in direct violation of the Gateway Arts District Plan build-to line requirement. The loss of area would limit the achievable density on this site and limit the site from meeting the goals of the Gateway Arts District Sector Plan, to promote redevelopment and greater density in an urban form, resulting a particular hardship to the owner.

(5) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where multifamily dwellings are proposed, the Planning Board may approve a variation if the applicant proposes and demonstrates that, in addition to the criteria in Section 24-113(a), above, the percentage of dwelling units accessible to the physically handicapped and aged will be increased above the minimum number of units required by Subtitle 4 of the Prince George's County Code.

This is not applicable because the site is zoned C-O, C-S-C, and M-U-I.

The site is unique to the surrounding properties and the variation request is supported by the

required findings. Approval of the variation will not have the effect of nullifying the intent and purpose of the Subdivision Regulations, which is to guide development according to the General Plan and sector plan.

The Planning Board found the required findings to be demonstrated and approved the variation from Section 24-122(a) of the Subdivision Regulations to eliminate the requirement for a PUE along US 1 and Hamilton Street.

15. **Historic**—The subject PPS and associated architectural plans and drawings proffered by the applicant were reviewed by the Prince George’s County Historic Preservation Commission (HPC) at its November 18, 2018 meeting. After revisions to the proposed architecture requested by the Historic Preservation Commission were made and reviewed, the HPC recommended the approval of PPS 4-17008 and the proffered architecture, 14 sheets produced by Torti Gallas and Partners (dated and received November 30, 2018), without conditions.

Background

The subject application involves a number of lots comprising 4.39 acres, which are proposed to be subdivided into 3 parcels to provide for the construction of a mixed-use project that would include approximately 33,000 square feet gross floor area (GFA) for commercial uses, 329 dwelling units, and associated parking for all uses. The developing property is on the west side of US 1, south of Jefferson Street, and north of Hamilton Street, in the City of Hyattsville. The subject property is located within the Gateway Arts D-D-O Zone in a location identified as a Town Center Character Area. If the new construction associated with the PPS can be found to meet all the requirements of the D-D-O, the project can proceed to building permit. If at the time of building permit, the review of architecture indicates that the proposal is not compatible with the D-D-O guidelines, the review of a DSP application could be necessary to ensure compatibility with the guidelines. In addition, because the developing property is adjacent to two designated historic sites, the issues of compatibility of new construction could be addressed through the provisions of Subtitle 24-135.01 of the Subdivision Regulations.

The developing property is also located within the Hyattsville National Register Historic District (amended and expanded in 2004). The subject PPS is adjacent to two Prince George’s County Historic Sites, the Hyattsville Armory (NR/68-041-09), 5340 Baltimore Avenue, and Prince George’s Bank (68-041-01), 5200 Baltimore Avenue.

Designed by Robert Lawrence Harris for the State of Maryland in 1918, the Hyattsville Armory is a three-story, fortress-like stone structure distinguished by turrets, parapets, and buttresses. It served as the headquarters of Company F of the First Maryland Infantry, later the 115th Infantry Regiment, 29th Division. Since its closing in 1971, the building has served several uses and is protected by a preservation easement held by the Maryland Historical Trust. The building has a castle-like appearance and is set on a knoll, occupying a strong defensive position. The armory was listed in the National Register of Historic Places in 1980.

Historically known as the First National Bank of Hyattsville, the Prince George’s Bank is a Beaux Arts Neoclassical cast-concrete-block commercial building that was built in 1905 and

altered and enlarged in 1930. It is clad in a granite veneer and has a granite water table. The façade (south elevation) and east (side) elevation are highly ornamented with a Neoclassical parapet and entablature; the entablature features an ogee bead molding and paneled frieze. In 1925, the property was sold to the Arcade Theater Company, which owned it until 1969. During this time, the main block of the building was occupied by the Hyattsville Police Station, court, and jail and the rear building was occupied by the theater. After the police station moved in 1939, it became known as the Professional Building.

The subject application is intended to provide for the construction of a large, five- and six-story, mixed-use project that will include ground-floor commercial spaces along US 1 with associated off-street parking accessed mid-block, and five stories of dwelling units above the commercial spaces with associated parking to the rear (west) of the building. The access to the upper story residences is to be located in an inset plaza on the south end of US 1. The proposed building will also include an open plaza at its northern end providing for a separation from the new building and the adjacent Hyattsville Armory Historic Site to the north. The plaza is designed to incorporate property at the north end of the subject property as well as property at the southern end of the adjacent Historic Site.

Both the Hyattsville Armory and Prince George's Bank historic sites will be impacted by the adjacent new construction associated with the subject application. Therefore, in accordance with Section 24-135.01(c) of the Subdivision Regulations, the Historic Preservation Commission may recommend that the developing property be subject to a DSP for architecture to ensure the siting, height, massing, scale, materials and lighting of the new construction be addressed prior to approval of building permits, based on the following:

Section 24-135.01. – Historic preservation requirements.

- (a) The Planning Board shall require the preservation of historic resources in order to protect the County's cultural heritage, to increase public awareness of the County's history, and to provide for the continued use of still-valuable historic resources. Applicants are required to use the flexibility inherent in this Subtitle, including lot size averaging and optional methods of development where appropriate, to prepare plans that minimize the impact of new subdivisions on historic resources and that promote the restoration and continued use of such resources.**
- (b) The following requirements shall apply to a proposed subdivision containing or adjacent to a historic resource:**
 - (1) Lots shall be designed to minimize adverse impacts of new construction on the historic resource;**
 - (2) Natural features (such as trees and vegetation) which contribute to the preservation of a historic resource or provide a buffer between the historic resource and new development, shall be retained; and**

- (3) **Protective techniques (such as limits of disturbance, building restriction lines and buffers) shall be used.**
- (c) **In order to safeguard the integrity of the historic resource, the Planning Board may require a Detailed Site Plan in accordance with Part 3, Division 9, of Subtitle 27 (the Zoning Ordinance) for the purpose of evaluating the effect of the orientation, mass, height, materials and design of the proposed development on the environmental setting.**

The proposed building will be approximately 75 feet in height (measured from the finished grade of the sidewalk at US 1). The adjacent Hyattsville Armory Historic Site to the north is approximately 49 feet in height and the adjacent Prince George's Bank Historic Site to the south is approximately 32 feet in height. The proposed new construction will have approximately 400 feet of frontage along US 1.

The proposed mixed-use building is designed in a contemporary idiom and employs combinations of modern building materials. The building's US 1 elevation is broken down into five primary sections and the overall organization is generally symmetrical. To the extreme north and south, the US 1 elevations terminate in five-story units of similar design; these units are intended to reduce the massing of the building at its edges. The center three sections of the building include a recessed plaza with storefronts to the south, a large vehicular access point at the center, and additional storefronts at the street to the north that wrap around the building's northeast corner where there is a multi-level outdoor plaza located between the new construction and on the southern end of the Hyattsville Armory's environmental setting. Overall, the upper stories of the building have a shared decorative scheme that is balanced but not symmetrical; from one section to another, similar materials are used in different colors and with different applications. Overall, the fenestration is quite regular, but elevations are punctuated in certain locations with projecting roofless balconies.

The building's secondary elevations facing Hamilton Street, the north-south alley that leads to loading bays and the rear-parking structure employed the same materials as the more visible US 1 elevations with less variety of color and design. At the northeast corner of the project is a large seven-story concrete parking garage that is utilitarian in its appearance. The parking structure will be visible from the west and partially from the north, unless and until additional construction in the vicinity obscures it.

The proposed architecture was reviewed in order to provide the HPC with an assessment of the impacts on the adjacent historic sites and to be able to provide the HPC with direction regarding the compatibility of the proposed building with those sites. To that end, the applicant was provided with comments on the proposed architecture that were intended to enhance the building's architectural expression in order to (1) mitigate the massing and scale of the building; and (2) provide for a level of architectural expression that is sufficiently detailed to compliment, rather than detract from, the character of the historic sites.

Comments focused on the ways in which proposed materials, colors, and details are employed

across the composition. Specifically, concerns were expressed about the texture of building elevations and the degree to which the planes of the building are modulated to break down the massing of the nearly block-long US 1 elevation. Selected elements of the building would benefit from restudy and enhanced detailing. In particular, it was suggested that the applicant address the level of detail and articulation on the building's south wall opposite the Prince George's Bank building; the ground level elevations on the building's north wall near the Hyattsville Armory; and that the upper reaches of the US 1 elevation be addressed to provide enhanced cornice treatments to more effectively terminate the six-story building that will be much taller than its historic neighbors. Enhanced detailing at the cornice line will provide a more finished appearance and provide the building with a contemporary interpretation of a traditional tri-partite arrangement (base-middle-top) as found on the two adjacent historic sites at a lesser scale. Comments were all subsequently addressed by the applicant through revised drawings presented to the HPC.

The Historic Preservation Commission found the applicant's proposed architecture to be generally compatible with the character of the adjacent historic sites but did provide some suggested revisions to be reviewed and approved by Historic Preservation Section staff. Through revised drawings dated and received on November 30, 2018, the HPC recommended approval of the subject PPS by the Planning Board without a condition for a DSP, as provided for by Section 24-135.01 of the Subdivision Regulations. This conclusion is supported because, at the time of building permit, if the proffered architecture is revised and those revisions affect the compatibility of the proposal, the D-D-O standards could require the building height to be reduced or that the proposed architecture be subject to a DSP to ensure conformance with D-D-O guidelines. The provisions of the D-D-O provide for review of architecture at the time of building permit in order to safeguard the integrity of historic resources as required by the Subdivision Regulations, therefore, no condition for review of architecture is necessary.

Any plaza-related improvements proposed to be constructed within the environmental setting of the Hyattsville Armory Historic Site must be reviewed and approved by the Historic Preservation Commission through the Historic Area Work Permit (HAWP Process) as required by Section 29-107 (the Prince George's County Historic Preservation Ordinance).

16. **Environmental**—The subject site has a Natural Resource Inventory Equivalency Letter (NRI-112-2015-01) which was issued on March 13, 2017. The site is currently developed with an existing structure and associated parking. No woodland or regulated environmental features are located on this site. The site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance (S-046-2017) that is valid until March 13, 2019.

According to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, the site contains Urban Land. This site is not located within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Maryland Department of Natural Resources, Natural Heritage Program. The site is located within Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan 2035.

Based on the proposed layout, the project demonstrates conformance with the applicable policies and strategies of the 2017 *Countywide Green Infrastructure Plan* (Green Infrastructure Plan) of the *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* because the site contains no regulated or evaluation areas within the existing network. The project was found to be in conformance with applicable environmental policies within Plan 2035, the master plan, and the Green Infrastructure Plan.

This application is found to be in conformance with the environmental requirements of Subtitle 24 (Subdivision Regulations), Subtitle 25 (Woodland and Wildlife Habitat Conservation Ordinance), and Subtitle 27 (Zoning Ordinance).

17. **Urban Design**—Proposed development of this site is subject to the development district standards of the Gateway Arts District Sector Plan and SMA which replace all those contained in the Zoning Ordinance. The subject property is located within the Town Center (TC) Character Area of the Gateway Arts District Sector Plan and SMA. Per the sector plan, commercial uses and multifamily dwelling units are permitted within the TC Character Area and may not be subject to the DSP review process, if the site plan can demonstrate that it meets all the applicable standards of the development district (page 139). The Gateway Arts District Sector Plan and SMA requires that buildings adjacent to a historic landmark have a maximum height of 42 feet, unless it is architecturally compatible with the landmark. The applicant will be required to demonstrate conformance to this standard at the time of permit review, or a DSP may be required to obtain an amendment. Regarding the subject application, the PPS has been reviewed and is acceptable.

Conformance with the 2010 Prince George's County Landscape Manual

The development is not subject to the 2010 *Prince George's County Landscape Manual* (Landscape Manual) because the development district standards of the Gateway Arts District Sector Plan and SMA replace the requirements of the Landscape Manual.

Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet or greater of gross floor area or disturbance and require a grading permit. The subject site is in the C-O, C-S-C, and M-U-I Zones, which require a minimum of 10 percent of the gross tract area to be covered in tree canopy. This can be fulfilled through existing woodland or proposed plantings and will be reviewed at the time of DSP or permit review.

18. **City of Hyattsville**—In a memorandum dated November 6, 2018 (Hollingsworth to Hewlett), the City of Hyattsville recommended approval of this application, subject to the following conditions:

- **Access to the property from Jefferson Street shall be maintained through a public dedication of the driveway to the City;**

The vehicular access from Jefferson street, located on Parcel 2, is shown on the PPS to be encumbered by an access easement for the purpose of providing shared vehicular access to Parcel 3. Parcel 3 is also provided direct vehicular access to Hamilton street via a public alley,

therefore, there is no obligation to require an access easement agreement. The Planning Board has no objection to the public dedication of the shared access; however, PUEs should be provided along the access if it is dedicated as a public ROW, unless a variation is granted with the final plat.

- **BPIS improvements should include some combination of the following pieces of infrastructure: Rhode Island Avenue Trolley Trail wayfinding signage; a capital Bikeshare station on, or adjacent to, publicly accessible property south of the subject site; crosswalk improvements; and/or a new bus shelter dedicated to and maintained by Prince George's County Department of Public Works and Transportation.**

The BPIS improvements listed by the City of Hyattsville have been incorporated into the approval of this application.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with Circuit Court for Prince George's County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

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 Doerner, seconded by Commissioner Geraldo, with Commissioners Doerner, Geraldo, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, January 10, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of January 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:AT:gh